World premiere of the ID. AERO[1]: First glimpse of Volkswagen's first all-electric saloon

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Notes:

This press release along with images and films about the ID. AERO is available online at www.volkswagen-newsroom.com.

1) ID. AERO: The vehicle is a prototype and is not available for sale at this point.
2) ID.3: Power consumption in kWh/100 km (NEDC): combined 13.7–12.9, CO_2 emissions in g/km: 0; efficiency class: A+++
3) The stated vehicles are Chinese versions and will not be offered for sale in Europe.
4) ID. Buzz Pro: Power consumption in kWh/100 km: combined 18.9; CO_2 emissions in g/km: combined 0; Efficiency class: A+++
5) Predicted range for completion of the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) cycles on a rolling road test bed (not in series-production condition). WLTP range values for production vehicles may vary depending on 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, and topography.

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In brief

ID. AERO[1]

Prototype of Volkswagen's first all-electric saloon

Key facts at a glance

- **Next global vehicle for a new market segment.** With the future production model of the ID. AERO[1], Volkswagen will offer its first all-electric saloon – the vehicle will launch in the high-volume upper mid-size segment in the three primary markets of China, Europe and North America
- **Sixth member of the ID. family.** Following on from the ID.3, ID.4, ID.5 and ID.6 models and the iconic ID. Buzz[4], the almost five-metre-long production version of the new ID. AERO[1] will become the sixth member of the ID. family.
- **A new dimension of electric mobility.** The ID. AERO[1] brings together outstanding aerodynamics and generous interior space.
- **The exterior design – enhanced aerodynamics and performance.** The exterior design has been geared towards an electrifying performance. The light-up VW badge is an eye-catching element on the front of the vehicle. The soft flowing lines and excellent aerodynamics help to achieve a drag coefficient of 0.23.
- **Distinctive wrap-around light strip.** A thin strip of white light wraps elegantly around the entire vehicle. Light-up touch surfaces replace traditional door handles and are a seamless continuation of the silhouette.
- **Spacious proportions.** Measuring almost five metres in length, the ID AERO[1] uses the modular electric drive matrix (MEB) architecture and offers a spacious interior with the features of a luxury saloon.
- **Range of up to 620 kilometres.** The all-electric saloon is based on the Volkswagen modular electric drive matrix (MEB). The 77 kWh lithium-ion battery is integrated into the vehicle floor and is able to deliver a range of up to 620 kilometres (WLTP)[5].
- **Made in Germany.** The production vehicle for the European and North American market is due to roll off the production line in Emden from 2023 onwards.

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The highlights of the ID. AERO[1]

China, 27 June 2022. With the online world premiere of the ID. AERO[1] in China, Volkswagen will provide a first glimpse of the latest member of the ID. family. The near-production prototype of a fully electric four-door saloon is a preview of the production model developed especially for the Chinese market and impresses with its outstanding aerodynamics, elegant design and generous interior space. Two versions of the production model derived from the prototype are planned for the Chinese market.

Next global vehicle for a new market segment. With the future production version of the ID. AERO[1], Volkswagen is expanding its successful ID. family into the high-volume upper mid-range segment and expediting its electric mobility campaign under the ACCELERATE strategy. As well as the Chinese vehicle market, Volkswagen will soon also offer an all-electric luxury mid-size saloon in additional sales regions around the world. The production version for the North American and European markets is due to be presented in 2023. Following on from this, Volkswagen will start building the production version of the ID. AERO[1] for the European and North American market at its Emden factory.

The exterior design – pure aerodynamics. The prototype of the ID. AERO[1] combines aerodynamic attributes and spacious proportions. In terms of its style, the ID. AERO[1] shares the design language of the ID. family and – like all models in the ID. family – is based on Volkswagen's modular electric drive matrix (MEB).

Form follows performance. Every aspect of the expressive silhouette has been geared towards the electrifying performance of the ID. AERO[1]. The air stream is directed across the aerodynamically enhanced front and roof sections. What is more, there are no traditional door handles to increase drag. Instead, the ID. AERO[1] is equipped with light-up touch surfaces that open the doors when activated. The wheels are also designed to help reduce drag.

Designed in the style of a turbine, the wheels are flush with the wheel housings to avoid any interruption of the airflow. The efficient combination of aerodynamic features achieves a drag coefficient of just 0.23.

Range of up to 620 kilometres. The all-electric saloon is equipped with a powerful lithium-ion battery with a net energy content of 77 kWh. The efficiency of the drive system and the excellent aerodynamic properties enable the ID. AERO[1] to cover a range of up to 620 kilometres (WLTP)[5], making it suitable for long distances.

Sixth member of the ID. family. Following on from the ID.3[2], ID.4, ID.5 and ID.6[3] models and the iconic ID. Buzz[4], the future production version of the ID. AERO[1] will become the sixth member of the ID. family. Like all other members of the ID. family, the ID. AERO[1] is based on Volkswagen's modular electric drive matrix (MEB). By 2030, it is planned that at least 70 per cent of Volkswagen's sales in Europe will come from all-electric vehicles. In parallel to this, the goal is to reduce CO_2 emissions per vehicle by up to 40 per cent.

Carbon emissions are avoided and reduced directly at Volkswagen where possible. Upstream suppliers are placed under the obligation to avoid and reduce carbon emissions. Carbon emissions that cannot be avoided or reduced at Volkswagen or in the supply chain by imposing corresponding obligations on upstream suppliers are offset to the same amount by certified projects that mitigate climate change. On its Way to ZERO, the company intends to become climate-neutral by 2050 at the latest. In the future, the Volkswagen brand not only wants to be the benchmark for electric mobility, but also for the areas of the digital customer experience, vehicle software and autonomous driving. The goal is to enhance the vehicle to become a software-based product. With innovative assist systems and over-the-air updates, the ID. models already provide drivers with maximum comfort and the best possible user experience. With these models, Volkswagen is taking the next important step in its transformation into a software-oriented mobility provider.

The exterior design – pure aerodynamics

Flowing lines, low drag coefficient. With enhanced aerodynamics and cutting-edge electric drive technology, the ID. AERO[1] frees up plenty of space for comfort and uncompromising performance. Air flows over the striking front end and across the low bonnet. The bonnet appears to blend into the windscreen and the black glass roof to underscore the sporty design of the ID. AERO[1].

As a result of this, the efficient package of aerodynamic elements in the prototype is able to achieve an outstanding drag coefficient of 0.23, which can help to reduce energy consumption and increase range. The ID. AERO[1] prototype is painted in Polar Light Blue Metallic – a light metallic shade whose pigments create a golden shimmer in the appropriate light. High-gloss black elements in the roof area and at the bottom of the body provide an exciting contrast to the main paintwork.

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 short overhangs and long wheelbase of the ID. AERO[1] help to create an incredibly spacious interior for its occupants. The high-voltage battery sits as a flat block underneath the passenger compartment. All the other technical components take up only little space: the drive unit is accommodated on the rear axle, while components such as the radiator and air conditioning system are located in the short front end. This also benefits the space available in the interior.

Striking front and wrap-around light strip. The seminal design feature of the ID. AERO[1] is the horizontal two-part bumper, which features the ID. family's hallmark honeycombs.

The bumper is enclosed by two clasps at the side. A thin light strip extends out to the left and right of the light-up Volkswagen badge and above the innovative IQ.LIGHT LED matrix headlights across the front end into the wings and side panels. It runs round to the rear end with a few visual breaks. The headlight modules are seamlessly integrated into the front

apron. Additional daytime running light elements are located in the honeycomb structures to the side of the headlight modules and in the lower bumper. The bottom bumper is painted in high-gloss black, which runs stylishly into the side sills and rear diffuser, also enhancing the aerodynamic properties.

Expressive silhouette. The extra focus on the aerodynamics also influences the design of the vehicle's side panels. The stretched dynamic silhouette and flowing roof line help to give the four-door saloon its expressive, sporty appearance. There are no classic door handles that increase air resistance; instead, the ID. AERO[1] features illuminated touch surfaces. Stylistically, the light surfaces for opening the doors represent a continuation of the wrap-around light strip.

22-inch bi-colour wheels fill the wheel housing. In the lower section of the silhouette, it is the clean, seamlessly merged surfaces of the wings and doors, as well as the design of the new 22-inch alloy wheels that have a positive impact on the aerodynamics. Designed in the style of a turbine, the chrome and high-gloss black wheels are flush with the wheel housings to avoid any interruption of the airflow.

Roof and shoulder sections emphasise the dynamic design. At the top of the silhouette, the bold tornado line and downward sloping roof line shape the aerodynamic design. The powerful shoulder section of the ID. AERO[1] is located above the tornado line. The contour lines make the electric saloon appear flatter and give it a more dynamic look. The roof is painted in a high-gloss black to contrast with the vehicle body and is emphasised by a chrome-coloured frame. The tilting and sliding panoramic sunroof is a continuous surface that stretches from the windscreen to the rear window. The side line that runs along the roof features another ID. family hallmark: an aluminium application that stretches and opens out into the B-pillar. This is yet another element that visually lowers the centre of gravity of the ID. AERO[1]. The roof is extended by a subtle but purposeful spoiler, which fits seamlessly into the line of the silhouette and helps to efficiently guide the flow of air.

Modular electric drive matrix (MEB) facilitates access to the all-electric upper mid-range segment

All-round platform. The modular electric drive matrix (MEB) platform is the basis for the future production version of the ID. AERO[1] and permits entry into the all-electric upper mid-range segment. The all-round platform therefore demonstrates its ability to be scaled across different segments. Designed especially for the electric drive system, this vehicle architecture maximises the potential of electric vehicles and also offers a number of benefits: long ranges, plenty of interior space, a dynamic vehicle response and a new level of digital connectivity and the possibility for over-the-air software updates.

MEB can be applied across different segments. Even while the MEB architecture was still under development, a great deal of emphasis was placed on ensuring that the MEB would be suitable for a wide array of vehicle types across the segments – from small cars and compact models to SUVs, mini buses and spacious saloons. Thanks to its "design for manufacturing", the MEB is also specifically tailored for fast and efficient production. This enables Volkswagen to generate extensive economies of scale, which make electric vehicles less expensive and more affordable for a great number of people.

Backbone of the electric mobility campaign. The MEB is a decisive factor in the accelerated boost to the global electric mobility campaign under the ACCELERATE brand strategy. With its consistent focus on all-electric drives and its ability to be used in vehicles from a range of segments, the MEB generates huge economies of scale, reduces the costs of electric mobility and expedites the transition towards carbon-neutral mobility. The goal is complete electrification of the model range. By 2030, it is planned that at least 70 per cent of Volkswagen's sales in Europe will come from fully electric vehicles, which is equivalent to significantly more than one million vehicles. In North America and China, the goal is that electric vehicles will account for at least 50 per cent of unit sales.

Key aspects

ID. AERO[1] expedites Volkswagen's electric mobility campaign in China

Electric mobility campaign continues to pick up pace in China. Volkswagen is boosting its electric mobility campaign in China as part of its ACCELERATE strategy. With the world premiere of the ID. AERO[1] – a prototype developed especially for the Chinese market – the brand is providing a first glimpse at the next model in its ID. family. Following on from the ID.3[3], the ID.4[3] and the ID.6[3], we are now launching the fourth all-electric model series in China in the form of our fully electric saloon, the ID. AERO[1].

Two future production versions of the ID. AERO[1] for China.

With the ID. AERO prototype, Volkswagen is stepping up its electric offensive in China as part of its ACCELERATE strategy. Following the ID.3[3], ID.4[3] and ID.6[3], the production version of the ID. AERO will already be the fourth fully-electric model series in China, with expected availability in the second half of 2023. Two versions are planned there – one for each Volkswagen joint venture. Based on its regional strategy, the company is aiming to become the leading supplier of sustainable vehicles in China. As early as 2030, it is planned that at least every second vehicle sold in China will be an electric vehicle.

Key aspects

Emden factory set to produce the ID. AERO[1] for Europe and North America from 2023

Important pillar in the ramp-up of electric mobility. The Volkswagen brand is pushing steadily on to switch its factories to electric mobility and is on schedule to achieve its goal. The Volkswagen site in Emden was one of the first factories to be converted to electric vehicle production. Around one billion euros have been invested in the conversion measures and building work for the biggest transformation process in factory history. In 2022, high-volume production of the all-electric compact SUV, the ID.4, began in the assembly hall for electric vehicles. From 2023 onwards, the production version of the ID. AERO[1] will also roll off the production line in Emden.

"Way to ZERO" in production. By producing electric vehicles in large volumes, the Emden factory will make a significant contribution to the electrification of Volkswagen's model range and the reduction of carbon emissions from the entire fleet of new vehicles. The implementation of carbon-neutral production processes plays a key role in the site's transformation. For this reason, the use of renewable energy sources and sustainable logistics processes will be promoted in the Emden factory.