The ID.4 [1,2] from Volkswagen

Note: This press release, images and videos about the ID.4 can be found online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.

1) ID.4 Pro Performance

Combined power consumption in kWh/100 km: 18.8–16.4; combined CO_2 emissions in g/km: 0; Only consumption and emission values in accordance with WLTP and not in accordance with NEDC are available for the vehicle

2) ID.4 Pro 4MOTION
Combined power consumption in kWh/100 km: 19.5–17.1; combined CO_2 emissions in g/km: 0; Only consumption and emission values in accordance with WLTP and not in accordance with NEDC are available for the vehicle

3) Maximum range in accordance with WLTP
Combined range determined on the rolling road test bed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) in the most range-favourable equipment variant of the respective model, in so far as the model is an all-electric vehicle, or the purely electric range if the vehicle is a hybrid electric vehicle. The actual WLTP range values may differ depending on the equipment. The actual ranges achieved under real conditions vary depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers / overall load, and topography.

4) Travel Assist with swarm data
The driver assist function can only be used within the limits of the system. The driver must be prepared to override the assist system at all times and is not released from the responsibility to drive the vehicle with due care and attention. The operation can be deactivated at any time. The system can be used up to the vehicle's top speed. Only in combination with a navigation system. Only in combination with an active We Connect licence. The online components of Travel Assist with swarm data can only be used when there is mobile network coverage and if the relevant privacy settings have been activated. The online component can be deactivated at any time in the We Connect ID. app. The online component of Travel Assist is available in the following countries: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain and Northern Ireland, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland. To activate the online functions, you will need a Volkswagen ID user account, and must log into We Connect with your username and password. A separate We Connect contract must also be concluded with Volkswagen AG online. Following delivery of the vehicle, you have 90 days in which

to activate the online component of Travel Assist with swarm data. Once this period has expired, the initial 3-year usage period (free of charge) for the online component of Travel Assist with swarm data will start. An integrated internet connection enables the online component of Travel Assist with swarm data. The related data charges incurred within Europe are borne by Volkswagen AG where network coverage is available. Depending on your mobile phone tariff, transferring data via the internet may incur additional charges (e.g. roaming charges), particularly if you are using it abroad. For the delivery of this service, certain personal data – such as location and IP address of the vehicle – has to be transferred. Further information about data processing is provided in the Privacy Policy for Travel Assist with swarm data. The availability of the individual services described in the packages can vary depending on the country. The services are available for the agreed contract term and may change or be discontinued during this contract term. Further details can be found at connect.volkswagen-we.com and are also available from your Volkswagen dealership. Information on mobile tariffs is available from your mobile provider.

5) Charging with max. 135 kW DC charging capacity:
for the Pro and Pro Performance battery variants at an ambient and battery temperature of approx. 23°C and with a starting SOC of approx. 5%; e.g. at an IONITY station.

6.) ID. Buzz Pro
Power consumption in kWh/100 km: combined 21.7-20.6; CO_2 emissions in g/km: 0; only consumption and emission values in accordance with WLTP and not in accordance with NEDC are available for the vehicle

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In brief

The ID.4 – The highlights

- **Urban E-SUV from Volkswagen.** Top-of-the-line model suitable for long-distance driving based on Volkswagen's modular electric drive platform – with a low centre of gravity for excellent roadholding.
- **Latest third-generation ID. software:** Featuring the latest third-generation ID. software and state-of-the-art systems and functions, the ID.4 sets new standards for operation, comfort and charging[5].
- **Expressive design paired with outstanding aerodynamics:** The flowing and powerful style of the ID. Family glides into the SUV segment. Gentle, soft transitions alternate with sharply defined contours. The low drag coefficient starting from 0.28 permits a maximum range of up to 531 km (WLTP[3]).
- **Plenty of space:** The charismatic body is unique from every angle, while its short overhangs create an emotive SUV design with a lounge-style feeling of spaciousness that you would expect from the next-higher class.
- **A feel-good ambience:** Cosy, premium, functional interior. The seats of the ID.4 impress with modern materials –
  all seat covers are animal-free. The extensive background lighting highlights the interior design concept.
- **Innovative assist systems:** Travel Assist with swarm data[4] for an even more relaxed and comfortable driving experience. With Park Assist Plus with memory function, the vehicle can learn up to five individual parking manoeuvres and then repeat them on its own.
- **Intelligent light:** LED headlights as standard. IQ.Light LED matrix headlights with intelligent main beam and 3D LED tail light clusters with dynamic turn signal are optionally available.
- **Operating concept:** Touch multifunction steering wheel, 12-inch touch display, augmented reality head-up display (optional), cloud-based voice control.

- **Power from the rear-mounted motor.** The ID.4 Pro Performance[1] with powerful rear electric motor develops 150 kW (204 PS) for impressive propulsion.
- **Dual-motor all-wheel drive system.** The ID.4 Pro 4MOTION[2] has an electric drive motor on each axle for maximum traction even on light off-road terrain with 195 kW (265 PS).
- **A range ready to conquer long distances:** ID.4 Pro Performance[1] with a predicted range of up to 531 km (WLTP[3]). High maximum charging power of 135 kW (standard) for quick charging stops.
- **Balanced sporty running gear:** Drive system and running gear with extensively connected control systems for comfortable tuning. Optional: progressive steering with regulated DCC running gear or sports running gear.
- **Ecosystem of sustainable mobility:** ID. Charger, We Charge charging service and the We Connect ID. app create an ecosystem of sustainable mobility.
- **Sustainable electric mobility for all:** The ID.4 models manufactured in Zwickau and Emden are handed over to customers in Europe with a carbon-neutral balance.
- **ACCELERATE:** As a world car, the ID.4 occupies a central position in the ID. family. Together with the ID.3, ID.5, ID. Buzz[6] and ID.7 (from 2023), Volkswagen is underlining the importance of its electric offensive as part of the ACCELERATE strategy.
- **Entry into a new market segment:** With the ID.4 world car, Volkswagen entered the market segment of E-SUVs and won new customer groups.
- **Extensive digitalisation:** With the ID.4, Volkswagen has taken a decisive next step on its journey to becoming a software-oriented mobility provider. Innovative assist systems provide drivers with maximum comfort and the best possible user experience.
- **Comfort:** By using swarm data and a wide range of driver assist systems, Volkswagen is starting the next stage towards automated driving in the ID.4.
- **Way to Zero:** By as early as 2030, it is planned that at least 70 per cent of Volkswagen's sales in Europe will come from all-electric vehicles.

In the US and China, the company has set itself the goal of achieving an electric share of more than 50 per cent in the same period.

- Electrification of the Volkswagen vehicle fleet: Volkswagen is making rapid progress – more than 580,000 ID. models have been delivered to customers worldwide so far.

Short version

The ID.4 – Urban E-SUV with innovative design concept

Wolfsburg. Electricity meets emotion – the ID.4 is a new kind of SUV, offering drivers a sporty driving experience that is also effortlessly comfortable. With its striking body design, it offers a large vehicle interior and cutting-edge solutions for controls, displays, infotainment and assist systems. The ID.4 is Volkswagen's all-electric SUV and is available worldwide.

The ID.4 is offered as ID.4 Pro Performance[1] and with an all-wheel drive system as ID.4 Pro 4MOTION2. With a motor output of 150 kW (204 PS), the spacious ID.4 Pro Performance1 accelerates from 0 to 100 km/h in 8.5 seconds and is electronically limited at a top speed of 160 km/h. The ID.4 Pro 4MOTION2 also has 150 kW (204 PS) on the rear axle and is additionally equipped with an asynchronous motor (ASM) on the front axle with 80 kW. This model thus delivers a total system power of 195 kW (265 PS) to the road, accelerates from 0 to 100 km/h in 6.9 seconds, and its top speed is electronically limited at 180 km/h. Based on WLTP3, the ID.4 Pro Performance1 has a combined consumption of 16.4 kWh per 100 kilometres and offers a maximum range of up to 531 kilometres in accordance with WLTP3. The ID.4 Pro 4MOTION2 has a combined consumption according to WLTP3 of 17.1 kWh per 100 kilometres. The maximum range in accordance with WLTP[3] is up to 512 kilometres.

Both models have a battery with a capacity of 77 kWh (net), which is installed under the passenger cell. This guarantees a low centre of gravity and balanced axle load distribution. The wheels, which optionally have a diameter of 19 inches to 21 inches, underscore the E-SUV's sporty character. With its 16 centimetres of ground clearance, it also copes well with light off-road terrain.

Dynamic appearance. The ID.4's exterior is characterised by athletic proportions for an ultra-modern appearance. Its clear, flowing design is

aerodynamically refined – with a drag coefficient of just 0.28. The standard equipment already features headlights that are almost completely equipped with light-emitting diodes, while the tail light clusters have full LED technology. The interactive IQ.Light LED matrix headlights are available as the top-of-the-range version. The LED tail light clusters and their 3D design create a particularly homogeneous appearance in bright red.

Plenty space for family and luggage. The 4.58-metre-long ID.4 uses the architecture from the modular electric drive (MEB) platform by Volkswagen. This completely redefines the spaces for people and technology in favour of the occupants. Thanks to the long wheelbase, the space in the interior is the same as a conventional SUV in the next-larger class. The colours are modern and friendly, as are the materials with their premium finish. Depending on the position of the rear seat backrests, the luggage compartment boasts a capacity from 543 to 1,575 litres. Among other things, equipment range includes roof railings (standard), a ball coupling and an electrically operated rear lid.

Two displays and natural voice control with premium-level performance. The display and operating concept of the E-SUV is based mainly on two displays. The smaller of these displays is in front of the driver, while the larger, centrally located infotainment system display has a screen diagonal of up to 12 inches and is touch-operated. Alternatively, the driver can use the natural voice control system “Hello ID.”. This system recognises questions and commands very reliably and precisely and is able to detect whether the driver or front passenger is speaking – thanks to digital microphones. The system understands free formulations such as “I’m cold”, asks questions if necessary, and allows itself to be interrupted. Answers are provided very quickly and in two ways: online from the cloud or offline from the information stored in the vehicle if no internet connection happens to be available. The newly designed ID. Light – a light strip below the windscreen – provides intuitive support with easy-to-understand lighting effects in many situations.

Innovative projection level. The augmented reality head-up display combines its displays with reality. In addition to information about speed and other vehicle functions, the display offers active and dynamic navigation instructions that are projected onto the windscreen. For the driver of the ID.4, these instructions appear 10 metres in front of the vehicle and therefore have the correct perspective. The assist systems from IQ. Drive make driving even more relaxed. This is particularly true for Travel Assist with swarm data[4], assisted lane changing and Park Assist Plus with memory function. The software and hardware in the ID.4 have been designed in a brand-new architecture, making it possible to download updates after purchase.

Charging[5] at home, out and about or on long journeys. Under the name We Charge, Volkswagen is the first high-volume manufacturer to offer a universal package for convenient, connected and sustainable charging5 for electric cars. This offers the ideal charging solution for any situation – whether at home, out and about or on a long journey. At a DC quick-charging station, the ID.4 with the 77 kWh battery and 135 kW charging capacity[5] needs just 6 minutes to charge enough energy for the next 100 kilometres from a charge level (SOC) of 5 per cent.

Charging5 is even more convenient with the Plug & Charge function: the vehicle performs an authentication check at the charging station and activates the station – the charging process then starts automatically. A compatible charging contract is needed for this, for example from We Charge. Upon its delivery to customers in Europe, the ID.4 has a carbon-neutral balance. And if it is charged using sustainably produced electricity – like Volkswagen Naturstrom – it will remain almost completely carbon-neutral also during the usage phase.

The smart Electric Vehicle Route Planner performs intelligent multi-stop route planning for long journeys so that the vehicle can reach the destination as quickly as possible. This is continuously updated – for example, necessary charging stops are moved to a later time if the vehicle is driven efficiently with lower power consumption.

Full version

Electrifying form: The ID.4 is the aerodynamic E-SUV from Volkswagen with impressive interior space

Positioning

The first fully electric SUV from Volkswagen. The ID.4 is a new kind of all-electric SUV, in which price, performance and sustainability form an energising entity. Its body, with its athletic contours, has a drag coefficient of just 0.28 and is particularly aerodynamic. The ID.4 is positioned in the world's largest market segment and is also Volkswagen's first electric world car. The ID.4 is not just produced in Germany (Zwickau and Emden plants), but also in China (Anting and Foshan) and the US (Chattanooga plant).

The modular electric drive (MEB) platform forms the technical backbone of Volkswagen's electric offensive, With the ID.4, the design of the MEB allows for a very large interior. At the same time, it impresses with its strong driving performance and maximum ranges of up to 512 or 531 kilometres respectively (WLTP[3]). Its quick-charging capability with up to 135 kW[5] helps it cope with long distances.

Models

The ID. 4 is offered as ID.4 Pro Performance1 and as ID.4 Pro 4MOTION2. The spacious ID.4 Pro Performance1 delivers 150 kW (204 PS) with a permanent synchronous motor (PSM) on the rear axle, has a maximum torque of 310 Nm, accelerates from 0 to 100 km/h in 8.5 seconds, and reaches an electronically limited top speed of 160 km/h. The all-wheel-drive ID.4 Pro 4MOTION2 also delivers 150 kW (204 PS) with the PSM on the rear axle, but is additionally equipped with an asynchronous motor (ASM) on the front axle with 80 kW. As a result, the all-wheel-drive model transfers a total system power of 195 kW (265 PS) to the road. It accelerates from 0 to 100 km/h in 6.9 seconds. Its top speed is electronically limited at 180 km/h.

Design, vehicle interior and controls

Electrifying style. The exterior of the electric SUV exudes strength and confidence in a way that has never been seen before. It transfers the clean, flowing and powerful style of the ID. family into the SUV segment. Gentle, soft transitions alternate with sharp, clean edges – creating a design that appears to have been shaped by the wind. The ID.4 is an SUV in a completely new form.

Powerful front end. The flat front end symbolises the vehicle's robustness and strength. The air enters through a wide inlet in its lower zone, eliminating the need for the radiator grille. Large headlights give the electric SUV a friendly but focused expression. These consist almost completely of LEDs, even as standard. Each exterior mirror integrates a small projection light, which directs the typical ID light honeycomb onto the ground when the door is open, thereby conveniently lighting the surroundings for entry and exit.

Modern lighting technology. The ID.4 design package includes the IQ.LIGHT with LED matrix headlights. Its light modules are made up of 18 individual LEDs each, eleven of which can be individually switched off and dimmed. Supported by an additional spotlight, they emit intelligently controlled continuous main beam illumination. They always light up the road as brightly as possible without dazzling other road users. Honeycomb-shaped openings in the housings and circumferential fibre optic cables provide the daytime running light. When the lights are switched on, a light strip joins the two headlights together. Also included in the design package are the innovative 3D LED tail light clusters, whose arched light has a particularly homogeneous and sculpted effect. As a standard feature, the rear lights are completely equipped with light-emitting diodes and are connected by a red light strip. The brake lights light up in the shape of an "X".

The light modules communicate with the driver even before the ID.4 sets off: As soon as the driver approaches the vehicle with the key, they swivel from down to up.

A seamless look. The vehicle body of the ID.4 is that of an athlete, with wheels that draw attention to its sportiness and off-road suitability. The A-pillar starts a long way forwards, while a strong, wave-like shoulder line brings momentum into the vehicle body. The low, dynamic roof arch makes the vehicle appear long and stretched, running into the flat pillars. Sophisticated aeroacoustics with specially shaped details, as well as the elaborate insulation measures in the body, reduce the airborne and structure-borne noise of the drive, chassis and tyres. As a result, the E-SUV achieves an almost silent unleashing of its power in the interior.

Low drag coefficient of 0.28. Decisive for the low drag coefficient is the flowing basic shape of the body with its greenhouse, which is strongly drawn in towards the rear. Multiple elements come into play to separate the flow at the rear: the large roof spoiler, the three-dimensional shape of the tail light clusters, and the diffuser that finishes the almost flat underbody at the rear. The flush, electrically unlocked door handles are also designed to optimise air flow for minimum drag losses; the same goes for the wheel rims with their flat design.

Tailored to its passengers. The architecture of Volkswagen's modular electric drive (MEB) platform arranges the spatial relationships for people and technology in a way that has never been seen before. The overhangs of the ID.4 are short, and at 4,584 millimetres long, the compact E-SUV has a wheelbase of 2,771 millimetres. This benefits the spacious interior, which has as much available space as a conventional SUV of the next-larger class. The high-voltage battery lies as a flat block underneath the passenger compartment, while the electric drive motor, power and control electronics for the electric drive and gearbox are located on the rear axle to save space. The short vehicle front end accommodates the radiator and large components of the air conditioning system. The luggage compartment volume is 543 litres, a figure that increases to 1,575 litres after folding down the backrests (loaded to roof height). The roof railings are fitted as standard, and the permitted roof load is 75 kilograms.

Air and light. The calm interior design emphasises the light and airy feeling of space. The dash panel appears to float as it is not connected to the centre console. Its front section drops down towards the interior in steps, while painted decorative trim separates the top and bottom halves. The Plus design package adds a tilting panoramic sunroof that stretches across almost the entire surface of the roof. An electric blind prevents the interior from heating up on sunny days.

Seats with a high standard of safety. The head restraints of the front seats in the ID.4 reduce the risk of whiplash in the event of a rear impact. In the event of a side collision, in addition to the side airbags, the central airbag deploys from the right-hand bolster of the driver's seat, preventing the driver and front passenger from colliding with one another. The front passenger seat and outer rear seats are fitted with ISOFIX anchorages for child seats as standard.

Intelligent centre console. There are spacious stowage areas in the doors and long centre console for everyday items. The centre console incorporates a double drink holder for the front compartment and a roller shutter for the rear compartment, which also contains a mobile telephone stowage area. In conjunction with the Comfort package, the centre console can be freely divided by partition elements, the mobile phone tray is illuminated, and the rear passengers have access to two USB-C charging sockets in addition to the two front sockets.

Interior variants. The Interior Style equipment package is the first option after the basic version and includes background lighting with 30 colours, a heated steering wheel and split folding rear backrests with load-through hatch and centre armrest. The Interior Style Plus package comes with two ergoActive seats at the front that are equipped with twelve electrical adjustment options. These seats also include a lumbar support, an adjustable thigh support, a memory function and even a massage function. The Interior Top Sport Plus package additionally supplements these features of the premium front sports seats with integrated head restraints. The electrically

adjustable seats have been awarded the seal of approval from the AGR (Campaign for Healthier Backs).

High-quality materials. The materials differ depending on the interior variant. Fabric material is standard; above this there is leatherette for the seat bolsters and ArtVelours microfleece for the centre sections. All seat covers are made of animal-free materials. A soft foam skin with a thickness of seven to eight millimetres covers the top section of the dash panel. This features contrasting stitching in the equipment packages starting from Interior Style.

The convenience functions. The Comfort package includes a host of features that make a trip on board the ID.4 even more pleasant. The windscreen equipped with a rain sensor and the leather steering wheel can be heated, as can the jets of the windscreen washer system. The Climatronic system also comes with two-zone control, while the Plus comfort package has three-zone control. As standard, the ID.4 is equipped with armrests on the inner sides of the seats, ten-colour background lighting, a speed limiter and Air Care Climatronic. Volkswagen offers an optional highly efficient heat pump, which heats and cools the vehicle interior with the waste heat from the electrical components and heat from the air outside the vehicle. In this way, it replaces the electric heating element and significantly increases the range, especially in cold temperatures.

Clearly readable displays. The dash panel in the ID.4 does without physical buttons and switches. The most important information is shown on a compact 5.3-inch display in front of the driver. It is operated via the standard multifunction steering wheel, whose buttons provide sensory feedback. The rocker switch to the right of the display activates the drive modes and the parking lock.

The central touch display in the middle of the dash panel is tilted slightly towards the driver and thus allows fast and optimum operation. It has a 10-inch screen diagonal as standard, while the version in the Plus infotainment package measures 12 inches. The touch display is used to operate telephony, navigation, entertainment, assistance systems and vehicle

setup. Sliders for volume and temperature adjustment are located below the display. The second operating level is the natural voice control function “Hello ID.”. This understands free formulations reliably and precisely, asks questions if necessary, and allows itself to be interrupted. The system obtains its very fast answers online from the cloud or, if there is no internet connection available, also offline from information stored in the vehicle.

ID. Light. The electric SUV comes equipped with the ID. Light system as standard – this is a light strip that runs along the lower edge of the windscreen and provides the driver with intuitive support. It uses various light pulses to signal statuses such as readiness to drive, turn instructions from the navigation system, brake prompts or the charge level of the battery while charging[5].

Augmented reality head-up display. In the Plus infotainment package, the ID.4 has the augmented reality head-up display. Featuring the latest software generation, it offers a host of new functions and projects important information onto the windscreen in two separate display zones. The flat lower window shows the speed, road signs and assist and navigation symbols as static displays. They appear to float a good three metres in front of the driver.

The true innovation is the dynamic display in the large window, which seems to appear around ten metres away in the driver’s direct line of sight. A field measuring approx. 70 inches across the diagonal shows lane markings from the assist systems and turn arrows and destination points from the navigation system. All symbols are positioned perfectly in line with the real world outside the vehicle and are shown dynamically: as the vehicle approaches a turn, the arrow increases in size and also becomes transparent to keep visibility clear. When Adaptive Cruise Control (ACC) or Travel Assist4 is active, the vehicle in front of the ID.4 is marked with a coloured stripe. And even if the assist systems are switched off, the driver sees a red warning signal if the ID.4 gets too close to the vehicle in front.

At the technical heart of the augmented reality head-up display is an exceptionally bright LCD display inside the dash panel. Mirrors reflect the rays generated by this display onto the windscreen, while special lenses separate the portions for the close and far range display levels. Using data from the front camera, radar sensor and navigation map, an AR creator calculates where the symbols are projected into the display window. This stabilises them with respect to the vehicle's movements and adapts them to the geometry of the optical projection system.

Connectivity

Infotainment. The standard App Connect function enables media to be streamed via a smartphone, which can be embedded in its native environment using Android Auto, Apple Car Play and Mirror Link. The optional infotainment package expands the cockpit with the Discover Pro navigation system with 10-inch display. A smartphone is connected to the on-board electronics via the Comfort mobile phone interface and can be charged inductively in the centre console. The Plus infotainment package has a navigation system with 12-inch display, adds practical additional functions to the radio with Ready 2 Discover Max, and generates a rich ambient sound thanks to the amplified sound system with six speakers and subwoofers.

We Connect Start. The We Connect Start online services connect the ID.4 to the owner's smartphone and traffic infrastructure. One area of We Connect Start comprises the navigation services, which include Online Traffic Information and an online map update function. For longer journeys, the Online Route Calculation function plans the charging stops so that the destination is reached as quickly as possible. With the Charging Stations service, nearby stations can be located – also taking into account current occupancy and prices. Customers can also use the app to remotely control the charging5 and air conditioning of their ID.4 with their smartphone or to check the charge level of the battery and the range of the car.

New electronics platform. The ID.4's electronic intelligence is based on a network architecture that Volkswagen designed from scratch for the MEB.

Two central high-performance computers are responsible for a number of tasks that are usually performed by separate control units in conventional models. The ID.4 software architecture follows the principle of stationary servers and greatly simplifies the exchange of data and functions between the systems involved. This means that new data packages can be easily integrated, while basic driving functions such as drive and brake control remain assigned to their separate control units. Software updates and many functions can also be updated with the new networking architecture via the mobile network.

IQ. Drive assist systems. Volkswagen has consolidated its assist systems under the name IQ. Drive. These make driving more relaxed and can help to avoid accidents or at least mitigate their consequences. With its full equipment package, the ID.4 uses a front radar, front camera, four area view cameras, two rear radars and eight ultrasound sensors to collect data from the surrounding area.

Standard systems. The ID.4 is equipped with the lane keeping system Lane Assist as standard. Its steering intervention helps to stop the vehicle leaving its lane unintentionally. Front Assist monitors the area in front of the vehicle and responds with warnings and braking interventions to warn the driver of impending collisions with other road users. With the function for oncoming vehicle braking when turning, the vehicle supports the driver when turning across the oncoming lane, while swerve support provides counter steering assistance to help the driver avoid obstacles. The acoustic Park Distance Control function is able to avoid parking collisions or reduce the level of damage using the automatic manoeuvre braking function. The speed limiter is also included in the ID.4's standard equipment.

Another standard technology is V2X. This allows the vehicle to communicate directly with other vehicles and the traffic infrastructure to exchange information about local hazards. The maximum distance here is 800 metres, with warning transmission taking only milliseconds. V2X is currently active from a speed of 80 km/h, but is also intended to improve safety and traffic flow in urban traffic in the future. The more vehicles that have the innovative

technology, the greater the benefits – a classic principle of swarm intelligence.

Assist package. The optional Assist package bundles additional functions. These include the anti-theft alarm with interior monitoring, proactive occupant protection system, keyless locking and starting system Keyless Access, Rear View camera system and Park Assist Plus with memory function.

Personalised parking. Parking will be even easier in the future thanks to Park Assist Plus with memory function. In addition to taking over complete guidance of the vehicle, including steering, accelerating, braking and changing gear when parking and driving out of parallel parking spaces (within the limits of the system), the optional Park Assist Plus with memory function is able to automatically reproduce individual, pre-taught manoeuvres, further boosting convenience and ease-of-use for the driver. The memory function remembers parking procedures at speeds below 40 km/h and covering distances of up to 50 metres – for example when parking in a carport or garage. All the driver has to do is park their vehicle manually once and save the parking procedure. The vehicle can then repeat the learned parking manoeuvre on its own. Then all the driver has to do is monitor the manoeuvre.

The also included Travel Assist with swarm data[4] can be activated directly via a button on the steering wheel. This actively keeps the ID.4 in the middle of its lane; it adapts to the driving style when doing this and can also guide the vehicle further left or right in the lane. What is more, it is also able to maintain a set distance from the vehicle in front and also keep to the set maximum speed. The system has predictive cruise control and a cornering assist function. This allows it to adapt the speed of the E-SUV to speed limits and the road characteristics – such as bends or roundabouts.

The new assist system can make use of the highly precise swarm data that is generated in anonymised form by hundreds of thousands of Volkswagen Group vehicles. If the ID.4 receives swarm data, the latest-generation Travel Assist4 can also support the driver on roads with only one detected lane

marking. Using the vehicle's rear radar sensors and the ultrasound sensors, Travel Assist[4] can keep an eye on the traffic relevant for the system and can actively support lane changes during motorway driving at speeds from 90 km/h. This is initiated by simply operating the convenience turn signal once. A prerequisite for this is that the sensors must not have detected any objects around the vehicle and the capacitive steering wheel must also be able to detect the driver's hands.

Drive system and running gear

Battery and electric drive. Depending on model, the battery with a net energy content of 77 kWh permits maximum ranges of up to 512 (ID.4 Pro 4MOTION[2]) or 531 (ID.4 Pro Performance[1]) kilometres in accordance with WLTP[3]. Thanks to the powerful electric drive at the rear with 150 kW (204 PS) and 310 Nm torque, the ID.4 Pro Performance1 accelerates from a standing start to 100 km/h in just 8.5 seconds and reaches a top speed limited at 160 km/h. With an additional 80 kW asynchronous motor on the front axle, the all-wheel drive ID.4 Pro 4MOTION2 achieves a total system power of 195 kW (265 PS), accelerates from 0 to 100 km/h in 6.9 seconds, and has a top speed that is limited at 180 km/h. Both drive variants transmit their torque to a two-stage one-speed gearbox including differential. The ID.4 Pro Performance[1] has a combined consumption according to WLTP[3] of 16.4 kWh (combined) per 100 kilometres. The ID.4 Pro 4MOTION2 has a combined consumption in accordance with WLTP3 of 17.1 kWh per 100 kilometres.

Efficiency of more than 90 per cent. One of the main strengths of the PSM motor (permanent magnet synchronous motor) is its efficiency: this is well above 90 per cent in almost all driving situations. Including the gearbox and power and control electronics for the electric drive, the electric drive motor weighs only about 90 kilograms and fits into a sports bag. In the ID.4 Pro 4MOTION[2], the additional asynchronous motor (ASM) is characterised by its short-term overload capability and low drag losses. It is therefore ideally suited for use as a booster unit that can be activated temporarily. The electric drive, the battery system and other essential components of ID.4 are

produced by the Volkswagen Group Components sites in Kassel, Braunschweig and Salzgitter.

Intelligent energy recovery concept. The recuperation management system in the ID.4 is designed for maximum efficiency and offers the driver two driving modes. In position D, the car coasts during overrun phases. As soon as the driver applies the foot brake, brake energy recuperation is activated – the electric drive motor feeds power back into the battery. Up to just under 0.25 g, it independently takes over the deceleration and thus covers most everyday situations. If the deceleration rate rises above this, the electric brake servo activates the hydraulic wheel brakes almost completely imperceptibly.

The standard Eco Assistant evaluates navigation data and detected road signs and supports the driver in economical driving by suggesting a brake on the display. As soon as the foot releases the right pedal, the assistant automatically sets the appropriate speed and the optimum recuperation torque.

Low centre of gravity for sporty handling. The ID.4 is an athletic, powerful all-rounder that is easy to drive. The large high-voltage battery is located between the axles, thereby shifting the centre of gravity downwards. The weight distribution is therefore close to the ideal value of 50:50. A McPherson design is used for the front axle, while the rear is a complex five-link suspension, whose subframe also carries the drive components.

Sport and Sport Plus packages. The Sport package is made up of two modules: the progressive steering, which becomes more direct with increasing steering wheel angle, and firmer shock absorbers. In the Sport Plus package, these are managed at five-millisecond intervals by adaptive chassis control DCC. This is linked to the driving profile selection, which offers a choice of Eco, Comfort, Sport and Individual modes, as well as the additional Traction driving profile for the ID.4 Pro 4MOTION[2]. Each mode can then be precisely adjusted in five levels. The system influences the characteristics of the electric drive, shock absorbers and steering, thus further increasing the range between high ride comfort and firmer handling.

Support from the Vehicle Dynamics Manager. The electronic Vehicle Dynamics Manager, whose software was completely developed by Volkswagen engineers, monitors all movements of the all-wheel-drive ID.4 Pro 4MOTION[2], whether accelerating, braking or cornering. The Driving Dynamics Manager closely integrates all-wheel-drive control with the Electronic Stability Control and the adaptive chassis control DCC (option) – and thus raises the driving dynamics, traction and stability to the highest level. The electronic differential lock XDS+, which likewise is linked up to the Vehicle Dynamics Manager, also optimises handling when cornering at speed. This gently brakes the relieved wheels on the inside of the bend, thus turning the vehicle slightly into the radius as required.

Large wheels, wide rims. Steel or aluminium, 19 to 21 inches in diameter, uniform and mixed tyres – a wide range of wheels is available for the ID.4. Fully covered 19-inch steel wheels are standard. The Hamar diamond-cut alloy wheels are optionally available in Dark Graphite or Black. A step up from these are the 20-inch Drammen alloy wheels with 235/50 and 255/45 tyres, with the top-of-the-range offered by Narvik 21-inch wheels with tyre sizes 235/45 and 255/40. All wheels have been aerodynamically optimised with their flat design and the tyres have low rolling resistance.

Battery and charging options

The security of a good framework. The battery is protected by an aluminium structure, the framework inside is made of extruded and die-cast profiles. The housing is bolted to the body of the ID.4 and thus increases the body rigidity. A strong all-round frame made of extruded aluminium sections protects the battery system against damage in the event of an accident, and the battery is also de-energised if the vehicle is involved in a serious crash. A replaceable aluminium underbody protection covers the battery towards the road.

Effective cooling. The temperature of the battery modules is controlled using a floor plate with built-in water channels. The thermal management system has the task of keeping the battery in the ideal temperature range of around 25 degrees Celsius in all situations. This results in benefits for power output,

fast DC charging[5] and battery service life. Volkswagen guarantees that the battery will still have at least 70 per cent of its original capacity after eight years of operation or a mileage of 160,000 km.

High charging power. At a home wall box, ID.4 models are charged with 11 kW power. A CCS (combined charging system) connection enables quick charging[5] with direct current (DC) at a maximum charging capacity5 of 135 kW. In 30 minutes, the ID.4 Pro Performance[1] charges energy for the next 397 kilometres, while the ID.4 Pro 4MOTION[2] can then drive an additional 337 kilometres.

Universal charging package: We Charge. The extensive universal package for the convenient, connected and sustainable charging[5] of electric cars is known as We Charge. Whether the driver is at home, out and about or on a long journey – it has the ideal solution for each charging scenario. With the We Connect ID. app, the customer is able to conclude a contract for their preferred We Charge tariff and control all charging processes from their smartphone. All three We Charge tariffs also have Plug & Charge capability. Volkswagen is the first high-volume manufacturer to offer its customers a universal, seamless charging[5] eco-system.

Charging[5] at home. Owners of the ID.4 can conveniently charge their vehicle using the ID. Charger and a Volkswagen wall box in their own garage. In addition to the basic version, there are also two further fully networked versions of the ID. Charger: the ID. Charger Connect and the ID. Charger Pro. ID.4 customers can book an installation service for their wall box via the Volkswagen subsidiary Elli.

Charging[5] when on the road. ID.4 customers can charge[5] their vehicle at public charging stations using a standard Mode 3 cable. With We Charge, they can use one of the largest and fastest-growing charging networks, which currently comprises more than 300,000 public charging points in Europe. Thanks to the new Plug & Charge function, charging cards and apps for authentication at the charging station are increasingly becoming superfluous. Instead, the billing data is exchanged via the charging connector

of the ID.4 at compatible DC charging stations. Here, encrypted and secure communication in accordance with the ISO-15118 standard is started between the ID.4 and charging station as soon as the charging cable is plugged in. This authentication process takes just a few seconds before charging starts. Plug & Charge is used in the Ionity, Aral, bp, Enel, EON, Iberdrola and Eviny networks.

Sustainability

Carbon-neutral manufacturing, good balance during the usage phase. Upon its delivery to customers in Europe, the Volkswagen ID.4 has a carbon-neutral balance. The seal of approval from the independent German test body TÜV Nord confirms the ID.4 as a "climate-neutral product" upon handover.

CO_2 is emitted during every stage of a vehicle's life cycle. To reduce the quantity of CO2 on a sustainable basis, Volkswagen follows the principle of prevent first, then reduce, and finally offset any emissions that are unavoidable for the short term – by means of climate protection projects in other areas. Measures to reduce CO_2 emissions include, for example, the use of green power both for the production of battery cells and in the Zwickau and Emden plants, where the ID.4 is built with a carbon-neutral balance. This calculation factors in all CO_2 emissions throughout the entire supply chain and production process, as well as transport to the dealerships and the initial battery charge before handover to the customer.

A clean future. At the end of the usage phase of an ID.4, the battery can either be reused in second-life concepts or recycled as a raw material source. A pilot recycling plant is already being built at the Salzgitter site, where Volkswagen and its battery company PowerCo are setting up the Group's first battery cell production.

Technical data of the ID.4

ID.4 Pro Performance[1]

Motor	Permanently excited synchronous motor on the rear axle
Maximum power	150 kW (204 PS)
Maximum torque	310 Nm
Gearbox	One-speed gearbox
Top speed	160 km/h
0–100 km/h	8.5 s
Battery energy, net	77 kWh
Max. range (WLTP[3])	Up to 531 km
Combined consumption (WLTP[3])	16.5 kWh/100 km

ID.4 Pro 4MOTION[2]

Motor	Asynchronous motor on the front axle, permanently excited synchronous motor on the rear axle
Maximum power	195 kW (265 PS)
Gearbox	One-speed gearbox
Top speed	180 km/h
0–100 km/h	6.9 s
Battery energy, net	77 kWh
Max. range (WLTP[3])	Up to 512 km
Combined consumption (WLTP[3])	17.1 kWh/100 km

Length	4,584 mm (ID.4 Pro Performance[1]) 4,582 mm (ID.4 Pro 4MOTION[2])
Width	1,852 mm
Height	1,634 mm (ID.4 Pro Performance[1]) 1,632 mm (ID.4 Pro 4MOTION[2])
Wheelbase	2,771 mm (ID.4 Pro Performance[1]) 2,769 mm (ID.4 Pro 4MOTION[2])
Drag coefficient	c_d 0.28
Luggage compartment capacity	543–1,575 l
Battery energy content	77 kWh
Charging time 5%–80% SOC with max. 135 kW DC charging approx.	36 minutes
Charging time for 100 km WLTP subsequent range with 135 kW DC power (starting at 5% SOC)	6 minutes