Media Information

The new ID.4 and ID.5

All the details at the start of presales

Contents

In brief

Media Information

In brief

Major upgrade for the ID.4 and ID.5: new, intuitively operated infotainment system, new electric drive with more power and range

- More power, longer range: powerful and economical electric drive with 210 kW (286 PS) and 250 kW (340 PS) Up to 556 km[1] WLTP range
- New display and operating concept: next infotainment system generation and latest AR head-up display are the technical bridge to the ID.7[2]
- Faster charging: the new DC charging capacity of up to 175 kW and thermally pre-conditioned battery further reduce charging times
- Travel more confidently: the Intelligent Electric Vehicle Route Planner starts DC pre-conditioning automatically, ensuring short charging stops with optimal charging capacity
- Highly dynamic flagship models: the ID.4 GTX[3] and ID.5 GTX[4] with 250 kW and new running gear setup make for maximum driving pleasure

Media contacts
Volkswagen Communications

Product Communications
Ruth Holling
Spokesperson ID.4 and ID.5 and Swarm Services
Tel.: +49 (0) 5361 9 - 988062
ruth.holling@volkswagen.de

More at
volkswagen-newsroom.com

Wolfsburg, 10 October 2023 – Volkswagen is now announcing the details of extensive upgrades to the hardware and software of the ID.4 and ID.5. Customers who order one of these models from now on will receive their vehicles with a new software and infotainment system generation and an improved operating concept. In addition, the touch sliders for the air conditioning and volume control will be illuminated in future. The augmented reality head-up display has been enhanced and there is a newly designed 480-watt premium sound system from Harman Kardon. On board the ID.4 Pro, Pro 4MOTION[9] and GTX versions and the ID.5 models, the more economical and at the same time more powerful high-efficiency drive from the ID.7 provides more driving dynamics and driving pleasure. In combination with the Pro models, the new drive develops 210 kW (286 PS)[5]; the GTX versions deliver 250 kW (340 PS)[6].

More powerful and economical. There is an enormous amount of additional power and torque, as is shown by the 210 kW version: compared to the predecessor models, the output has been boosted by 60 kW and the maximum torque even by 235 Nm to now 545 Nm – equivalent to an increase of more than 75 per cent. Although the Pro and GTX models are now significantly more powerful, the energy consumption has been reduced. The combined WLTP range of the ID.4 as a versatile electric SUV is increased to up to 550 kilometres[1] (WLTP) thanks to the new electric drive. The spacious ID.5 SUV coupé now has a range of up to 556 WLTP kilometres[1] on one battery charge.

More comfortable and even safer. To complement the new drive, the running gear was also reconfigured – like on the ID.7[2]. Control of the optional adaptive chassis control (DCC) was refined and the Vehicle Dynamics Manager configured for an even greater spread between comfort and dynamics. As the first ID. models, the ID.4 and ID.5 will also receive an optional exit warning system that warns of bicycles, motorcycles and cars approaching from behind when the front doors are opened.

Consistent customer focus. Imelda Labbé, Member of the Volkswagen Passenger Cars Brand Board of Management with responsibility for Sales, Marketing and After Sales, says: "Our customers can look forward to outstanding technical performance with the new ID.4 and new ID.5. The software and infotainment system are state-of-the-art and are complemented by an extensive range of assist systems that leave nothing to be desired. Thanks to their new technologies and recognised balance of driving, comfort and space characteristics, the enhanced ID.4 and ID.5 models are positioned right at the top of their segment."

THE NEW HIGH-EFFICIENCY DRIVE – ALL THE DETAILS

75 per cent more torque. The most important new technology feature of all ID.4 and ID.5 models with 77 kWh battery (net) is the high-efficiency drive. Thanks to a new electric drive motor on the rear axle and a new battery generation, energy consumption has been reduced while power has increased. An electric drive motor with 210 kW (286 PS) is now used in the rear-wheel-drive models ID.4 Pro[7] and ID.5 Pro[8] – this corresponds to 60 kW more power than before. The power delivery is more dynamic in every situation as the torque of the 210 kW drive motor has jumped from 310 to 545 Nm. The additional 235 Nm corresponds to around 75 per cent more torque. With the new rear electric drive motor and an additional drive motor on the front axle, the all-wheel-drive ID.4 Pro 4MOTION[9] also develops a system power of 210kW (286 PS) – an increase of 15 kW (21 PS).

GTX models – 100 km/h in 5.4 seconds[10]. The particularly sporty and likewise all-wheel drive ID.4 GTX and ID.5 GTX flagship models now provide a system power of 250 kW (340 PS), which is equivalent to an increase of 30 kW (41 PS). The associated improvement in the dynamic characteristics is clearly noticeable. A good indicator of this is the sprint from 0 to 100 km/h. With a time of 5.4 seconds[10], the GTX models now clearly beat the 6.0-second mark. As before, the ID.4 GTX and ID.5 GTX are electronically governed at a speed of 180 km/h. To match the GTX models, the top speed of the Pro models has now also been increased to 180 km/h (previously 160 km/h). The drive of the ID.4 base model remains unchanged: the ID.4 Pure[11] has a maximum speed of 160 km/h with its 125 kW motor (170 PS).

Energy for another 178 kilometres in ten minutes. All ID.4 and ID.5 models with the new 77 kWh battery now have a longer range. Two examples: the new ID.4 Pro can now cover a distance of 550 kilometres[1] (WLTP combined) – 17 kilometres more than the predecessor. The new ID.5 Pro has a range of up to 556 kilometres[1] – an increase of 11 kilometres. The ID.4 and ID.5 models with rear-wheel drive charge with the familiar 135 kW. The all-wheel-drive models now offer a DC charging capacity that has been increased from 135 to 175 kW. With the maximum charging capacity, these ID. versions can charge enough energy for a further 178 kilometres in around just ten minutes. The base version ID.4 Pure with a 52 kWh battery is now offered with a charging capacity of up to 115 kW instead of 110 kW.

Drive technology of the ID.7. The new Volkswagen drive system with the internal designation "APP 550" is also used in the new ID.7. The system essentially consists of the more powerful and at the same time more efficient electric drive motor (permanent magnet synchronous motor), a two-stage one-speed gearbox, and a pulse

inverter (power and control electronics). Thanks to various design measures, the components are now more thermally resistant, among other things. This increased thermal stability has a positive effect on performance and energy consumption, thereby permitting longer ranges.

Faster charging on the go. New charging and thermal management in the ID.4 and ID.5 ensures that the battery is pre-conditioned while driving before the next DC charging stop. Thanks to this pre-conditioning, the ID.4 and ID.5 are supplied with new energy again as quickly as possible, especially on long journeys with one or more charging stops. This ensures that the battery can be brought to an optimal temperature in advance, allowing it to charge with maximum power. In winter in particular, pre-conditioning of the battery can reduce the charging time by several minutes. When route guidance by the navigation system with the Electric Vehicle Route Planner is active, pre-conditioning may be started automatically on the way to the next quick-charging station. Without active route guidance, the function can also be manually activated via the charging menu in the infotainment system in advance while driving to the next DC charging station. Practical: routes with up to ten charging stops and ten stopovers can be planned on a smartphone or in the web portal and then transferred to the ID. models. Battery Care Mode, which optimally protects the battery in a wide variety of situations, has also been further enhanced.

THE NEW COCKPIT LANDSCAPE – EVERYTHING IN VIEW

Next-generation infotainment system. Volkswagen has made further customer-focused enhancements to the cockpit landscape of the ID.4 and ID.5. The focus here was on intuitive vehicle operation. Against this background, both model series received a new infotainment system with a significantly larger display and a clear menu structure as well as further developed versions of the standard Digital Cockpit (digital instruments) and the optional augmented reality head-up display. The touch sliders for the air conditioning and volume control are now illuminated. Furthermore, Volkswagen has removed and separated the driving mode selector from the housing of the Digital Cockpit and designed it as a steering column switch – like in the ID.7. This creates space for the larger infotainment display. Operation of the ID.4 and ID.5 is additionally made easier by the new IDA voice assistant, which responds even more precisely to natural voice commands. A new Harman Kardon sound system can be optionally installed in both models.

New infotainment system. The central control panel in the new ID.4 and ID.5 is the visually free-standing touchscreen display in 16 : 9 format. The screen diagonal of the display is now 32.8 centimetres (12.9 inches). Previously, the ID.4 and ID.5 had a standard 25.4-centimetre (10-inch) and only an optional 30.5-centimetre (12-inch) display on board. In addition, the new display makes even better use of the screen area for displaying images and operation. The graphic interface and menu navigation have been extensively restructured. The aim was to make operation of all functions as intuitive and customisable as possible. For this purpose, the display has two permanently visible touch bars at the top and bottom edges and a central home screen between these.

Freely assignable direct access functions. The top bar of the display features a new menu button on the left for direct access to all apps. Next to this is a button for the new Car Control Centre, which offers direct access to the most important vehicle functions and can be configured individually by the driver. The main menu and Car Control Centre are always visible and can be accessed immediately without having to close the active app. This makes operation of the ID.4 and ID.5 significantly easier. On the right of the Car Control Centre, there are four additional direct access buttons to which the available apps can be assigned as freely configurable favourite functions. The driver can therefore now control the most frequently used apps with one click. The individually saved favourites can be activated by means of previously created profiles.

Home screen. The home screen in the middle combines the content of the most important apps on differently sized tiles in the overview display. Alongside classic content such as navigation and radio/media, the tiles also offer innovative new functions such as suggestions from the IDA voice assistant. The home screen can also be individually configured by the user. Here, the layout and number of pages can be adapted in addition to the content of the tiles. Compared to the predecessor system, there are significantly more directly accessible functions on the first level – making operation quicker and more intuitive for the driver.

Air conditioning and seat functions on first level. The bottom bar contains the air conditioning and ventilation functions as well as the seat heating (optional). The central home button is also integrated in the middle here – the user can use this to return to the home screen at any time. The air conditioning menu and temperature settings are therefore always directly accessible.

Customer wish implemented: illuminated touch sliders. The now illuminated and ergonomically designed touch sliders are located under the infotainment system display and are used to adjust functions such as interior temperatures and volume.

Newly designed multifunction steering wheel. The enhanced ID.4 and ID.5 and new models like the ID.7 are equipped with a newly designed multifunction steering wheel. The aim here was to simplify and standardise operation across all product lines. Among other things, operation of the steering wheel has been simplified by relocating the frequently used volume control function to the bottom area of the left steering wheel clip. The control panel in the right steering wheel clip now has four arrow buttons (up, down, left, right) and a "View" button – making operation of the Digital Cockpit easier than ever. The bottom edge of the right steering wheel clip has two arrow buttons to allow faster switching between radio stations and songs.

Augmented reality head-up display. The latest version of the optional augmented reality head-up display is used in the ID.4 and ID.5. To supplement the conventional information, the forecast remaining range, current battery charging status and average consumption are additionally displayed. Details such as distance information and the turn arrows of the navigation system are also shown. All the important information is thus on the driver's visual axis, allowing their eyes to always stay focused on the road.

The augmented reality head-up display virtually projects status displays containing information such as the current and maximum permitted speeds into the close range about 3.5 metres in front of the Volkswagen. In contrast, the system virtually projects situation-relevant displays, such as the current direction information of the navigation system, into the far range; they thus appear around 10 metres in front of the ID. model. These symbols are positioned perfectly in line with the real world outside the vehicle – as augmented reality. The standard ID. Light function of the ID.4 and ID.5 provides the driver with additional information that can be perceived intuitively.

IDA voice assistant. With the help of the new IDA voice assistant, it is now even easier to operate many functions of the ID.4 and ID.5 using voice commands. New features include the configuration of a driver profile or ambient lighting and accessing cloud-based information. The latter includes, for example, the weather, flight status of commercial airlines, current status of sports events and share prices or the news. In addition, questions on all kinds of topics imaginable can be asked thanks to the integration of Wikipedia. In general, it is enough to use natural sentences such as "When is LH405 landing?" or "What is the latest news?". The voice assistant can also interpret what is meant and differentiate between driver and front passenger inputs: both ID. models respond to requests such as "Hello ID., I'm cold" by increasing the temperature in the speaker's zone by 1 degree Celsius. In response to "Hello ID., show me the stars!", the vehicles open the sun blind in the panoramic sunroof. The activation word for the voice assistant can be individually determined. Another new feature is the visualisation of the spoken commands – this allows the driver and front passenger to verify the quality of their spoken commands.

Harman Kardon sound system. The ID.4 and ID.5 will also receive another feature from the ID.7: a new, optional 480-watt sound system from audio specialist Harman Kardon. Here, the electric Volkswagen models are equipped with eight high-end loudspeakers plus centre speaker and subwoofer. The 12-channel sound system offers four preconfigured sound settings: Pure (neutral studio sound), Relax (easy listening), Speech (focus on spoken words) and Vibrant (dynamic live sound). The sound can alternatively be individually adjusted according to personal taste by means of an equalizer. In addition, the listening focus can be directed specifically to one or more seats.

THE NEW EXIT WARNING SYSTEM – SCANS THE SURROUNDINGS WHEN OPENING DOORS

More safety when opening doors. Convenience and safety are further improved by a large range of assist systems[12] in the ID.4 and ID.5. The exit warning system is new in the Assist Plus equipment package. When the vehicle doors are opened, it warns the driver and front passenger of vehicles of any kind approaching from behind – including bicycles – and thus helps to avoid a collision in a best-case scenario. This new function is a system enhancement of the optional Side Assist (lane change assist) system. The exit warning system detects objects in an area of up to 70 metres (at the side behind the Volkswagen). There are two different warnings: a visual warning via the Side Assist LEDs in the exterior mirror and an acoustic one. There is also a delay in opening the door.

ACC, Lane Assist and Front Assist as standard. All ID.4 and ID.5 models are equipped as standard with assist systems such as Adaptive Cruise Control (ACC), Park Distance Control at the front and rear, Front Assist with Pedestrian and Cyclist Monitoring, Lane Assist, oncoming vehicle braking when turning with swerve support, Driver Alert System and Dynamic Road Sign Display.

THE RUNNING GEAR – ENHANCED DCC AND VEHICLE DYNAMICS MANAGER

DCC with even more precise control. The running gear specialists have refined the control of the optional adaptive chassis control (DCC). The DCC controller is equipped with new Volkswagen software and uses more sensor signals of the ID.4 and ID.5. The system is therefore able to detect better than ever before how the wheels and body are moving in order to control the shock absorbers accordingly by means of refined algorithms. Thanks to DCC, the driver also has the option of adjusting the running gear to a more comfortable or sportier setting by means of the selected driving profile Eco, Comfort, Sport or Individual (in the all-wheel drive, additionally Traction) by means of a slide control. The enhanced progressive steering was also reconfigured in both product lines. The steering responds directly and precisely from the centre position and makes a noticeable contribution to the linear driving behaviour typical for a Volkswagen.

New Vehicle Dynamics Manager setup. A new setup of the Vehicle Dynamics Manager developed by Volkswagen increases the spread between comfort and agility. The Vehicle Dynamics Manager coordinates and optimises the lateral dynamics and acts as the central control unit to continuously ensure maximum driving stability, e.g. when braking into a bend. In addition, the new Vehicle Dynamics Manager setup perfects the now even more harmonious interaction between the powered front and rear axles of the 4MOTION models. This is particularly noticeable on country roads. Thanks to precisely announced slight oversteering when entering a corner, the ID.4 Pro 4MOTION, ID.4 GTX and ID.5 GTX can be manoeuvred through bends very easily and smoothly.

Notes

1. 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 ID.4 Pro and ID.5 Pro with a net battery energy content of 77 kWh. The actual WLTP range values may differ depending on the equipment. The actual range achieved under real conditions varies depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers/load, topography and the ageing and wear process of the battery.
2. ID.7 Pro with 210 kW (286 PS), electric power: combined WLTP power consumption
   16.3–14.1 kWh/100 km; combined CO_2 emissions 0 g/km.
3. ID.4 GTX with 250 kW (340 PS) with Infotainment package, electric power: combined WLTP power consumption
   18.7–16.7 kWh/100 km; combined CO_2 emissions 0 g/km.
4. ID.5 GTX with 250 kW (340 PS) with Infotainment package, electric power: combined WLTP power consumption
   18.6–16.2 kWh/100 km; combined CO_2 emissions 0 g/km.
5. The maximum power is available with the highest possible charge level and in the optimum operating temperature range of the high-voltage battery. The amount of power available in individual driving situations depends on various factors, such as outside temperature and also the temperature, charge level, conditioning or physical ageing of the high-voltage battery.
6. The maximum electric power was determined in accordance with UN-GTR.21. The maximum power is available with the highest possible charge level and in the optimum operating temperature range of the high-voltage battery. The amount of power available in individual driving situations depends on various factors, such as outside temperature and also the temperature, charge level, conditioning or physical ageing of the high-voltage battery.
7. ID.4 Pro with 210 kW (286 PS) with Infotainment package, electric power: combined WLTP power consumption
   18.4–15.9 kWh/100 km; combined CO_2 emissions 0 g/km.
8. ID.5 Pro with 210 kW (286 PS) with Infotainment package, electric power: combined WLTP power consumption
   18.0–15.5 kWh/100 km; combined CO_2 emissions 0 g/km.
9. ID.4 Pro 4MOTION with 210 kW (286 PS) with Infotainment package, electric power: combined WLTP power consumption 18.7–16.4 kWh/100 km; combined CO_2 emissions 0 g/km.
10. Acceleration 0–100 km/h in 5.4 seconds determined with the specified maximum power. The maximum power is available with the highest possible charge level and in the optimum operating temperature range of the high-voltage battery.
11. ID.4 Pure with 125 kW (170 PS) with Infotainment package, electric power: combined WLTP power consumption 17.9–16.3 kWh/100 km; combined CO_2 emissions 0 g/km.

12. The driver assist function can only be used within the limits of the system. The driver must be prepared at all times to override the assistance system. These systems do not absolve drivers of their responsibility to drive with due care and attention.