The new ID.4 GTX [1] from Volkswagen

May/June 2021

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

All equipment specifications apply to the German market.

1 = ID.4 GTX / combined power consumption in kWh/100 km: 16.3 (NEDC); combined CO_2 emissions in g/km: 0; efficiency class A+
2 = Golf GTD, 147 kW / 200 PS / Fuel consumption in l/100 km (NEDC): urban 5.4 / extra-urban 3.9 / combined 4.4; CO_2 emissions in g/km: combined 117; efficiency class: A
3 = Golf GTI, 180 kW / 245 PS / Fuel consumption in l/100 km (NEDC): urban 9.0–8.6 / extra-urban 5.6–5.3 / combined 6.9–6.5; CO_2 emissions in g/km: combined 157–149; efficiency class: D-C
4 = Golf R, 235 kW / 320 PS / Fuel consumption in l/100 km (NEDC): urban 9.0 / extra-urban 6.0 / combined 7.1; CO_2 emissions in g/km: combined 163; efficiency class: D

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, and topography. The range span serves as an orientation aid for the specific vehicle and reflects what 80% of our customers will achieve as a yearly average. The lower limit of the span also covers driving on the motorway at moderate speeds and driving at low temperatures in winter.

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In brief

The ID.4 GTX –
The sporty flagship of the ID.4 model series

News at a glance

- **The ID. family is growing to include the GTX performance brand:** Following on from the GTI and GTE, the GTX label is the next chapter in Volkswagen's successful history of top-of-the-range sporty models – and an intelligent transition to the world of e-mobility.
- **Sustainability and sportiness are not mutually exclusive:** GTX offers a fun and carbon-neutral driving experience for a wide range of customers.
- **Entry-level price of 50,415 euros:** In Germany, the entry-level price for the ID.4 GTX is 50,415 euros. Customers in Germany are able to apply for a net subsidy of 7,500 euros.
- **Two motors for the dual-motor electric all-wheel drive:** The ID.4 GTX has one electric drive motor each on the front and rear axles. Together, they deliver a maximum of 220 kW (299 PS)* and can work together as an electric dual-motor all-wheel drive.
- **Sporty driving at the press of a pedal:** The intelligent drive management system creates the ideal balance between maximum efficiency and powerful performance. The ID.4 GTX accelerates from 0 to 100 km/h in 6.2 seconds and reaches a top speed of 180 km/h.
- **Intelligent networking**: In the ID.4 GTX, the control systems for the running gear and all-wheel drive system work together closely. This interaction is monitored by intelligent software known as the Vehicle Dynamics Manager.
- **Driving pleasure and stability**: Using the driving profile selection and ESC button on the large display, the driver can decide on the

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driving characteristics of the most powerful ID.4 model – ranging from sporty and agile through to uncompromisingly stable.

- **Long range:** The battery stores up to 77 kWh of energy (net), enough for realistic customer ranges of up to 480 km (WLTP). With a maximum charging capacity of 125 kW, it is quick to recharge.
- **Practical aspects:** The ID.4 GTX is versatile in every regard – with a large interior and luggage compartment and a maximum trailer weight of up to 1,400 kilograms.
- **A design for a new era:** The exterior of the ID.4 GTX has a powerful appearance. Thanks to a variety of exclusive design details, this top-of-the-range model looks sporty yet elegant.
- **New lighting technology:** The standard IQ.LIGHT LED matrix headlights provide an intelligently controlled main beam. LEDs in the air intake grille enhance the signature light in the dark. The rear also features the innovative 3D LED tail light clusters.
- **Ultra-modern controls:** A touch display with a diagonal of up to 12 inches, natural voice control with an online connection and the ID.Light come as standard, along with a multifunction steering wheel with touch controls. The vehicle is also available with an optional augmented-reality head-up display, which superimposes selected displays into the vehicle's actual surroundings.
- **Clever connectivity:** The Discover Pro navigation system, We Connect Start online services and the IQ.Drive assist systems create a relaxing, confident driving experience.
- **New electronics platform:** The ID.4 GTX's software and hardware are based on a brand new architecture. In future, over-the-air updates will enable the vehicle to be regularly updated following purchase.
- **Sustainable electric mobility for all:** Volkswagen's electric mobility campaign is in full swing. The ID.4 GTX, which is being built at the Zwickau factory in Germany, is handed over to the customer with a carbon-neutral balance sheet.
- **Easy charging:** Volkswagen is building an entire ecosystem of sustainable electric mobility around the ID. models. From the ID.Charger wall box to the We Charge charging service, customers can access everything they need, all from a single source.

Key aspects

The new ID.4 GTX

Positioning

The GTX is the new flagship ID.4 model. The first Volkswagen model with the GTX label is now here: this abbreviation stands for a new level of sportiness from Volkswagen which will continue the tradition of the successful GTI, GTD[2] and GTE models. The ID.4 GTX is therefore the new top-of-the-range model in the purely electric ID.4 model series. Its two electric motors – one each on the front and rear axles – combine to deliver a maximum output of 220 kW (299 PS)* and work together as an electric dual-motor all-wheel drive. This technology offers a high level of driving stability and large power reserves – in short: more driving pleasure. The compact ID.4 GTX will be launched in Europe in Summer 2021. In Germany, it will start at an entry-level price of 50,415 euros, with customers being able to apply for a (net) grant of 7,500 euros.

Sporty yet sustainable. The abbreviation GTX is used to label the sporty top-of-the-range model in each ID. product line. Like GTI, GTE and GTD, it is its own product brand – enhancing Volkswagen's world of electric mobility with new, modern athleticism. The letters GT have long embodied driving pleasure, while the X is now forging a bridge to the mobility of tomorrow.

Sustainability and sportiness are not mutually exclusive, but instead complement one another perfectly. The ID.4 GTX is set to be followed by further models with the new branding.

A milestone in the electric offensive. The ID.4 model series will be launched into the world's largest market segment – the compact SUV class. As such, it marks a strategic milestone in the Volkswagen Group's electric mobility campaign. The Group already managed to more than triple sales of its purely electric models last year and plans to become the global leader for electric mobility by 2025 at the latest. Its plans for the next five years include investments of around 46 billion euros in electric mobility and the hybridisation of its fleet, with the proportion of purely electric vehicles in Europe set to rise to up to 70 percent by 2030.

Eco-system of sustainable electric mobility. An entire ecosystem of sustainable electric mobility will be established around these new models. Customers opting for an ID.4 GTX will receive a car that has been produced in a carbon-neutral process and that is handed over with a carbon-neutral balance sheet. And if it is charged using sustainably produced electricity – such as Volkswagen Naturstrom – it will remain carbon-neutral on the road, too.

Dual-motor all-wheel drive system

The electric all-wheel drive system. A completely new drive system makes its debut in the ID.4 GTX: the sporty E-SUV has an electric drive motor on both the front and rear axles. These motors work together when needed, creating a fully variable all-wheel drive system. The dual-motor all-wheel drive system does without clutches and a propshaft between the axles – this makes it extremely fast and highly efficient. The two electric drive motors are not just closely integrated with each other, they are also linked to the control systems for the brakes and running gear. And then there is the highlight of the new ID.4 GTX: the Vehicle Dynamics Manager, which has

been developed by Volkswagen to coordinate and monitor the complex interactions between the various individual systems.

6.2 seconds from 0 to 100 km/h. Together, the electric drive motors of the ID.4 GTX deliver a maximum output of 220 kW (299 PS)*. The rear motor produces 150 kW (204 PS) and a torque of 310 Nm, while the front motor generates 80 kW (109 PS) and 162 Nm. The top-of-the-range sporty model sprints from 0 to 100 km/h in 6.2 seconds – one tenth of a second faster than the Golf GTI[3]. It reaches its electronically governed top speed at 180 km/h. The ID.4 GTX has an energy consumption of 16.3 kWh in the NEDC driving cycle, and the 77 kWh battery permits a customer-oriented range of 340 to 480 kilometres[3] in the WLTP cycle.

Lightning-fast activation. When the driver adopts a moderate driving style, the electric motor at the rear is solely responsible for propulsion. This is due to the advantages it offers in terms of efficiency and traction. If the driver requests more power than can be provided by the rear motor, the electric drive motor on the front axle is additionally activated within a few hundredths of a second. Efficiency distribution and driving dynamics control also play an important part here. If demanded by the driving situation, such as during fast cornering or on slippery surfaces, the dual-motor all-wheel drive system provides assistance with its fully variable power distribution.

Central Vehicle Dynamics Manager. The electronic Vehicle Dynamics Manager, a pioneering development by Volkswagen, monitors the ID.4 GTX's every move – whether the car is accelerating, braking or cornering. This is already used in similar form in the new Golf GTI and Golf R[4] and significantly improves the overall performance of these vehicles. The Vehicle Dynamics Manager works closely together with the Electronic Stability Control ESC and all-wheel-drive control systems. This close integration ensures that driving dynamics, traction and stability are all at a top level. The electronic differential lock XDS+, which likewise is linked up to the Vehicle Dynamics Manager, also optimises handling when cornering at speed: it gently brakes

the relieved wheels on the inside of the bend, thus turning the car slightly into the radius as required.

200 times per second. The adaptive chassis control system (DCC) is also connected to the system. This allows the hardness of the shock absorbers to be adapted up to 200 times per second for agile and precise handling. The interaction with the excellent steering response and highly precise control capability results in linear, predictable vehicle behaviour combined with a high level of comfort – thus providing guaranteed driving pleasure.

Control based on motor speed. Compared with a car with a conventional drive system, the precision of the control mechanisms in the ID.4 GTX achieves a completely new dimension. One reason for this is that these mechanisms no longer work on the basis of drive torques but rather are based on motor speeds. The other reason is the fact that the two electric drive motors implement the control commands faster than any combustion engine. Their output is adapted every millisecond by their power and control electronics – this takes place so quickly and gently that the driver never notices the corrections.

Up to five driving profiles. Drivers can decide themselves how comfortable, stable or sporty they want the ID.4 GTX to be – with the driving profile selection (standard). This influences the progressive steering, electric drive motors and the adaptive chassis control DCC (only in the optional Sports Plus package) and offers a choice of five modes: Eco, Comfort, Sport, Individual (in the Sports Plus package) and Traction.

Eco mode is designed for efficient driving, while Comfort mode ensures high driving comfort. Individual mode offers the driver additional options: it is possible to choose intermediate settings between Comfort and Sport or to make both modes even more extreme. Traction mode is intended specifically for driving on loose or slippery surfaces and features permanent all-wheel drive up to speeds of around 20 km/h. All control operations are therefore

designed for maximum grip, the motor torques are reduced and the DCC shock absorbers are adjusted to a softer setting.

Dynamic handling in Sport mode. The ID.4 GTX becomes a cornering specialist in Sport mode, in which the front electric drive motor is always activated. The driver can feel the precise response to steering commands when turning into bends at speed. If the controlled DCC shock absorbers are on board, these make the car hug the road and counteract centrifugal forces. When the driver presses the right pedal on exiting the bend, they can experience the powerful traction of the dual-motor all-wheel drive system.

ESC also has Sport mode. Handling becomes even more dynamic if the driver presses the ESC button on the large touch display, a function that is available only in the top-of-the-range GTX. This switches the Electronic Stability Control (ESC) to Sport mode and restricts the intervention by control systems to a minimum. A certain sideslip angle is permitted, for example, thereby increasing the agility of the car's dynamic cornering behaviour. In other words, a tendency to oversteer is not immediately suppressed by control interventions from the ESC system. Of course, the ESC still continues to ensure driving stability within the system limits.

Sporty running gear characteristics. The basic vehicle concept already offers the best possible prerequisites for the sporty character of the ID.4 GTX: the large 77 kWh battery between the axles with a weight of 486 kilograms lowers the centre of gravity and permits balanced distribution of the axle loads. Compared with the standard ID.4, the vehicle height is reduced by 15 millimetres with the optional Sports package. The front axle is based on the classic McPherson design with a direct and balanced steering ratio. A compact five-link suspension is used at the rear. Additional capabilities are offered by Traction mode: with its permanent all-wheel drive (up to around 20 km/h), it ensures optimum propulsion even on unpaved roads. The ground clearance of 17 centimetres offered by the ID.4 GTX (version with DCC) also helps here.

Large wheels and powerful brakes. The top model in the ID.4 series is equipped with 20-inch alloy wheels in the exclusive Ystad design as standard. The optional 21-inch mixed tyres with the sizes 235/45 R 21 (front) and 255/40 R 21 (rear) ensure maximum traction. The wheels in Narvik design come in the sizes 8.5 x 21 and 9 x 21 respectively. The wheel rims are aerodynamically optimised thanks to their flat design, and the tyres have a low rolling resistance – without any compromises in driving or braking performance. The brake discs on the front axle have a diameter of 358 millimetres. The rear wheels are equipped with drum brakes, the pads of which are designed to match the car's service life. There is no chance of corrosion here – even though the wheel brakes are needed only rarely during everyday driving because the electric drive motors perform most braking operations.

Two sports packages. As standard, the set-up of the ID.4 GTX is already sportier than the ID.4 models with rear-wheel drive. With the optional Sports package, the customer obtains sports running gear with a body lowered by 15 millimetres and progressive steering. The steering ratio becomes increasingly more direct the more the steering wheel is turned and ranges from 15.9:1 to 14.5:1. The Sports Plus package additionally comes with the adaptive chassis control DCC. This manages the characteristics of the shock absorbers on each wheel individually every five milliseconds, adjusting them between soft and hard settings. This in turn permits high driving comfort or precise and firm handling.

Synchronous motor at the rear. Like in the ID.4 models with rear-wheel drive, there is a permanently excited synchronous motor (PSM) on the rear axle in the ID.4 GTX. Including the gearbox and power and control electronics, the electric motor weighs only around 90 kilograms. The great strength of the PSM motor is its efficiency – which is well above 90 percent in almost all driving situations.

Asynchronous motor on the front axle. The front wheels are driven by an especially compact asynchronous motor (ASM). Its advantages include

short-time overload capability and minimum drag losses when inactive. The entire unit weighs around 60 kilograms. Like the PSM on the rear axle, the ASM drives the wheels via a single-speed gearbox and a differential.

Coasting or recuperation? Brake energy recuperation is an important factor for efficient driving in the ID.4 GTX. The driver uses the gear selector lever to decide whether the E-SUV should coast freely or recover energy as soon as they lift their foot off the accelerator and thus initiate an overrun phase. If the D (Drive) gear selector position is engaged, the drive changes to coasting mode in most situations and both electric drive motors run freely. Coasting has priority because it is most efficient.

Brake energy recuperation in selector position B. If the driver prefers brake energy recuperation, the ID.4 GTX offers various options. In gear selector position B (Brake), the drive always recuperates in overrun mode; the limit is a deceleration rate of 0.15 g. If the driver wishes, the Eco Assistance system can manage the coasting and recuperation processes as soon as the vehicle approaches an area with a reduced speed limit. Among other things, it uses navigation and topographical data for its intelligent and efficient operation.

Brake energy recuperation of more than 100 kW. Brake energy recuperation is particularly high during electric braking, which takes place above all via the PSM at the rear. This covers well over 90 percent of all deceleration in everyday driving. Its limit is close to 0.3 g, which corresponds to a recuperation power of more than 100 kW. The electric brake servo additionally activates the hydraulic wheel brakes only above this. This transition is practically unnoticeable for the driver, and recuperation remains active almost until the vehicle comes to a stop.

Battery and charging options

77 kWh in the battery. The ID.4 GTX is an all-rounder that can confidently tackle even long journeys. Its battery has a net energy content of 77 kWh

and weighs 486 kilograms. The battery housing is made from aluminium profiles and a strong frame and contains twelve battery modules, each of which integrates 24 cells with flexible exterior shells. A base plate with integrated water channels regulates the temperature of the modules. Volkswagen guarantees that the battery will still have at least 70 percent of its original capacity after eight years or a mileage of 160,000 km.

Charging ecosystem. In the context of its We Charge concept, Volkswagen offers a universal package for convenient, connected and sustainable charging for electric cars. This offers the ideal solution for any situation – whether on a long journey, out and about, or at home. The We Connect ID. app provides simple access to the charging ecosystem.

Rapid charging with direct current. With We Charge, Volkswagen customers can access one of Europe's largest networks, which currently has more than 200,000 charging points. Using the standard Mode 3 cable, the ID.4 GTX charges with alternating current (AC) with an output of up to 11 kW. At a DC quick-charging station, like those offered by IONITY, it can be recharged ready for the next 300 km in around 30 minutes (according to WLTP) – with a charging power of up to 125 kW. Volkswagen is investing heavily in Europe's quick-charging network and is working with its partners to create a network of 18,000 charging points by 2025.

The ID. Charger for charging at home. ID.4 GTX owners can charge their vehicles in their own garage using Volkswagen Naturstrom, which is generated from certified sources. The charging process is even more convenient with the ID. Charger. The wall box is available in three versions, each of which can achieve a charging power of up to 11 kW. Both Naturstrom and the ID. Charger are provided by Elli, a member of the Volkswagen Group.

Design, vehicle interior and controls

Powerful, yet elegant. The 4.58-metre-long ID.4 GTX sits on the road with a powerful and confident appearance. Its modern design combines the powerful nature of an SUV with advanced aerodynamics – its drag coefficient is just 0.29. Alongside the flowing lines of the basic body shape, a number of detailed solutions help to create this outstanding result. These range from the electric radiator blind in the vehicle front end and the flush door handles to the sculpted tail light clusters.

A new signature at night. The air intake grilles at the front of the ID.4 GTX come in high-gloss black paintwork. The slim outer intake grilles contain a stack of three LEDs each, which create an exclusive signature light in the dark. The standard LED matrix headlights are an even more eye-catching feature – their modules with side ambient lights are reminiscent of the human eye. Each module is made up of 18 individual LEDs, eleven of which can be individually switched off and dimmed. Together with an additional spotlight, they emit the IQ.Light, always illuminating the road as brightly as possible without dazzling other road users. When the lights are switched on, a light strip joins the two headlights together.

Innovative 3D LED tail light clusters. The rear of the ID.4 GTX stands out with innovative 3D LED tail light clusters: Made up of nine free-standing fibre optic cable elements, the lights create an arched tail light in a rich shade of red. The brake light creates an X shape, while the dynamic turn signal flashes from inside to out. A red light strip stretches between the tail light clusters. Dynamic animations in the lights welcome drivers and bid them farewell.

Sporty design details. The athletic vehicle body, which looks as though it has been cast in a single piece, also features a number of details that point to the ID.4 GTX's unique status. The body's paintwork is more dominant than that of other vehicles with a rear-wheel drive. It enhances the sweeping lines and the vehicle's strong presence on the road. For instance, the strips on the doors are painted in the same colour as the body; only the slim attachments at the bottom of the body come in Black. The roof and rear spoiler also come

in Black, while the roof frame bar is a high-gloss Anthracite. The air grilles on the front end are painted in High-gloss Black. The rear bumper features a new, striking design, while the diffuser insert is painted in Galvano Grey. GTX badges are attached to the wing panels, doors and rear. The paintwork options are Metallic Glacier White, Metallic Manganese Grey, Solid Moonstone Grey, Metallic Scale Silver, Metallic Stonewashed Blue and Metallic Kings Red – a new athletic shade.

Plenty of space in the vehicle interior. There is a brand new layout thanks to the architecture of Volkswagen's modular electric drive matrix (MEB), which forms the basis for the ID.4 models. The technical components take up very little space and the wheelbase is a full 2.77 metres. This creates a vehicle interior that is as spacious as that of a conventional SUV from the next vehicle class up – offering some serious room. Its calm design emphasises the airy feeling of spaciousness: The dash panel appears to float and is separated from the centre console; its flexible configuration establishes a sense of order. The centre airbag between the front seats is deployed in the event of a side collision, further enhancing the already high level of passive safety.

High utility value. The luggage compartment of the ID.4 GTX has a 543-litre volume, which rises to 1,575 litres when the rear seat backrests are folded forwards (loaded to roof height). With its electrically folding ball coupling, the top-of-the-range model can tow trailers weighing up to 1,400 kilograms (braked, on a 8 percent gradient). When driving on a slippery surface such as on snow or wet grass, the electric dual-motor all-wheel drive system ensures powerful grip, particularly in Traction mode.

Colours and trim. The vehicle interior is presented in a new colour scheme, which emphasises the ID.4 GTX's nature with its sporty yet elegant and modern style. The predominant colour is black. The upper section of the dash panel and leatherette inserts in the doors come in X-Blue, a dark shade of blue that represents sustainability. Red contrasting seams – a classic symbol for sportiness and strength – add accents to the seats. The steering

wheel, steering column, display housing and door inserts shine in a chic black. The GTX logo appears on the steering wheel, sill panel trims and – in perforated form – at the top of the front seat backrests. The stainless steel pedals feature the Play & Pause design, a hallmark of the ID. family.

Extensively equipped. The standard equipment in the ID.4 GTX includes background lighting with 30 colours, a heated leather steering wheel, and split folding rear seat backrests. The animal-free seats combine fabric upholstery with red seams and leatherette inserts on the seat cushion bolsters and at the top of the backrest. Both front seats have individually adjustable armrests on the inside.

Seats with AGR seal of approval. On request, Volkswagen will install its premium sports seats with high seat cushion bolsters, integrated head restraints, decorative elements and piping. They are equipped with electrical adjustment functions, lumbar support and a memory and massage function and have been awarded the AGR (German Campaign for Healthier Backs) seal of approval. The premium sports seats are also made without animal products: The seat cushion bolsters are covered in leatherette, while the central panels come in ArtVelours. This is a microfibre fabric, 20% of which has been recycled from items such as old plastic bottles. The front seat backrests feature perforated ID. logos.

Extras for added comfort. Like the other ID.4 models, Volkswagen is providing a range of packages for the ID.4 GTX, Design, Comfort, Infotainment, Assistance and Sport, all of which are available in Plus versions. The Design and Comfort packages include features like a large tilting and sliding panoramic sunroof, front side windows made from acoustic glass, privacy glass for the rear, heated front seats, the Climatronic air conditioning system with two- or three-zone control, and a very versatile centre console. For the luggage compartment, there is a double floor that eliminates the loading step, a net partition and a luggage net.

Operating concept with two displays. The operating concept in the ID.4 GTX is as lean as it is intuitive. The dash panel is designed without physical buttons and switches, giving it a clean and ultra-modern look. Using the multifunction steering wheel, the driver can control a compact 5.3-inch diagonal display showing the most important information. A large rocker switch on the right-hand side is used to select the driving profiles. The middle of the dash panel accommodates the touch display for the navigation system, telephone functions, media, assist systems and vehicle settings. It has a 10-inch diagonal screen as standard, while the version in the Infotainment Plus package measures as much as 12 inches. The standard natural voice control function "Hello ID.", which can process a large number of everyday phrases, forms the second operating level. Thanks to its Internet connection, it can tap into the knowledge consolidated on the Cloud.

Innovative display technologies. Innovative display technologies complement the operating concept: The ID.Light (fitted as standard) runs as a narrow LED strip under the windscreen. It provides intuitive assistance for the driver in a variety of situations – such as turning or when receiving tips from the Eco Assistance function – by generating easily understandable lighting effects.

Augmented reality head-up display. The Infotainment Plus package includes the augmented reality head-up display, which merges its displays into real-life surroundings in 3D. Lane markings for assist systems and turn commands from the navigation system appear to float around ten metres ahead of the vehicle in the driver's line of sight. All symbols are positioned perfectly in line with the real world outside the vehicle and are shown dynamically. The system is enhanced by a second flat window for conventional displays. With the augmented reality head-up display, Volkswagen has become the world's first manufacturer to transfer this piece of high-end technology into the compact E-SUV segment.

Connectivity

Helpful Infotainment. The ID.4 GTX rolls off the production line with the Infotainment package, which includes the Discover Pro navigation system. Its built-in Online Route Calculation function plans charging stops so that the driver can arrive at a destination as quickly as possible. The App-Connect function (also standard) 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. Another module of the Infotainment package is the Comfort mobile phone interface – which is able to connect a smartphone to the vehicle's electronic system and charge it inductively.

The online services from We Connect Start. The We Connect Start services connect the vehicle to the owner's smartphone and the traffic infrastructure. The package contains navigation services, including Online Traffic Information, an online map update, and the Charging Stations service, which enables nearby charging stations to be located quickly. With the Online Destination Import service, the driver can transfer POIs from their smartphone to the vehicle using the free We Connect ID. app. Online Route Calculation enables drivers to access predictive route guidance by constantly accessing the current traffic status and forecasts. Thanks to the Internet Radio function, it is easier than ever to find and play stations and podcasts.

Vehicle-related services. The second area of We Connect Start consists of the vehicle-related services. Owners of an ID.4 GTX can program the charging process and electric auxiliary air conditioner to a required departure time using the We Connect ID. app. They can also check the battery charge and the vehicle range.

New electronics platform. The ID.4 GTX's software and hardware were designed within a brand new architecture. In terms of hardware, two high-performance computers known as ICAS (In-Car Application Servers) are the main components. The software architecture 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. This allows the customer to download updates to the car after purchase as and when these are made available to owners of ID. vehicles.

The IQ.Drive assist systems The assist systems for the ID.4 GTX are pooled under the term IQ.Drive. The standard acoustic Park Distance Control system has an integrated automatic manoeuvre braking system. Other standard features include the lane keeping system Lane Assist, as well as Autonomous Emergency Braking including oncoming vehicle braking when turning and swerve support. A further piece of standard technology is Car2X, which allows the car to exchange information about local hazards with other vehicles and the traffic infrastructure – via the wireless standard WLANp.

Assist and Assist Plus packages. 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 a crash. The Assist Plus package includes Adaptive Cruise Control ACC stop & go, which regulates the distance to the vehicle in front and also analyses road signs and navigation data. Within the limits of the system, Travel Assist 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 can help to monitor traffic behind and next to the ID.4 GTX. Emergency Assist can bring the vehicle to a stop if the person behind the wheel is no longer able to do so. The cameras in the Area View system show the area around the vehicle from a bird's eye view and thus facilitate manoeuvring.

Technical data for the ID.4 GTX

	ID.4 GTX

Drive motors	Asynchronous motor on the front axle, permanently excited synchronous motor on the rear axle
Max. system power*	220 kW / 299 PS
Max. torques	162 Nm front motor / 310 Nm rear motor
Gearbox	1-speed gearbox, one in the front, one in the rear
Top speed	180 km/h
0-100 km/h 0– 60 km/h	6.2 s 3.2 s
Battery energy content, net	77 kWh
Battery weight	486 kg
Max. charging power AC/DC	11 kW / 125 kW
Charging time from 5 to 80% SOC (for DC charging)	38 min
Energy consumption (NEDC)	16.3 kWh / 100 km
Customer-oriented electric range (WLTP)	Up to 480 km
Length	4,582 mm
Width	1,852 mm
Height	1,616 mm
Wheelbase	2,765 mm
Seats	5
Gross vehicle weight rating	2,750 kg
Max. load	601 kg
Drag coefficient	c_d 0.29
Luggage compartment capacity	543 l–1,575 l
Max. trailer weight, braked with 12% / 8% gradient	1,200 kg / 1,400 kg
Max. trailer weight, unbraked	750 kg
Max. drawbar load	75 kg

* Maximum electrical output 220 kW: Maximum output that can be accessed for a maximum of 30 seconds, calculated in accordance with UN GTR.21.

The amount of power available in individual driving situations depends on various factors, such as ambient temperature and the charge status, temperature and condition or physical age of the high-voltage battery.

In particular, the availability of the maximum power requires the high-voltage battery to be between 23°C and 50°C and have a charge level of > 88%.

Deviations from the aforementioned parameters in particular may lead to a reduction in power, through to the complete unavailability of the maximum power.

The battery temperature can be indirectly influenced by the auxiliary air conditioner to a certain extent and the charge level can, for example, be adjusted in the vehicle. The amount of power available at a particular time is shown in the vehicle's power display.

To maintain the high-voltage battery's usable capacity as effectively as possible, a battery charging target of 80% is recommended if the vehicle is used daily (can be switched to 100% prior to long-distance journeys, for example).