Media Information

Volkswagen

IAA, Frankfurt 2017

I.D. CROZZ II and the I.D. Family

Volkswagen

Content

Notes:

This press kit as well as images and video footage of the I.D. CROZZ II, I.D. and I.D. BUZZ concept vehicles are available online at: www.volkswagen-media-services.com. User-ID: IDCROZZ; password: VWiaa2017#

All performance, consumption and emissions data cited in this press release are predicted figures, as of August 2017.

1 = This vehicle has not yet gone on sale, and therefore Directive 1999/94 EC does not apply.

Volkswagen

In brief

I.D. CROZZ II extends range of the I.D. Family

New zero emission SUV to arrive on market in 2020

e-campaign: I.D. and I.D. CROZZ launch in 2020, I.D. BUZZ in 2022

Premiere at the IAA: Volkswagen presents the I.D. CROZZ II

Countdown underway for Volkswagen electric mobility campaign

Wolfsburg / Frankfurt, September 2017. The countdown to a breakthrough in electric mobility has started. The year 2020 marks a turning point. Volkswagen is forging ahead into this new era with the development of a fresh generation of innovative electric vehicles – the avant-garde I.D. Family. Now more launch dates for the new Volkswagen zero-emission vehicles are being announced. It all begins in 2020, with the compact and visionary I.D.[1] – a four-door car with a large boot lid. Now the time frame for the next member of the I.D. Family has also been confirmed: the I.D. CROZZ[1] – an all-wheel drive, zero-emission SUV, which will also launch in 2020. As a surprise, Volkswagen is presenting an advanced and visually more striking version of this concept at the IAA in Frankfurt: the I.D. CROZZ II[1]. This August in Pebble Beach, California, Volkswagen and Volkswagen Commercial Vehicles also announced that the zero-emission van, the I.D. BUZZ[1] – a reinterpretation of the legendary Bulli – will be launched in 2022.

New all-electric architecture as common platform. All I.D. concept vehicles share the new all-electric architecture – developed as a common architecture – and the unique design DNA for electric mobility. Other shared characteristics include zero-emission driving ranges from 500[1] to 600[1] kilometres, a lounge-like spatial concept ('Open Space'), digitalisation of all displays and controls, and integration of an optional fully automated driving mode ('I.D. Pilot').

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By 2025 one million I.D. models per year. Group-wide, Volkswagen AG will be launching over 30 new electric models by 2025. The Volkswagen brand models –I.D., I.D. BUZZ and I.D. CROZZ – are three of the most important high-volume models of this electric mobility campaign. Dr Herbert Diess, Chairman of the Volkswagen Brand Board of Management: "The electric mobility campaign is a central component of Volkswagen's strategy for the future. As early as 2020, the first year of our electric mobility campaign, we aim to sell 100,000 all-electric Volkswagen cars, and we are setting a target of one million vehicles by 2025 – a ten-fold increase."

Coexistence of drive systems. "An important task that must be performed in parallel to our electric mobility campaign is to expand the charging infrastructure. We assume that electric cars will quickly gain momentum at the beginning of the next decade. Furthermore, we are anticipating a rather long transition phase as we enter the electric era. During this phase Volkswagen will continue to invest in efforts to modernise and boost the efficiency of its petrol and diesel engines. A mix of different drive systems will continue over several model generations", says Dr Herbert Diess, Chairman of the Volkswagen Brand Board of Management.

I.D. premieres around the globe. Since 2016, Volkswagen has been showing how car drivers can envision the new generation of zero emission vehicles. The first concept car in the I.D. Family, the compact I.D., was presented in late 2016 at the Paris International Motor Show. In early 2017, the I.D. BUZZ concept car made its debut at the NAIAS in Detroit. In mid-August, Volkswagen and Volkswagen Commercial Vehicles presented the Microbus, or 'Bulli', of the new era, complete with surfing equipment on the roof at the Pebble Beach Concours d'Elegance in California. Volkswagen presented the third I.D. model in April 2017 in Shanghai: the I.D. CROZZ, an SUV concept vehicle. Now comes a further defined version of the Volkswagen zero-emission sport utility vehicle with the premiere of the I.D. CROZZ II.

I.D. CROZZ II – premiere of the SUV concept at the IAA

Exterior and interior further developed. The I.D. CROZZ II, presented at the International Motor Show in Frankfurt, is a further developed version of the SUV. The designs of the front and rear body sections of the concept car, which is painted in 'Hibiscus Red Metallic', point the way more strongly to the production vehicle. These modifications give the I.D. CROZZ II an even more pronounced SUV character. The new 21-inch alloy wheels, with their five distinctive, high-gloss aluminium elements, fit into this image. Also more clearly focused on production are the even more striking designs of the headlight LEDs, which create the effect of interactive eyes with their many small individual facets and send the I.D. CROZZ II on its way with an unmistakable light design.

New voice interaction. In addition, the I.D. CROZZ II is equipped with a new type of voice interaction functionality. The doors can be opened or closed by voice command, for instance. Similarly, the driver can use a voice command to activate or deactivate the fully automated 'I.D. Pilot' mode. The interior – the 'Open Space' – has also been refurnished and further developed with its four variable individual seats upholstered in Alcantara and a modified instrument panel.

4MOTION all-wheel drive with 'electric propshaft'. The I.D. CROZZ II has been designed as a sporty, interactive zero-emission all-round vehicle – with an electric 4MOTION all-wheel drive that is equally impressive in the urban environment as it is on unpaved trails and in harsh weather conditions. The front and rear axles each have one working motor. The torque distribution of the 4MOTION all-wheel drive is controlled via an 'electric propshaft'. The range of the SUV – which has an output of 225 kW (system power) and a top speed of 180 km/h – will be up to 500 kilometres (NEDC) on one battery charge. At charging stations using a fast charging system with a power output of 150 kW (DC), the high-performance battery is recharged to 80% energy capacity within 30 minutes.

Key facts – the I.D., I.D. BUZZ and I.D. CROZZ II in key points

I.D. Family

The future zero emission line-up from Volkswagen

- **I.D. Family uses new all-electric architecture and shared design DNA:**
  New all-electric architecture is the foundation of the I.D. Family.
- **Three models in the I.D. Family will kick it off:**
  The I.D.[1], I.D. CROZZ[1] and I.D. BUZZ[1] with 500[1] to 600[1] km of driving range.
- **I.D.[1] is the first compact Volkswagen to be based on the new all-electric architecture:**
  The compact car will launch as a hatchback in spring 2020.
- **I.D. CROZZ[1] is an SUV and coupé crossover:**
  This progressive SUV will go into production in 2020.
- **I.D. BUZZ[1] is the first autonomously driving zero-emission van:**
  From 2022 on, this multi-purpose van will make history.

I.D. for the year 2020

The next zero emission compact car from Volkswagen

- **Debut of the concept car at the Paris Motor Show:**
  Volkswagen first presented the I.D. concept vehicle in late 2016.
- **Rear-wheel drive with motor on the rear axle:**
  Electric motor has output of 125 kW; range of up to 600 km[1].
- **'Open Space' interior concept:**
  Entirely new spatial experience with lounge feeling.
- **Two compact Volkswagen model series set to launch in 2020:**
  I.D. will launch in parallel with the global best-seller, the Golf.
- **Concrete outlook on fully automated driving:**
  Starting in 2025, the I.D. will be able to drive autonomously in the 'I.D. Pilot' mode.

I.D. CROZZ for the year 2020

The zero emission SUV from Volkswagen

- **Debut of the concept car at Auto Shanghai:**
  Volkswagen first presented the I.D. CROZZ in April 2017.
- **Premiere of the new enhanced version at the IAA:**
  The I.D. CROZZ II offers outlook on a production model in September 2017.
- **Driving range similar to a powerful petrol car:**
  225 kW power output with two motors; range of up to 500 km.
- **Better air inside than outside with CleanAir system:**
  Ventilation system ensures the best air quality on-board.
- **Next generation of 4MOTION:**
  Electric all-wheel drive with 'electric propshaft'.

I.D. BUZZ for the year 2022

Zero emission van from Volkswagen and Volkswagen Commercial Vehicles

- **Debut of concept car at NAIAS in Detroit:**
  Volkswagen first presented the I.D. BUZZ concept vehicle in January 2017.
- **Icon of a new era:**
  I.D. BUZZ transfers the legendary Bulli feeling to the future.
- **Covers distances comparable to today's petrol-engined vehicles:**
  275 kW system power output and a range of up to 600 km.
- **Two luggage compartments and maximum flexibility:**
  The I.D. BUZZ is a space marvel with up to eight seats.
- **Traction on all types of terrain thanks to 4MOTION:**
  Electric all-wheel drive with two motors and 'electric propshaft'.

Key aspects

I.D. CROZZ II

The zero emission SUV from Volkswagen

Crossover combines SUV and four-door coupe with 500 km range

CleanAir system ensures extremely clean air on-board the I.D. CROZZ II

Overview of modifications

The zero emission SUV from Volkswagen. The first version of the zero emission SUV, the I.D. CROZZ, was presented in Shanghai in April 2017. This concept vehicle has now been systematically further developed and refined in the direction of a production car as the I.D. CROZZ II. The modified design, a new colour ('Hibiscus Red Metallic') and a reconfigured interior showcase its SUV character more strongly. The basic concept of a crossover that combines an SUV with a four-door coupe has been further sharpened in this design. In addition, the I.D. CROZZ II has new features such as interactive voice control that can be used to open or close all doors and to activate or deactivate the fully automated 'I.D. Pilot' mode. This latest version of the I.D. CROZZ is also a sporty, interactively designed zero emission SUV – with an electric 4MOTION all-wheel drive that is equally impressive in the city environment as it is on unpaved trails and in harsh weather conditions. The I.D. CROZZ II delivers an output of 225 kW, has a top speed of 180 km/h and can cover up to 500 kilometres (NEDC) on one battery charge.

Electric mobility and SUV campaigns. This model, which launches in 2020, is not only an important pillar of Volkswagen's electric mobility campaign; it is also part of Volkswagen's current SUV campaign. That is because Volkswagen is also intensively building up its range of sport utility vehicles. After the new Tiguan, Tiguan Allspace, Atlas (USA) and Teramont (China), the new T-Roc is now making its debut at the IAA – an independent SUV positioned beneath the Tiguan. Towards the end of the year, the SUV

campaign will gain further momentum with the world premiere of the next generation of the Touareg. Also firmly planned is the T-Cross: an SUV beneath the new T-Roc. Volkswagen will be extending this range in the next decade with a zero emission SUV – the I.D. CROZZ. Just as the I.D. is launching in parallel with the Golf, the I.D. CROZZ is a SUV model that will be offered in parallel with the Tiguan. An overview of the most significant modifications of the I.D. CROZZ II compared to the concept vehicle shown in Shanghai:

Interaction via voice control. The I.D. CROZZ II has extended voice control. Natural voice commands can be used to perform such actions as open or close all doors and to activate or deactivate the fully automated 'I.D. Pilot' mode. Voice control is activated by the wake-up command 'Hello I.D.' combined with a command. Activating the 'I.D. Pilot' mode can be done by the following voice command, for instance: "Hello I.D., please activate Pilot mode!" To open the door next to one of the four seating positions, it suffices to say "Hello I.D., please open my door!" Similarly, the driver can open all doors with the voice command "Hello I.D., please open all doors!" The boot is opened by the command "Hello I.D., please open the trunk!"

Smart Lights. Also new aboard the I.D. CROZZ are five 'Smart Lights'. These 'intelligent light strips' are located on the sides in the door control modules (door panels) and directly in front of the driver. These are interactive, slender LED elements. The 'Smart Lights' in the door panels become active as soon as the driver or one of the passengers starts voice control to open or close one of the doors – a visually supportive element that shows the activation of voice control and the function that is being started with it. Another 'Smart Light' is also located above the Active Info Display in the direct visual field of the driver and is just as wide as the Active Info Display. It also becomes active as soon as the driver says "Hello I.D." At the same time, this 'Smart Light' assists the driver by giving visual cues in the form of interactive light signals – in navigation and in hazardous situations, for instance. If the driver needs to turn right, for

example, the 'Smart Light' makes a corresponding movement in this direction. If the I.D. CROZZ detects a pedestrian at risk on the right side of the car, for instance, the 'Smart Light' then points this out with a flashing red signal from this direction.

Two-coloured ambient lighting. The ambient lighting of the I.D. CROZZ operates with two different colours: in the manual driving mode, the ambient lighting is light blue, while in the automated 'I.D. Pilot' mode the lighting switches to a red colour.

New front end. The I.D. CROZZ II expresses an even more striking SUV character with its various design changes. For instance, the concept car has a new front end design with LED headlights that are more representative of those in a production car. Previously, the inner modules of the interactive headlights were arranged on LED fins. Now, the semi-circular LED headlights are formed by narrow, individual light facets, which as a unit are even more reminiscent of the pupils of a living being. Between the LED headlights and the LED daytime running light elements of the headlight housing, a LED light strip with larger dimensions spans across the front end; it is interrupted by a Volkswagen badge that is also illuminated. Both elements are also part of the daytime running lights. The light signature of the I.D. CROZZ II, which is created in this way, is unmistakable. On the Frankfurt show car, the area beneath the headlights and the Volkswagen badge is shaped like a 'V', which gives it a more striking contour. A cross-fin painted in the body colour in the otherwise black air intake screen on the bumper emphasises the width of the electric SUV.

Modified rear and side body. Also new: the lower part of the rear body. Just like at the front end, a cross-fin painted in the body colour spans across the entire vehicle width here. In side profile, the black sill areas beneath the doors painted in 'Hibiscus Red Metallic' stand out more prominently. In colour, they match the inner rotors of the wheels which have themselves been completely redesigned.

The exterior in detail

Design for a new era. The clear and powerful design of the I.D. CROZZ II combines the dominant and rugged look of an SUV with the sporting ease of an elegant coupé. The length of the I.D. CROZZ II is 4,625 mm. Between the front and rear sections is a long wheelbase measuring 2,773 mm. The width of the concept vehicle is 1,891 mm, and it is 1,609 mm high. The dimensions – and thereby spacial proportions – are most comparable with those of the new Tiguan Allspace. The large bonnet with its wings athletically contoured in wide radii is a style-defining feature. It extends expressively across the full width of the vehicle's high front end. The clean surfaces of the SUV's bonnet and bumpers give them a sculptural look. Long and extended: the sharply contoured, visually light roof lines. High-end: the transparent roof surface that is finished in a high-gloss black. A new feature is a movable light shade in the illuminated panoramic roof that creates both interior and exterior ambient lighting. Powerful: the iconic rear body and sporty, wide shoulders. Also emphasising the vehicle's width: a high-gloss black lateral surface of the rear end with narrow LED matrix segments as tail lights and the Volkswagen badge that is also illuminated. Masculine: the large surface area of the vehicle sides with their powerful dual wheel arches (outside in body colour, inside in a matt black tone), the new 21-inch wheels and solid, dark side sills with a matt, rugged texture in the same black tone as the wheel arches.

Light shade, activated by gesture control. One new feature is the light shade integrated into the illuminated panoramic roof. This virtual shade is opened and closed by gesture control. A carpet of light produced by open LED strips then glides across the roof liner, thus brightening the interior. The light strips in the roof are visible from the outside, too. Gesture control commands mimic the operation of a traditional sliding sunroof: a short, quick hand movement opens or closes the shade completely, while a slow gesture moves the light carpet seamlessly until it reaches the desired position.

360-degree light show. The LED headlights with their new light facets and all other exterior lights of the I.D. CROZZ II are designed to be interactive. They bring the concept vehicle to life with a 360-degree light show. An overview of the lighting scenarios:

- **I.D. CROZZ II wakes up.** When the I.D. is 'awakened' it greets its driver and passengers with a 360° light show: first, the glass Volkswagen logos (at the front and in the boot lid) light up in white. Starting from the front badge, a white line develops to the left and right; it passes into the line graphics of the LED headlights, whose individual light facets are now sequentially activated to welcome the driver. In tandem with the dipped beam, the illumination of the laser roof sensors and of the light shade in the roof is also ramped up. At the same time, the sensor fields for opening the doors are illuminated. Finally, by activating its daytime running lights, the I.D. CROZZ II signals that it is ready to start. When the electric doors are opened, the sensor fields pulsate; as soon as the car drives off, these sensor fields are dimmed.
- **I.D. CROZZ II drives itself (fully automatically).** If the driver activates the 'I.D. Pilot' mode, four laser scanners extend to the outside; a narrow wreath of light illuminates in white here.

The interior in detail

'Open Space' creates usable space. The compact electric drive system and integration of the lithium-ion battery into the vehicle floor have generated the right conditions for creating a new 'Open Space' in the interior – a flexible, lounge-like spatial concept that offers a superior amount of room. The interior has been thought out, laid out and designed anew. A pure, airy space is the result. The sculptural, flowing structure of the surfaces has been inspired by nature – bionic shaping in place of cold engineering. The design, with its dynamically shaped surfaces and stretched curves, emphasises the room inside.

Digitalised dashpad. The digital hub is formed by the electrically adjustable and retractable multifunction steering wheel, an Active Info Display, an electronic rear-view mirror (e-Mirror), an AR Head-up Display (AR for augmented reality) and a door panel. These features, depending on their type, are operated by voice and gesture control, touch displays or capacitive button fields. All displays and controls are integrated into the dashpad, and some of them – such as the tablet – appear to 'hover'. The upper area of the dashpad or instrument panel is finished in a smooth black leather with red piping that follows the shape; the piping matches the 'Hibiscus Red' of the exterior. Embedded in the grey fabric of the door shoulder panels, the black has a very sporty appearance and underscores the charismatic look of the crossover. The displays and controls in detail:

- **Tablet as infotainment system.** Integrated in the middle of the instrument panel is a 10.2-inch tablet – an infotainment system with an individually configurable home screen. Its layout can be personalised via four different function tiles, such as 'Messages', 'Media', 'Telephone' and 'Navigation'. The housing and screen merge near seamlessly. A new feature here is the 'CleanAir' menu, from which information on air quality can be accessed and preconfigured climate settings are activated.

- **Multifunction steering wheel.** Present as usual in the middle of the steering wheel is the Volkswagen logo. In this case, however, it is an illuminated sensory surface with which the driver can switch from manual to fully automated ('I.D. Pilot') mode. This is done by touching the Volkswagen logo for three seconds. The steering wheel then retracts into the dashpad forming a flush surface. As an alternative, the 'I.D. Pilot' mode may be activated or deactivated by voice control. Aesthetics and functionality make the electrically adjustable, black multifunction steering wheel a highlight – in its look and feel and in its technology. The traditional fully round shape gives way here to a wheel with six rounded corners. This has resulted in a high-tech steering wheel, into the bottom area of which a control island is integrated. The driver controls the main vehicle functions from here via illuminated capacitive fields. These include the 'P', 'R', 'N' and 'D' gears and operation of the indicator lights. Four more capacitive buttons can be adapted to various functions such as taking a telephone call. Using two additional capacitive sliders, the driver can intuitively 'run' through menus such as the playlist, and adjust the volume of the sound system.

- **AR Head-up Display.** The driver receives all data relevant to driving, such as speed and visual navigation instructions, via an AR Head-up Display. AR stands for augmented reality. Information such as the directions given by the navigation system is projected in the form of virtual images located from 7 to 15 meters in front of the car. The effect is astonishingly realistic. Visual driving recommendations are projected via augmented reality to show exactly where the driver will be heading with the I.D. CROZZ II. Thanks to the AR Head-up Display, the navigation instructions – which were originally limited to a display located in the instrument cluster – are now a three-dimensional part of the surroundings that drivers can experience.

- **Active Info Display.** A 5.8-inch Active Info Display shows visual information to the driver. It can also be used, just like the tablet in the instrument panel, to view standard content such as the media library or the navigation map, which can be controlled via the buttons on the multifunction steering wheel. The Active Info Display gives the driver great freedom to personalise their views. The entire area of the display could be turned into a 3D navigation screen, for example. The display uses three transparent levels to display the various types of information. At the bottom or first level there is the navigation map; digital content retrieved using the Volkswagen User-ID is displayed on the second level; and the third level, at the top, is used to show driving data such as the distance to a destination.

- **e-Mirror.** Conventional rear-view mirrors are a thing of the past in the I.D. CROZZ II. Instead, where the interior rear-view mirror used to be there is now a system that looks the same and performs the same function: the e-Mirror. A monitor here merges the data from the three external cameras. The images are transmitted from the exterior mirror cameras mounted in the left and right-hand sides of the car body and from a rear-facing camera.

- **Door panels.** Information and controls that have previously only been available to the driver and front passenger are now available to rear-seat passengers too – thanks to digital door panels. These white, semi-transparent control islands are ergonomically located in the trim of the four doors, where they appear to hover in mid-air. The door panels are used to operate the electrically opening and closing doors, the central locking system and the electric windows. Each passenger is also able to individually regulate his or her climate zone. The panels are operated via capacitive buttons and sliders.

Four integral seats. The driver and front-seat passenger sit on lightweight integral seats (with integrated seatbelt guides). The contact surfaces of all of the seats are upholstered in Alcantara. A quilted pattern creates a three-dimensional look for the seat covers. In the rear seating area, legroom reaches a premium level. Furthermore, the interior of the I.D. CROZZ II is highly flexible based on its seating concept. Want to take your bike away with you for the weekend without having to use a cycle rack? No problem – simply load it sideways into the back. Large swing/sliding doors and flexible rear seats make this possible, with the seats being tipped up for this purpose, as in the cinema. The rear doors also fully retract back to the rear, making loading easy. Loading is made even simpler due to the fact that the front doors open unusually wide to an angle of 90 degrees and Volkswagen has simply done away with the B-pillars. All doors, as well as the trunk lid and bonnet, open electrically. All doors can also be opened or closed from the interior by voice command.

Clean air. Providing for an optimum, customised in-car climate is Volkswagen's newly developed CleanAir system. Regardless of the ambient conditions, it constantly maintains the air quality inside the I.D. CROZZ II at an ideal level. Via the infotainment unit, the driver and front passenger are also able to activate different preconfigured climate settings. This is because the I.D. is equipped with new CleanAir technology with an active filter system ensuring top interior air quality. The menu provides information on the quality of the air in the car (Air Quality Index) and on the system's current activity.

The drive system in detail

Zero emission all-wheel drive. With an electric drive system everything changes. Design, space, comfort and sustainability – all completely redefined. In this regard Volkswagen has created with the new all-electric architecture, a structural platform that enables progressive utilisation of all the parameters that arise from the zero-emission drive system. The I.D. CROZZ II illustrates this perfectly. The drive system components – two motors, two gearboxes, the electronics that link everything together and the high-voltage battery – are optimally incorporated into the car's package. This gives the designers and engineers completely new free spaces to work with. The lithium ion battery has an energy capacity of 83 kWh and is housed under the vehicle floor. This creates space, lowers the centre of gravity to sports car levels and ensures ideal weight distribution. The same goes for the two electric motors. They develop a system power of 225 kW and drive their respective axles directly. In most driving situations, the rear axle provides forward propulsion. As soon as vehicle dynamics make it necessary, an 'electric propshaft' redistributes the power of the 4MOTION all-wheel drive between the front and rear axles in fractions of a second. In addition, the I.D. CROZZ can be constantly driven in an all-wheel drive mode, on off-road trails or snow, for instance. At the rear axle, the work is done by a compact 150 kW motor, while at the front there is a 75 kW coaxial drive.

Ideal weight distribution. The power electronics are a crucial link for controlling the flow of high-voltage power between the motors and the battery. The power electronics convert the direct current (DC) stored in the battery into alternating current (AC). Meanwhile, the on-board electronics are supplied with 12 volts via a DC/DC converter. As previously mentioned, an ideal distribution of weight between the two axles has been achieved by integrating the battery centrally within the I.D. CROZZ II and locating the two drive system units at the front and rear. The ratio is 48% (front) to 52% (rear). This gives the I.D. CROZZ II handling properties on the same

level as a Golf GTI. A significant role in this is also played by the running gear with its electronic damping control and newly designed multi-link rear suspension and likewise newly developed MacPherson front suspension – each equipped with an integrated drive system and a decoupled subframe. Thanks to this configuration the running gear facilitates an extraordinarily large spread between great handling and top levels of suspension and acoustic comfort. The layout of the front axle and the front end package also result in a very small turning circle of 10.5 metres.

The 'I.D. Pilot' mode

Activating and deactivating the fully automated driving mode. Activating the fully automated 'I.D. Pilot' mode is incredibly simple: this can be done either by voice control or by intentionally touching the Volkswagen logo on the steering wheel and holding it. The fully automated driving mode is deactivated by pressing the brake or accelerator pedal, by voice control or by touching the Volkswagen logo again.

Four laser scanners on the roof. In the 'I.D. Pilot' mode, the I.D. CROZZ II activates various laser scanners. Four of them extend from the roof. When this happens, the cleanly styled roof sensors call attention to the fully autonomous mode by indirect lighting. The I.D. CROZZ II is not only able to detect other road users and its surroundings via the laser sensors; it is also assisted by ultrasonic sensors, radar sensors, side area view cameras and a front camera.

Technical details

Body

Length:	4,625 mm
Width:	1,891 mm
Height:	1,609 mm
Wheelbase:	2,773 mm
Track width, front axle:	1,592 mm
Track width, rear axle:	1,594 mm
Wheels/tyres:	245/45 R 21

Interior / boot space

Variable 'Open Space'	Four integral seats
Boot space (with four occupants):	515 litres

Drive system / range / performance

Front electric motor:	75 kW (102 PS); 140 Nm
Rear electric motor:	150 kW (204 PS); 310 Nm
Total output:	225 kW (306 PS)
Battery energy capacity:	83 kWh
Range (EU; NEDC):	500 km
Charging power:	150 kW (DC)
Charge time until 80% SOC:	approx. 30 min.
Top speed:	180 km/h