



# The new ID.4 <sup>1,2,3</sup> from Volkswagen

## Media Drive Wolfsburg, December 2020

Note: This press release, image motifs and films regarding the ID.4 can be found online under [www.volkswagen-newsroom.com](http://www.volkswagen-newsroom.com)

All equipment specifications apply to the German market.

1 = ID.4 Pure, ID.4 City, ID.4 Style 109 kW / combined power consumption in kWh/100 km: 16.3–15.5 (NEDC); combined CO<sub>2</sub> emissions in g/km: 0; efficiency class A+

2 = ID.4 Pure, ID.4 City, ID.4 Style, 125 kW / combined power consumption in kWh/100 km: 16.3–15.5 (NEDC); combined CO<sub>2</sub> emissions in g/km: 0; efficiency class A+

3 = ID.4 Pro, ID.4 Life, ID.4 Business, ID.4 Family, ID.4 Tech, ID.4 Max, 150 kW / combined power consumption in kWh/100 km: 16.9–16.2 (NEDC); combined CO<sub>2</sub> emissions in g/km: 0; efficiency class A+

4 = ID.4 1ST, 150 kW – combined power consumption (NEDC) in kWh/100 km: 16.2; CO<sub>2</sub> emissions in g/km: combined 0; efficiency class: A+

5 = ID.4 1ST Max – Electricity consumption in kWh/100 km (NEDC): 16.2 (combined), CO<sub>2</sub> emissions in g/km: 0; efficiency class: A+

6 = ID.3 - combined power consumption in kWh/100 km (NEDC): 15.4-14.5, CO<sub>2</sub> emissions in g/km: 0; efficiency class: A+.



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In brief

## The ID.4 – The first electric world car from Volkswagen

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### News at a glance

- **100% SUV – 100% electric:** The ID.4 is Volkswagen's first all-electric SUV and also the brand's first electric world car. It is launching into the world's largest market segment: the compact SUV class.
- **Nine pre-configured models.** The ID.4 1<sup>ST</sup> Edition<sup>04</sup> and ID.4 1<sup>ST</sup> Edition Max<sup>05</sup> have already been launched on the market. They will now be followed by nine pre-configured ID.4 models, the Pure, City, Style, Pro, Life, Business, Family, Tech and Max. This strategy aims to make the range easier for the customer to understand.
- **Entry-level price of 36,950 euros.** The ID.4 Pure with 109 kW, due to be launched in the first half of 2021, will start from 36,950 euros in Germany.
- **Two battery sizes:** The ID.4 Pure, ID.4 City and ID.4 Style have a battery with 52 kWh net energy content. Their electric drive motors deliver 109 kW (148 PS) or 125 kW (170 PS). The six other models use the 77 kWh battery, which gives them a range of up to 522 km (WLTP). The electric motor in the rear delivers 150 kW (204 PS) here.
- **A design for a new era:** The exterior features powerful proportions and a futuristic appearance. Its clear, flowing design is inspired by nature and ensures very good aerodynamics with a drag coefficient of 0.28.
- **Open Space for passengers:** The architecture of the ID.4 with a long wheelbase creates a vehicle interior that is as spacious as any conventional SUV from the next vehicle class up.
- **An operating concept for a new era:** A touch display with a diagonal size of up to 12 inches, natural voice control with an online connection and the ID. Light come as standard. Optional features include an augmented reality head-up display, which merges selected displays into the vehicle's actual surroundings.
- **New electronics platform:** The ID.4's software and hardware were designed within a brand new architecture. This allows the customer to download updates to the car after purchase.

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- **Intelligent connectivity:** The Discover Pro navigation system and mobile online services from We Connect Start come as standard in all nine models. The assist systems create an even more superior driving experience.
  - **Charging made easy:** With We Charge, Volkswagen is the first high-volume manufacturer to offer an entire eco-system for charging electric cars. Customers enjoy a universal charging experience.
  - **The future of mobility is electric and sustainable:** Upon its delivery to customers in Europe, the Volkswagen ID.4 has a carbon-neutral balance. An entire ecosystem of sustainable electric mobility will be established around the ID. models.
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### The highlights of the ID.4

**Wolfsburg, December 2020** 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 first all-electric SUV and the brand's first electric world car. It will be launched into the world's largest market segment, the compact SUV class.

**Two battery sizes.** The battery for the ID.4 will initially be available in two sizes: in the ID.4 Pure, ID.4 City and ID.4 Style, it stores 52 kWh of energy (net) and facilitates ranges of up to 346 km (WLTP). In the other models, the battery has a capacity of 77 kWh (net) and offers ranges of up to 522 km (WLTP). The battery is located under the passenger compartment, ensuring a low centre of gravity and balanced distribution of the axle load. The large wheels, measuring up to 21 inches in diameter, highlight the electric SUV's sporty nature. With 16 centimetres of ground clearance, it also copes well with light off-road terrain.

**Three power outputs.** The electric drive motor, which is located on the rear axle, is available with three different power outputs. In the ID.4 Pure, ID.4 City and ID.4 Style, it delivers 109 kW (148 PS) or, on request, 125 kW (170 PS). All other models have an output of 150 kW (204 PS), which means they can accelerate from 0 to 100 km/h in 8.5 seconds. All variants of the ID.4 achieve an electronically limited top speed of 160 km/h. A sporty flagship model with an all-wheel drive system will follow in the course of 2021.

**Dynamic appearance.** The ID.4's exterior has athletic proportions for an ultra-modern appearance. Its clear, flowing design is inspired by nature and features a sophisticated aerodynamic concept – its drag coefficient is 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 top version comprises the interactive IQ. Light matrix LED headlights with intelligently controlled main beam. 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 matrix (MEB) by Volkswagen. It divides the space for occupants and technology in a completely new way that favours the passengers. The room available in the vehicle interior is at the level of conventional SUVs in the next category up. The colours are modern and friendly, as are the materials with their premium finish. Depending on the rear seat backrest's position, the luggage compartment boasts a capacity from 543 to 1,575 litres. The equipment range includes an electrically operated boot lid, roof railings (standard) and a towing bracket.

**Two displays and natural voice control.** The display and operating concept in the electric SUV no longer requires any physical buttons and is concentrated on two displays. The smaller of the two 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.", which understands a number of everyday phrases and is able to access knowledge from the Cloud thanks to its Internet connection. The innovative ID. Light – a light strip below the windscreen – provides intuitive support.

**New projection level.** The innovative augmented reality head-up display merges its displays with reality – for instance, turn-off arrows from the navigation system appear in the driver's field of vision, approximately 10 metres in front of the vehicle. The Discover Pro navigation system is also standard in all models, as are the mobile online services from We Connect Start. The assist systems from IQ. Drive make driving an even more relaxed experience and this applies particularly to Travel Assist. The software and hardware in the ID.4 have been designed in a brand new architecture, making it possible for customers to download updates to the car after purchase.

**Nine pre-configured models.** Volkswagen is offering nine pre-configured ID.4 models: the Pure, City, Style, Pro, Life, Business, Family, Tech and Max.



This strategy was designed to provide a very clear overview of the extensive product range. Every customer can therefore quickly find the model that best suits them. Prices in Germany start from 36,950 euros for the ID.4 Pure with 109 kW, which is due to follow in the first half of 2021. Customers in Germany are able to apply for a net subsidy of 9,000 euros. What is more, the running costs are significantly below the level of similar SUV with a combustion engine. This is due to the vehicle's exemption from road tax, the low costs for charging at home, low maintenance costs, and the low risk rating under fully comprehensive vehicle insurance.

**Charging while at home, out and about or on long journeys.** Under its We Charge concept, Volkswagen has become the first high-volume manufacturer to offer a universal package for convenient, connected and sustainable charging for electric cars. This offers the ideal charging solution for any situation – whether you are at home, out and about or on a long journey. At a DC quick-charging station, the ID.4 with its 77 kWh battery and a charging capacity of 125 kW can be recharged ready for the next 320 km in around 30 minutes (according to WLTP). 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 during the usage phase as well.

**The future of mobility is electric.** With the ID. family, a new, separate product line, Volkswagen is expanding the brand's traditional product portfolio. Following on from the compact ID.3<sup>06</sup> model, the compact electric SUV, the ID.4, is the second fully electric model. It will be produced and sold not only in Europe, but also in China and later in the USA. The brand will invest a total of eleven billion euros in electric mobility by 2024 as part of the Transform 2025+ strategy. Volkswagen plans to launch up to 75 fully electric models by 2029 and to sell around 26 million electric vehicles in this period.



## Key aspects

**Electricity meets emotion: The ID.4 is Volkswagen's first all-electric SUV and the brand's first electric world car.**

## **Positioning**

**The first fully electric SUV from Volkswagen.** Volkswagen's electric offensive continues to pick up pace: following the compact ID.3<sup>06</sup> model, the ID.4 is the second model to be built based on the modular electric drive matrix (MEB) and is the brand's first ever fully electric SUV. The ID.4 features many of the strengths that are typical for Volkswagen: it is a modern electric car that finds the perfect balance between price, performance and sustainability. It will be launching into the world's largest market segment and is also Volkswagen's first ever electric world car: as well as being produced in Germany, it will also be built in China and the USA.

The modular electric drive matrix (MEB) forms the technical backbone of Volkswagen's electric offensive, and the ID.4 taps into its full potential. It offers a very large vehicle interior, outstanding driving performance and ranges of up to 522 km (in the WLTP cycle). The quick-charging capability is another strength when driving long distances.

## **Models**

**Nine pre-configured models.** The ID.4 will enter the market with nine pre-configured models. Each of them (apart from the ID.4 Pure and the ID.4 Pro) is equipped with different packages that bring together the most popular options. This strategy makes the offering transparent for customers, and enables the factory in Zwickau to build and deliver the cars quickly. The pre-configured ID.4 models are called Pure, City, Style, Pro, Life, Business, Family, Tech and Max. Pre-sales have already begun. Customers in Germany can apply for a subsidy of 9,000 euros (net) for all the models.

**The ID.4 Pure, ID.4 City and ID.4 Style.** The electric drive motor in the ID.4 Pure, ID.4 City and ID.4 Style delivers 109 kW (148 PS) or 125 kW (170 PS),



depending on the customer's chosen configuration. The compact and relatively lightweight battery has a net energy content of 52 kWh. The entry-level model is the ID.4 Pure, which comes equipped with all basic features. Prices for this model with the 109 kW electric motor will start at 36,950 euros in Germany. The ID.4 City (from 40,170 euros) comes with the Comfort package and the Infotainment package. The ID.4 Style (from 44,555 euros) also includes the Design package, the Comfort Plus package and the Assist package.

**The ID.4 Pro, ID.4 Life, ID.4 Business and ID.4 Family.** All other pre-configured models use the 77 kWh battery with the electric motor that delivers 150 kW (204 PS). The ID.4 Pro (from 44,450 euros) leaves the production line with all basic features. The ID.4 Life (from 47,020 euros) has the same packages as the ID.4 City. The ID.4 Business (from 51,005 euros) comes with the additional Design and Assist packages. The ID.4 Family (from 52,205 euros) is also equipped with the features from the Design Plus package and the Comfort Plus package.

**The top-of-the-range models ID.4 Tech and ID.4 Max.** The ID.4 Tech (from 55,410 euros) and the ID.4 Max (from 58,940 euros) are at the top of the range. Both are fitted with the 150 kW (204 PS) electric drive motor. Compared with the ID.4 Family, the ID.4 Tech also comes with the Infotainment Plus package, the Assist Plus package and Interior Style Plus package. The ID.4 also comes with all four packages – Design, Infotainment, Comfort and Assist – in the Plus version in each case. On top of this, there is the Sport Plus package, the Interior Top Sport Plus and a heat pump (option for all other models apart from the ID.4 Pure and ID.4 Pro).

### Design, vehicle interior and controls

**The electrical design revolution.** "The ID.4 represents the evolution of electric vehicle design," explains Klaus Zyciora, Head of Design at the Volkswagen Group, who created the vehicle along with his team of



designers. 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 car's robustness and strength. Air flows through a wide inlet in the lower area; a radiator grille is not needed. Large headlights give the electric SUV a friendly but focused expression. These consist almost completely of LEDs, even as standard. Each exterior mirror incorporates a small projection light, which casts a honeycomb pattern of light onto the ground when the door is opened. The honeycomb pattern is a common motif that is found in many areas of the models in the ID. family.

**Like human eyes.** The Design package equips the ID.4 with the IQ. Light with matrix LED 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. The modules are reminiscent of human eyes. They are framed by illuminated rings that are flattened at the bottom. Honeycomb-shaped openings in their housing and all-round fibre optic cables generate the daytime running light. When the lights are switched on, a light strip joins the two headlights together.

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. With the keyless locking and starting system Keyless Access (included in the Assist package), they then swivel to the side as well.

**A seamless look.** The vehicle body of the ID.4 is that of an athlete, with large wheels that hint at 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. On the muscular, arched flanks, light and



shadow create an intense interplay of effects. The low, dynamic roof arch makes the vehicle appear long and stretched, running into the flat pillars.

**New technology: the 3D LED tail light clusters.** The tail light clusters in the ID.4 have been fully equipped with light-emitting diodes, and a red light strip connects them to each other. Volkswagen supplies innovative 3D LED tail light clusters in the Design package. Their curved tail light has a particularly homogeneous and three-dimensional effect. In each case, nine fibre optic cable elements emit the light in an unusually rich red. Each of these elements, consisting of several, thin layers, appears to be floating in front of a black background. The brake lights light up in the shape of an "X".

**Choice of six exterior colours.** The ID.4 will be launched with six exterior colours. These are called Blue Dusk Metallic, Glacier White Metallic, Honey Yellow Metallic, Manganese Grey Metallic, Moonstone Grey and Scale Silver Metallic. All paintwork options apart from Scale Silver can be combined with the Exterior Style package. The roof and rear spoiler are painted black here, while the C-pillars, roof line and roof railing shine in silver. The add-on parts in the lower area of the body provide a contrast in bright Kantana Silver.

### Aerodynamics and packaging

**Drag coefficient of just 0.28.** "The ID.4's electrical design evolution also means that we paid close attention to the aerodynamics," says Klaus Zyciora. The electric SUV achieves a very good drag coefficient of 0.28. The decisive factor in this is the flowing basic shape of the body with a greenhouse that is pulled sharply to the back. 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. The electrically powered radiator blind in the vehicle front end only opens when the power units need cooling air.



**Built around people.** The architecture of Volkswagen's modular electric drive matrix (MEB) divides the space for people and technology in a way that has never been seen before. The overhangs are short; with a length of 4,584 millimetres, the compact electric SUV has a 2,766-millimetre wheelbase – almost as long as the Tiguan Allspace, which is 12 centimetres longer. The generously sized vehicle interior benefits from this. 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.

In the body, sophisticated solutions help to reduce the weight – the side sills, for example, are made from aluminium and ultra high-strength steel. This construction has another advantage: in the event of a side collision or impact against a pole, it absorbs the acting force very well.

### **Vehicle interior and convenience features**

**As much space as in a large SUV.** The vehicle interior in the ID.4 is a generous Open Space. Getting in is easy, and visibility is good because the driver and up to four passengers sit comfortably high up. In the second row of seats, there is a similar amount of legroom to a Tiguan Allspace, while the headroom on all five seats is slightly better, too. The luggage compartment holds 543 litres of luggage, 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. In the Design Plus package, Volkswagen offers customers 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 front seats in the ID.4 offer state-of-the-art safety technology. Their head restraints reduce the risk of whiplash in the event of a rear-end collision. In the event of a side collision, 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. In all equipment packages, the seats feature armrests on the inner side, and seat heating also comes as standard (not in the ID.4 Pure or ID.4 Pro). 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. When combined with the Comfort package, the centre console offers even more: the rear compartment can be divided as required using separators, the mobile telephone compartment is illuminated, and for rear passengers there are two USB-C charging sockets in addition to the two front sockets.

**Four interior variants.** There are two interior options available for each ID.4 model. The first option after the basic equipment is the Interior Style option. It includes stainless steel pedals with a Play & Pause design, ambient lighting with 30 colours, a heated steering wheel and split, folding rear backrests with a load-through hatch and centre armrest. Interior Style Plus comes with seats that are equipped with twelve electrical adjustment options. These seats also include a lumbar support, a memory function and even a massage function. The interior Top Sport Plus package additionally features integrated head restraints and high seat bolsters. The electrically adjustable seats have been awarded the seal of approval from the German Campaign for Healthier Backs (AGR).

**Materials and colours.** 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. For the dash panel, there is the colour option Florence Brown or the combination of Platinum Grey / Black. The steering wheel, steering column, display housings and control island in the door come in Black or gloss Piano Black. When combined with the Interior Style package or the Style Plus package, the customer is also able to order these components in Electric White.

**High-quality finish.** The interior in the ID.4 impresses with its high standard of workmanship. 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 packages from Interior Style and above. The vents on the driver and front passenger sides have understated chrome trim. In the front doors, the upper parapets are pleasantly soft, while the armrests in all four doors are padded.

**A quiet journey.** The ID.4 is unusually quiet. One reason for this is the sophisticated aero-acoustics, which come into play in details such as the shape of the exterior mirror housings and the acoustic windscreen (in the Comfort package). The second factor is the sophisticated insulation measures in the vehicle body. They significantly reduce air and body vibrations produced by the drive, running gear and tyres. They therefore add to the impression of almost silent power development in the electric SUV.

**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, window washer system jets and leather steering wheel can be heated. A rain sensor and the top-of-the-line version of the centre console available in two designs complete the package. Standard features in all ID.4 models include the ten-colour ambient lighting, the speed limiter and Air Care Climatronic. This is coupled with an electric stationary air conditioning system, which can also be activated when the car is not charging from the mains power grid. In the Comfort package, the Climatronic system comes with two-zone control, while the Comfort Plus package has three-zone control.



**Highly efficient heat pump.** Volkswagen offers an optional highly efficient heat pump (standard in the ID.4 Max), which heats and cools the vehicle interior with the waste heat from the electrical components and heat from the air outside the vehicle. As a refrigerant, it uses environmentally-friendly CO<sub>2</sub>, which flows through the circuit at high pressure. The heat pump significantly reduces range losses caused by the air conditioning system – especially in the winter, as its function replaces electrical heating element.

**Equipped for anything.** With the Comfort Plus package, the ID.4 is ideally equipped for all the challenges of day-to-day life and your leisure activities. It comes with a double luggage compartment floor, a net partition and a luggage net. On request, Volkswagen equips all ID.4 models with a towing bracket for trailers up to 1,000 kilograms (braked, 12 percent gradient). Another option is the Easy Open & Close electric boot lid, which can be opened with a simple foot movement. This is part of the Assist Plus package.



### Operating and display concept

**The display in front of the driver.** 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. The driver can operate the display with the standard multifunction steering wheel, whose buttons provide haptic feedback. The driver controls the drive modes and the parking lock with the rocker switch on the right of the display.

**The central display and "Hello ID."** The central touch display is located in the middle of the dash panel, slightly angled towards the driver. It has a 10-inch screen diagonal as standard, while the version in the Infotainment Plus package measures 12 inches. The driver uses this display to manage the telephone system, navigation system, entertainment functions, assist systems and the 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 many everyday phrases and is able to access knowledge from the Cloud online.

**ID. Light.** The electric SUV comes equipped with the ID. Light system as standard – this is a light strip that runs under 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.

**Augmented reality head-up display.** The Infotainment Plus package provides the ID.4 with an augmented reality head-up display. This projects important information onto the windscreen, separating this data into two display areas – which is a world first. 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 Assist 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 unusually 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.** All nine ID.4 models are equipped with the Discover Pro navigation system and 10-inch display as standard. All models above the ID.4 City and ID.4 Life come with the Infotainment package. Its highlights include the Comfort mobile phone interface, which is able to connect a smartphone to the vehicle's electronic system and charge it inductively. 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. In the Infotainment Plus package (which comes with the ID.4 Tech and ID.4 Max), the navigation system has a 12-inch display.

**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. On long journeys, the



Online Route Calculation function included with the navigation services is particularly useful: it plans charging stops so that the driver can reach their destination as quickly as possible. The Charging Stations service can search for and locate charging stations in the surrounding area. This directory is updated on a regular basis and the separate details – such as occupancy levels and prices – are even updated continuously.

The second area of We Connect Start consists of the vehicle-related services. ID.4 customers can use the app to control the charging process and air conditioning system remotely from their smartphone or check the battery's charge level and the vehicle's range.

**New electronics platform.** The ID.4's electronic intelligence is based on a network architecture that Volkswagen designed from scratch for the MEB. In terms of hardware, two central high-performance computers known as ICAS (In-Car Application Servers) are the main components. They are responsible for a number of tasks that are usually performed by separate control units in conventional models.

The software architecture in the ID.4 follows the principle of local servers: designed to be a broad service platform, it significantly simplifies the exchange of data and functions between the systems involved. This flexibility makes it easy to integrate new data packages, though these are subjected to a strictly protected authentication process. Basic driving functions such as drive and brake control remain in their separate control units. One of the major strengths of the new network architecture is the system update functionality, which enables the software in the central control units to be updated over a mobile network and ensures the ongoing enhancement of many functions.

**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 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 oncoming vehicle braking when turning function, 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 technology that every ID.4 has on board is called Car2X, which allows the car to exchange information about local hazards with other vehicles and the traffic infrastructure – via the wireless standard WLAN p. The maximum distance here is 800 metres, with warning transmission taking only milliseconds. Car2X 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 new technology, the greater the benefits – a classic principle of swarm intelligence.

**Assist package.** The Assist package contains a rear view camera system, an anti-theft alarm and the keyless locking and starting system Keyless Access. The proactive occupant protection system closes the windows and tensions the seat belts immediately before an imminent crash in order to protect the vehicle occupants.

**Assist Plus package.** The top-of-the-range models ID.4 Tech and ID.4 Max are equipped with the Assist Plus package. The Adaptive Cruise Control ACC stop & go system regulates the distance to the vehicle in front and also analyses road signs and navigation data. It automatically reduces the vehicle's speed as the vehicle approaches town boundaries, for example, and then accelerates again as it leaves the urban area.

Travel Assist combines longitudinal and lateral vehicle control and can be activated directly via a button on the steering wheel. Within the limits of the



system, it performs the majority of acceleration and braking operations for the driver and uses gentle steering intervention to help the vehicle to stay in the middle of the lane. Side Assist monitors traffic behind and next to the ID.4. If the driver is about to change lane in a critical situation, a warning is issued. Emergency Assist brings the vehicle to a stop if the person behind the wheel is no longer able to do so in a medical emergency. The cameras in the Area View system provide a detailed image of the area around the vehicle from a bird's eye view.

### **Drive system and running gear**

**The battery with 52 kWh.** Every version of the ID.4 offers powerful propulsion and a high level of everyday usability. The compact 52 kWh battery provides up to 346 kilometres of range (WLTP). It is available with two motor power output levels – one with 109 kW (148 PS) and 220 Nm torque, the other with 125 kW (170 PS) and 310 Nm torque. In both power output levels, the average consumption of the ID.4 in the NEDC is 16.3 to 15.5 kWh per 100 km.

**The battery with 77 kWh.** From the ID.4 Pro upwards, the battery has a net energy content of 77 kWh as standard and permits a range of up to 522 kilometres (WLTP). With the powerful electric drive motor, which delivers 150 kW (204 PS) and 310 Nm torque from a standing start, it takes just 8.5 seconds to accelerate the vehicle from 0 to 100 km/h. All ID.4 models are electronically limited to a top speed of 160 km/h. For models with the large battery, the consumption values in the NEDC are 16.9 to 16.2 kWh per 100 km. A sporty flagship model with an all-wheel drive system and even more power will follow later in 2021.

**Rear motor and rear-wheel drive.** With the modular electric drive matrix, Volkswagen is breathing new life into a great tradition: like in the original Beetle, the drive system is located at the rear. The electric drive motor is located above the rear axle just in front of the centre of the wheels and transfers its torque to a two-stage 1-speed gearbox with differential. The



rear-wheel drive creates the ideal conditions for agile handling and powerful traction, while also permitting a small turning circle of just 10.2 metres. Because the quiet drive is almost silent to anyone outside the vehicle, a synthetic electronic sound is generated from speeds of around 30 km/h.

**Efficiency of more than 90 percent.** One of the main strengths of the PSM motor (permanent magnet synchronous motor) is its efficiency: this is well above 90 percent in almost all driving situations. During the manufacturing process, Volkswagen uses a complex piece of technology known as a hairpin winding: the stator's coils are made from square copper wires, which after bending are visually similar to hairpins. This hairpin winding technique enables the wires to be packed more tightly. As result, there is more copper in the stator – power and torque are increased, while cooling is more efficient. 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. 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 carries out the deceleration alone, covering most everyday situations. If the deceleration rate rises above this, the electric brake servo activates the hydraulic wheel brakes almost completely imperceptibly.

The Eco Assistance system (standard), which evaluates navigation data and detected road signs, provides the driver with support: ahead of speed limits, town boundary signs or junctions, it indicates that the driver should take their foot off the brake. If the driver does so, it automatically adjusts the appropriate speed and the optimum energy recovery torque. Position B enables the driver to select general overrun recuperation. When the driver brakes in this mode, the vehicle uses the full 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, helping to lower the centre of gravity. The weight distribution is therefore very 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. Thanks to **16** centimetres of ground clearance, the electric SUV copes well with light off-road terrain.

**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 the adaptive chassis control DCC. This is coupled to the driving profile selection, which offers Eco, Comfort, Sport and Individual modes. Each mode can then be precisely adjusted in five levels. The system influences the characteristics of the electric drive motor, shock absorbers and steering, thus further increasing the range between high ride comfort and firmer handling.

**3 km/h faster in a slalom.** If the driver wants, the ID.4 can take corners at high speed and with outstanding stability – also thanks to the Vehicle Dynamics Manager, which works closely with the ESC stability control system. It controls operation of the electronic differential lock XDS and adaptive shock absorbers to ensure the best possible lateral dynamics and driving safety in every situation. Even as it steers quickly into a corner, the ID.4 is thus able to respond more spontaneously and can complete the classic 18-metre slalom 3 km/h faster. The ESC works closely with the control units for the power and control electronics and the electric drive motor. This close integration makes sure that the powered rear wheels always find reliable grip – be it when cornering at speed, accelerating or recovering brake energy.

**Large wheels, wide tyres.** Steel or aluminium, 18 to 21 inches in diameter, uniform and mixed tyres – a wide range of wheels is available for the ID.4. It starts with the 18-inch format for the ID.4 City, available either in steel or



with the Falun aluminium wheel. From the ID.4 Life and above, 19-inch wheels are standard and are also available in both materials; the cast aluminium wheels are called Hamar in this case. Above this, there are 20-inch Drammen alloy wheels and the premium version, the 21-inch Narvik wheels.

All wheels have been aerodynamically optimised with their flat design and the tyres have low rolling resistance. In the ID.4 Pure, ID.4 City and ID.4 Style, they are 235 millimetres wide at the front and rear; the cross-sections vary depending on the wheel size. The ID.4 models with the 77 kWh battery leave the production line with mixed tyres – 235 millimetres wide on the front axle and 255 millimetres wide at the rear.

**Powerful brakes.** The robust electric SUV has strong and durable brakes. Depending on the motor version and battery, the discs on the front axle measure up to 358 millimetres in diameter, while the rear wheels are fitted with drum brakes. The pads are designed for the service life of the car. Corrosion is not an issue, even though the wheel brakes are used only rarely in everyday driving.

### Battery and charging options

**Two battery sizes.** The two batteries that will be equipped in the ID.4 on its European market launch have different dimensions and weights. The 52 kWh battery in the ID.4 Pure, ID.4 City and ID.4 Style weighs 344 kilograms. It consists of nine battery modules, which each integrate 24 pouch cells with a flexible outer sleeve. The 77 kWh battery system (from ID.4 Pro) consists of twelve modules and weighs 493 kilograms.

**Aluminium framework.** In the case of the large battery, around of a fifth of the weight is accounted for by the housing. This is a scalable aluminium construction whose interior framework is made from extruded and pressure-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 underbody protection panel made of aluminium protects 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 and the battery service life. Volkswagen guarantees that the battery will still have at least 70 percent of its original capacity after eight years of operation or a mileage of 160,000 km.

**High charging power.** When using a home charging station, the ID.4 models with the large battery charge with 11 kW, while the ID.4 Pure, ID.4 City and ID.4 Style charge with 7.2 kW. All ID.4 models come with a CCS charging socket (CCS = Combined Charging System) for fast direct current charging (DC). In this case, the ID.4 Pure charges with 50 kW (optional 100) kW, while the ID.4 City and ID.4 Style charge at up to 100 kW. All other models achieve up to 125 kW and can be recharged with direct current for the next 320 km (according to WLTP) in around 30 minutes.

**Universal charging package: We Charge.** The extensive universal package for the convenient, connected and sustainable charging 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 control all charging processes from their smartphone. Volkswagen is the first high-volume manufacturer to offer its customers a universal, seamless charging eco-system.

**Charging 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 for an introductory price of 399 euros, there are also two fully networked versions of the ID. Charger – the ID. Charger Connect and the ID. Charger Pro, both of which can be controlled from a smartphone with the We Connect ID. app. ID.4 customers can book an installation service for their wall box via the Volkswagen subsidiary Elli. In



Germany, the purchase and installation of connected home charging stations is eligible for a subsidy of 900 euros if the station is powered by green energy.

**Charging when on the road.** ID.4 customers can charge their vehicle at public charging stations using the standard Mode 3 cable. With We Charge, they have access to a charging service with over 150,000 public charging stations across Europe. The charging process is controlled using the We Connect ID. app; the station is activated with the customer's We Charge card or an Android smartphone.

**Charging on the motorway.** On long journeys, the comprehensive IONITY DC charging network is available to ID.4 drivers. With We Charge, they can charge at these stations at favourable conditions; frequent drivers can opt for a bespoke tariff.

**Expansion of the charging infrastructure.** By 2025, Volkswagen Group will install around 35,000 charge points in Europe itself together with its retail partners. Many of these will be publicly accessible. These will be complemented by the flexible, fast charging stations from Volkswagen Group Components, which can be set up where there is a short-term need, such as at major events.



### 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 auditing body TÜV Nord confirms the ID.4 as a "climate-neutral product" upon handover.

CO<sub>2</sub> is emitted during every stage of a vehicle's life cycle. To reduce the volume of CO<sub>2</sub> 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<sub>2</sub> emissions include, for example, the use of green power and the production of battery cells in the Zwickau factory, where the ID.4 is produced on a carbon-neutral basis. This calculation factors in all CO<sub>2</sub> 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.** Electric mobility offers a huge opportunity to reduce CO<sub>2</sub> emissions during the usage phase to almost zero through targeted charging with green energy. And at the end of the usage phase, the battery from the ID.4 can either be reused in second-life concepts or turned into a source of raw materials through recycling. A pilot recycling plant is already being built at the Salzgitter site, where Volkswagen is setting up a battery cell production facility together with the Swedish company Northvolt.



## Technical data of the ID.4

	ID.4 Pure, ID.4 City, ID.4 Style
Maximum power	109 kW (148 PS) / 125 kW (170 PS)
Maximum torque	220 Nm, 310 Nm
Gearbox	1-speed gearbox
Top speed	160 km/h
0-100 km/h	10.9 s / 9.0 s
Battery energy, net	52 kWh
Range (WLTP)	up to 346 km

	ID.4 Pro, ID.4 Life, ID.4 Business, ID.4 Family, ID.4 Tech, ID.4 Max
Maximum power	150 kW (204 PS)
Maximum torque	310 Nm
Gearbox	1-speed gearbox
Top speed	160 km/h
0-100 km/h	8.5 s
Battery energy, net	77 kWh
Range (WLTP)	up to 522 km

	All models
Length	4,584 mm
Width	1,852 mm
Height	1,612 mm
Wheelbase	2,766 mm
Drag coefficient	$c_d$ 0.28
Luggage compartment capacity	543 l