



International vehicle presentation

Volkswagen ID.5 and ID.5 GTX

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The ID.5 – the elegant new E-SUV coupé from Volkswagen.

The ID.5 GTX – the expressive top-of-the-line ID. model with dual-motor all-wheel drive.

The first fully electric SUV coupé from Volkswagen. Top-of-the-line model suitable for tackling long distances and based on Volkswagen's pioneering modular electric drive matrix with a low centre of gravity for a strong hold on the road.

Latest software generation 3.1: The ID.5 sets new standards for operation, comfort and charging with the current ID. software and state-of-the-art systems and functions.

Charging while out and about – even easier thanks to Plug & Charge⁹:

The ID.5 and ID.5 GTX¹ are even easier to charge while out and about thanks to Plug & Charge⁹. With this system, the vehicle and compatible charging stations communicate directly with one another. Billing takes place automatically.

Expressive design paired with outstanding aerodynamics: An organic, muscular body style with a beefed-up front bumper, painted door panelling in the same colour as the body, and sporty rear spoiler that still delivers a low drag coefficient from 0.26 for a maximum range: up to 520 km as per WLTP.

Plenty of space: Trendsetting body is unique from every angle, while its short overhangs create an emotional coupé design with a lounge-style feeling of spaciousness that you would expect from the next class up.

A feel-good ambience: Cosy, premium, functional interior. The ID.5 GTX¹ is equipped with sporty, modern materials on the seats, which feature a perforated GTX logo, helping to create the distinctive look. The extensive background lighting concept highlights the innovative interior design.

Innovative assist systems: Travel Assist with swarm data⁶ for an even more relaxing and comfortable ride experience; with Park Assist Plus with memory function⁷, the vehicle is able to learn individual parking manoeuvres and repeat them automatically.

Intelligent light: LED headlights as standard. ID.5 GTX¹ features IQ.LIGHT LED matrix headlights with intelligent main beam headlights and 3D LED tail light clusters.

New operating concept: Touch multifunction steering wheel, 12-inch touch display, augmented reality head-up display (optional), enhanced voice control.

Power from the rear-mounted motor. Electric rear-mounted motors with 128 kW (174 PS) in the ID.5 Pro², or 150 kW (204 PS) in the ID.5 Pro Performance³ deliver impressive power.





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The ID.5 – the elegant new E-SUV coupé from Volkswagen.

The ID.5 GTX – the expressive top-of-the-line ID. model with dual-motor all-wheel drive.

Dual-motor all-wheel drive system. Top-of-the-line version ID.5 GTX¹ with an electric drive motor on every axle for maximum traction. 220 kW (299 PS)*. 0–100 km/h in 6.3 seconds; top speed of 180 km/h.

A range ready to conquer long distances: ID.5 with up to 520 km projected range (WLTP⁵). High maximum charging power of 135 kW (standard) for quick charging stops.

Balanced sporty running gear: Drive system and running gear with extensively connected control systems for comfortable tuning. Optional: Progressive steering with regulated DCC running gear or sports running gear.

Ecosystem of sustainable mobility: ID. charger, We Charge charging service and the We Connect ID. app create an ecosystem of sustainable mobility.

Sustainable electric mobility for all: The ID.5, which is being built at the Zwickau factory in Germany, is handed over to the customer with a carbon-neutral balance sheet.

ACCELERATE: The ID.5 is a new model in the ID. family in Europe following on from the best-selling ID.3 and the global car ID.4. With this addition, Volkswagen is speeding up its electric mobility campaign under the ACCELERATE strategy.

Entering a new market segment: With the ID.5, Volkswagen is opening up the E-SUV coupé market segment, giving it access to new groups of customers. The ID. models have already helped Volkswagen to attract large numbers of new customers.

Extensive digitalisation: With the ID.5, Volkswagen is taking the next step on its journey to becoming a software-oriented mobility provider. Innovative assist systems and over-the-air updates provide drivers with maximum comfort and the best possible user experience. Volkswagen is ready for data-based business models.

Comfort: By using swarm data and a wide range of driver assist systems, Volkswagen is starting the next stage towards automated driving in the ID.5.

Way to Zero: Volkswagen is aiming to increase the proportion of unit sales accounted for by purely electric vehicles to at least 70 percent in Europe and to more than 50 percent in North America and China by 2030. The company plans to invest 18 billion euros in electric mobility, hybridisation and digitalisation by 2026. The last engine-powered vehicle to roll off the production line between 2033 and 2035. Volkswagen intends to be climate-neutral by 2050.





ID.5 and ID.5 GTX: the new E-SUV coupés from Volkswagen that are as expressive as they are elegant



With its ACCELERATE strategy, Volkswagen is expediting its transformation into a software-oriented mobility provider: The new ID.5 and new ID.5 GTX¹ are the sixth fully electric models to join the ID. family.

The Volkswagen ID.5 is the SUV coupé from a brand new generation of vehicles with premium standards. It will be launched as the ID.5 with a rear-wheel drive system with

128 kW (174 PS) or 150 kW (204 PS) and as an all-wheel drive ID.5 GTX¹ with 200 kW (299 PS)*. Every model in this product line is a strong character, bringing together the qualities of the ID. family in a unique design that is as elegant as it is expressive. The ID.5 delivers a brand new feeling of spaciousness along with pioneering solutions for operation, human-machine interface (HMI), Infotainment and assist systems.





The next level. Software generation 3.1 with innovative functions.

Thanks to the latest ID. software, the ID.5 makes the electric mobility experience even more customer-friendly. The product line offers voice control with premium-level performance, increased charging power as well as the Plug & Charge⁹ function. The ID.5 automatically performs an authentication check as soon as the customer plugs the charging cable into a compatible DC quick-charging station and launches secure encrypted communication between the vehicle and the station. This authentication process takes just a few seconds before charging starts.

Shorter charging times.

The latest generation of ID. software offers a number of advantages while charging. When connected to a DC charging station with the respective output, models with the 77 kWh battery can now charge up to a maximum capacity of 135 kW⁸ – improving on the previous maximum of 125 kW – when charging from 5 to 80 per cent SOC (state of charge), shortening the charging time by up to nine minutes compared with the previous times. This means that the ID.5 is recharged in 29 minutes and the ID.5 GTX in 36 minutes for the next 390 km or 320 km respectively. When out and about, the ID. Charger Travel, a mobile charging system similar to a fixed wall box, can recharge all ID.5 models at the respective destination with up to 11 kW.

Progressive, fully networked assist systems:

Within the limits of the system, the optional Travel Assist with swarm data⁶ facilitates semi-automated lateral and longitudinal guidance across the vehicle's entire speed range and, for the first time, offers assisted lane changing on motorways (from 90 km/h). If anonymous swarm data is available from other Volkswagen vehicles, Travel Assist with swarm data⁶ can use just one identified road lane marking to keep the vehicle in lane – for example, on rural roads without central road lane markings. Another new feature: the memory function for automatic parking in a location that has already been saved into the system.





Electrical efficiency meets elegance.

With its flowing, organic design, the ID.5 makes an ultra-modern, powerful and elegant impression. The roof arch stretches sleekly across the body, dropping down earlier and running into a functional spoiler. The long-distance-ready ID.5 achieves a drag coefficient from 0.26 to make sure the energy stored in the 77 kWh battery is used as efficiently as possible and sets the benchmark for the next generation of SUV coupés: electric, sporty, elegant.

Impressively space-efficient.

The ID.5 is based on the space-saving architecture from the modular electric drive matrix (MEB) from Volkswagen. The hardware doesn't take up much space – which benefits those on board: with an external length of 4.60 metres and a 2.77-metre wheelbase, the interior of the ID.5 offers impressive space efficiency and as much space as a conventional SUV from the next class up. Despite the dramatic roof line, the ID.5 remains a versatile and flexible SUV and impresses with a feeling of spaciousness and plenty of headroom, even for passengers in the second row of seats. The interior colour scheme is modern and cosy, while the materials are finished to a high standard. Customers can choose from a number of interior variants, seats and equipment packages. Depending on the position of the rear seat backrests, the luggage compartment can range from 549 to 1,561 litres. An electrically powered boot lid and electric folding ball coupling are available as options.

Two displays.

Controls and displays in the cockpit of the ID.5 are accessible via two screens – one compact behind the steering wheel and one large in the centre that measures 12 inches diagonally (standard). The compact screen in front of the driver can be controlled using the multifunction steering wheel. The large Infotainment display in the middle of the dash panel is touch-controlled. With the ID. Light, a strip of a light under the windscreen, drivers receive intuitively accessible information in the event of dangerous situations, for example, or while the navigation system is active.





Intelligent Electric Vehicle Route Planner.

The charging menu – which appears on the 12-inch touch display – is now even more informative and has a clearer structure with the latest ID. software 3.1. The route calculation function in the navigation system performs intelligent multi-stop route planning for long journeys so that the vehicle can reach the destination as quickly as possible.

Augmented reality head-up display – digital high-tech.

With its augmented reality head-up display, Volkswagen is showcasing a high-tech option in the ID.5 and ID.5 GTX. Its displays are blended into the real-life surroundings for instance, the turn arrows for navigation instructions are reflected onto the windscreen and are integrated into road in the driver's field of vision 10 metres in front of the vehicle, for the most natural display of information.

Voice control with premium-level performance.

"Hello ID." is all it takes to launch the enhanced voice control function. The system is able to understand freely worded phrases from day-to-day life such as "I'm cold", transforming the ID.5 into an intelligent conversation partner. What is more, the digital microphone enables the voice control system to determine whether it is the driver or front passenger speaking, for example, to direct the air conditioning towards the person making the request.

The voice control's improved recognition rate is now around 95 per cent. The enhanced system is also able to allow for interruptions or ask questions. Responses are generated from two sources – online from the cloud and offline from information stored in the vehicle. Online synchronisation delivers particularly high recognition rates and high-quality results, even when searching for points of interest.





Cutting-edge lighting technology.

The ID.5 is equipped with the most cutting-edge lighting technology – both inside and out. When the driver approaches the vehicle with their key, the ID.5 begins its welcome routine: the headlights and tail light clusters wake up with a lighting sequence; at the same time, projectors in the exterior mirrors beam the ID. family “fingerprint” onto the ground. Both the headlights themselves and the tail light clusters are fitted with the latest LED technology. Volkswagen also offers optional IQ.LIGHT LED matrix headlights with intelligently controlled main beam headlights (standard in the ID.5 GTX¹). The sculpture-like LED tail light clusters with a 3D design (also standard in the ID.5 GTX¹) glow with an unusual level of intensity. Lighting also plays an important role in the vehicle interior. Ambient lighting on the dash panel and in the doors can be configured in up to 30 colours to suit the user's preference.

The ID. Light feature is a unique element in the ID.5's lighting concept: the lighting strip below the windscreen provides intuitive support as well as contributing to the human-machine interface (for short: HMI). The ID. Light uses different light pulses to signal whether the car is ready to drive, which direction – according to the navigation system – it should turn next or whether the battery is currently being charged. ID. Light also provides support in potentially dangerous situations. It informs and alerts the driver and occupants with conspicuous light signals, for instance when the traffic in front of the vehicle is decelerating quickly.

Moreover, ID. Light can also back up instructions from the navigation system with lighting signals. For example, it can indicate that the driver needs to move into the inside lane before taking a motorway exit or that they should take their foot off the accelerator in order to “coast” efficiently according to their speed. All colours and animations follow a carefully composed visual language that is friendly, universal and easy to understand, giving drivers the information they need while keeping their eyes on the road.





Three power outputs. Flagship all-wheel drive model ID.5 GTX.

The E-SUV coupé from Volkswagen will launch in 2022 with three motor options. The ID.5 Pro² is powered by an electric drive motor in the rear with 128 kW (174 PS) output. In the ID.5 Pro Performance³, the rear-mounted motor delivers 150 kW (204 PS). In the ID.5 GTX¹, there is one electric motor on the front axle and another on the rear axle. The dual-motor all-wheel drive system delivers a maximum of 220 kW (299 PS)*. The flagship model accelerates from 0 to 100 km/h in 6.3 seconds and reaches a top speed of 180 km/h (restricted).

From comfortable to sporty.

Whether equipped with a rear-mounted motor or an electric all-wheel drive system – all versions of the ID.5 deliver a comfortable, sporty and safe ride experience thanks to the close integration of control units for the drive system and running gear. With the driving profile selection function (standard), the driver can determine how the electric drive motors and steering system work in several different modes. On request, the customer can equip the ID.5 with progressive steering, the directness of which increases with the steering wheel angle, and a sports running gear. A second option is also available in the form of the DCC electronic damping control – this further extends the range between gentle rolling and a sporty ride. The wheel rim diameter options range from 19 to 21 inches.

Range of up to 520 km.

All ID.5 motor options use a large, long-distance-capable battery that can store 77 kWh of energy (net). This enables the ID.5 Pro² and ID.5 Pro Performance³ to achieve a projected range of up to 520 km (WLTP⁶). Its central location under the passenger compartment ensures a low centre of gravity and balanced distribution of the axle load. The flagship all-wheel drive model ID.5 GTX¹ has a projected range of 490 km (WLTP⁶).





Ecosystem of sustainable mobility.

The ID.5, which is rolling off the production line at the Zwickau factory in Germany, is handed over to European customers with a carbon-neutral balance sheet. If the vehicle is charged using green power at home or from IONITY's quick-charging network, it can also be driven with virtually zero emissions, too. Volkswagen is the first vehicle manufacturer to support the expansion of renewable energy on a large scale. By 2030, it is aiming to cut carbon emissions per vehicle by 40 per cent, and following its Way to Zero, the company is set to be climate neutral by 2050 at the latest.

Transformation on the Way to Zero.

The goal of completely electrifying the entire new vehicle fleet combined with the new ACCELERATE brand strategy is also accelerating the company's digital transformation. Volkswagen is aiming to increase the proportion of unit sales accounted for by purely electric vehicles to at least 70 per cent in Europe by 2030, and to more than 50 per cent in North America and China by 2030. Volkswagen plans to invest 18 billion euros in electric mobility, hybridisation and digitalisation by 2026. With the ID.5, Volkswagen is taking the next step on its journey to becoming a software-oriented mobility provider. Here, innovative assist systems and over-the-air updates provide drivers with maximum comfort and the best possible user experience.





The new ID.5 and ID.5 GTX. The E-SUV coupés.



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**E-SUV coupés with pioneering MEB architecture and premium quality:**

International vehicle presentation for the ID.5, Volkswagen's first all-electric SUV coupé. A vehicle with premium standards. The latest generation of software in the ID.5 reduces charging times, increases comfort and enhances vehicle operation. This makes charging even more convenient than refuelling. The ID. software 3.1 also impresses with enhanced, intuitive voice control and an intelligent Electric Vehicle Route Planner. The ID.5 is now the sixth fully electric vehicle to be launched on the basis of the modular electric drive matrix (MEB) and is the current flagship vehicle in this model range.

The exceptionally spacious SUV coupé combines premium standards with sustainability and elegance with the best possible results: the first electrically powered SUV coupé from Volkswagen delivers local carbon-neutral mobility and sporty performance for a discerning clientèle. The ID.5's package represents the next generation of the SUV coupé and provides passengers with an exceptional amount of space in combination with a dynamic roof line.

To save space, the drive systems are mounted on the rear axle or on both axles (ID.5 GTX¹), while the short front end houses the radiator and parts of the air conditioning system. The long wheelbase of 2.77 metres creates the foundation for the Open Space – an interior that is as big as any interior in a conventional SUV in the next class up. With a total length of 4.60 metres, the ID.5 offers an unprecedented economy of space to give occupants plenty of room to move around in and to ensure pleasant air conditioning. Even with the ID.5's sporty coupé shape, the headroom for passengers in the rear is just 12 millimetres less than the ID.4.

Flagship model with premium standards, expressive design and cutting-edge ID. software 3.1



Sporty, elegant design, maximum efficiency, powerful drive systems.

The ID.5's muscular, organic coupé design is unique in the segment and also reflects the Volkswagen brand's ecological goals. Improved even on the ID.4, the outstanding aerodynamics of the ID.5 achieve a drag coefficient of 0.26 and above, allowing the energy (77 kWh as standard) stored in the lithium-ion battery to be utilised to the max. A projected range of up to 520 km according to WLTP^s and a quick-charging capacity of up to 135 kW underpin the ID.5's suitability for long-distance driving. Large wheels and individual details highlight the ID.5's sporty elegance.

Flagship all-wheel drive model ID.5 GTX.

While the ID.5 Pro with 128 kW (174 PS) and ID.5 Pro Performance with 150 kW (204 PS) are fitted with a rear-mounted drive system, the all-wheel drive flagship model has an electric motor on every axle. The total output of the ID.5 GTX¹ is 220 kW (299 PS)*. It accelerates from 0–100 km/h in 6.3 seconds and reaches a top speed of 180 km/h.

The dual-motor all-wheel drive system is designed for maximum traction and extremely stable driving behaviour, particularly in hazardous weather conditions. Like the other ID.5 models, the drive system of the ID.5 GTX¹ is also supplied by a 77 kWh lithium-ion battery (net battery content). The all-wheel drive flagship model is particularly sporty and is equipped with exclusive design elements reserved for the GTX. The maximum trailer weight of the ID.5 GTX¹ is 1,400 kilograms, which is 200 kilograms more than the model versions with rear-wheel drive.





The next level. Latest software generation 3.1 and Plug & Charge®:

With the ID. software 3.1, future updates will be able to be imported over-the-air. Another smart solution makes it even more convenient to charge the vehicle while out and about: With the latest ID. software, the product line will also offer the Plug & Charge® function in future. The ID.5 automatically performs an authentication check at Plug & Charge®-compatible charging stations, and shares all the requisite data with the charging station. This works as follows: After the certificate has been installed in the vehicle via the We Connect ID. app, encrypted and secure communication in accordance with the ISO-15118 standard is started between the ID.5 and charging station as soon as the charging cable is plugged in. After authentication, charging starts automatically. A charging card is no longer needed for payment. Billing then takes place, for example, via a Plug & Charge®-compatible charging current tariff from We Charge. Plug & Charge® is already supported in many large charging infrastructures such as Ionity, Aral, BP, Enel, EON, as well as Iberdrola and Eviny. Further large providers will follow.

Shorter charging times.

The latest generation of ID. software also offers a number of advantages while charging. When connected to a DC charging station with the respective output, the ID.5 with the 77 kWh battery can now charge up to a maximum capacity of 135 kW⁸ – improving on the previous maximum of 125 kW – when charging from 5 to 80 per cent SOC (state of charge), saving up to nine minutes of charging time compared with the previous times. This means that the ID.5 is recharged in 29 minutes and the ID.5 GTX in 36 minutes for the next 390 km or 320 km respectively.





Optimised service life of high-voltage batteries.

There is also a new Battery Care Mode that ensures maximum protection of the battery. This restricts the upper charge level (SOC) to 80 per cent. The driver can override this mode at any time, e.g. before long journeys and charge for the full range. If needed, the driver can also use the full range with a programmed departure time (timer charging).

Intelligent Electric Vehicle Route Planner.

The charging menu – which appears on the 12-inch touch display – is also even more informative and has a clearer structure with the latest software generation 3.1. The route calculation function in the navigation system performs intelligent multi-stop route planning for long journeys so that the vehicle can reach the destination as quickly as possible. The function uses traffic and route data as well as the desired SOC (state of charge) at the destination and the remaining range (in km/mi) for this purpose. The charging stops are evaluated dynamically on the basis of the charging station capacity. As a result of this, the route planning function may suggest two short charging operations with high power instead of a long charging stop with low power.



Progressive, fully networked assist systems:

Within the limits of the system, the optional Travel Assist with swarm data* actively keeps the vehicle in the middle of the lane. It adapts itself to your driving style and can also keep the vehicle further left or right in the lane instead of exactly in the centre. What is more, it is also able to maintain a set distance from the vehicle in front and also keep to the set maximum speed. The system features predictive cruise control and a cornering assist function. Here, the vehicle speed can be adapted to valid speed limits and the course of the road (bends, roundabouts, etc.).

New at Volkswagen: With two radars in the rear as well as ultrasound technology, Travel Assist with swarm data* is able to keep an eye on traffic around the vehicle and also, on request, actively support the driver when changing lanes on the motorway at speeds above 90 km/h. When activated, the lane change process can be activated and executed by tapping the turn signal. For the operation to be completed, the sensors must not have detected any objects around the vehicle and the capacitive steering wheel must be able to detect the driver's hands. The vehicle automatically steers itself into the desired lane. The driver is able to intervene at any time and take over the manoeuvre.

If anonymous swarm data is available from other Volkswagen vehicles, the new Travel Assist function is also able to provide support on roads with just one lane marking. In this case, the vehicle uses just one detected road lane marking to keep itself in lane, for instance on rural roads without a central lane marking. The availability of Travel Assist is increased even further by swarm data, improving comfort and the level of assistance for the customer.

The highly precise anonymised swarm data is generated by several hundred thousand Volkswagen Group vehicles. The vehicle fleet also collects map material with specific features from the area surrounding the vehicle (e.g. marker lines and road signs) and automatically transmits this information to the cloud. From here, it is tailored and sent to participating Volkswagen models out on the road. The database is growing all the time thanks to the large number of participating vehicles. With the use of swarm data and latest-generation driver assistance systems, Volkswagen is also taking the next step towards automated driving.





Personalised parking.

Parking is also now even easier thanks to Park Assist Plus with memory function⁷: In addition to taking over complete guidance of the vehicle, including steering, accelerating, braking and changing gear when parking and driving out of parallel parking spaces (within the limits of the system), the optional Park Assist Plus with memory function⁷ is able to automatically reproduce individual, pre-taught manoeuvres, further boosting convenience and ease-of-use for the driver. The memory function remembers parking procedures at speeds below 40 km/h and covering distances of up to 50 metres – for example when parking in a carport or garage. All the driver has to do is park their ID.5 manually once, and save the parking procedure. The vehicle can then repeat the learned parking manoeuvre on its own. Then all the driver has to do is monitor the manoeuvre.

Milestone in the electric mobility campaign.

Together with the ID.4, the ID.5 is launching into the largest market segment in the world – the compact E-SUV and coupé class. As such, the two model series mark a strategic milestone in Volkswagen's electric mobility campaign. The Group is aiming to become the global market leader for electric mobility by 2025 at the latest. By 2050, vehicles and the company itself will become carbon-neutral. In the next five years, the company will be investing around 46 billion euros into electric mobility and the hybridisation of its fleet.





Expressive exterior design and efficient aerodynamics



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Confident and elegant.

With its concentrated expression, the stripped-back cool air openings and the large painted surfaces, the face of the ID.5 appears independent, confident and friendly from every angle. The exclusively designed air intakes on the ID.5 GTX¹ flagship model give it a more powerful touch than the ID.5 Pro². On the whole, lines on the ID.5 are soft and flowing – but athletic and muscular at the same time. The short overhangs and large wheels enhance the strong appearance. The ID.5 is 4.60 metres long, 1.85 metres wide and 1.61 metres tall.

Dynamic roof line.

The high front underlines the E-SUV coupé's robust power, while the flat angle of the A-pillars, which have been pulled forwards, adds a new, elegant flow to the roof line – this stretches out close to the body and runs into the extended D-pillars. The athletic shoulder lines make for a powerful, exciting effect. At the rear, horizontal lines emphasise the width, with the full-length lighting strip having a particularly powerful effect.





Drag coefficient from 0.26.

The design of the E-SUV coupé looks as though it has been shaped by the wind – and indeed it has. The ID.5 Pro² and the ID.5 Pro Performance³ achieve a very low drag coefficient of 0.26; in the ID.5 GTX¹ the drag coefficient is 0.27. The decisive factor for the good aerodynamic properties is the body's basic shape with the greenhouse, which drops gently to the rear and becomes increasingly narrow. The air stream flows along the rear window, moves around and then through the spoiler and does not start to swirl until it reaches the area underneath. With this flow pattern, the spoiler, the sculptured shape of the tail light clusters and lifted diffuser insert work together – with the additional goal of reducing down force on the rear axle.

Intelligent aerodynamic details.

The flush door handles on the ID.5 are also designed to optimise air flow for minimal drag, the same goes for the wheel rims with their flat design. The electric radiator roller blind in the vehicle front end does not open until the power units need cooled air – only then do they need to force air through the cooling channels. In the underbody, small spoilers and trim panels guide the flow of air.





ID.5

Cutting-edge lighting technology, both inside and out



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Like human eyes.

The large headlights give the ID.5's face a friendly appearance and use LED technology as standard. The Design package for the ID.5 Pro³ and ID.5 Pro Performance³ comes with LED matrix headlights, though these come as standard in the ID.5 GTX¹. Their modules with the side background lighting are reminiscent of human eyes. When the driver approaches the vehicle with the key, the vehicle appears to wake up and open its eyes, an impression created by the fact the modules swivel on a vertical axis. The keyless locking and starting system Keyless Access (optional) represents an additional highlight: the vehicle tries to make eye contact with the driver by swivelling its headlights to one side or the other like eyes. The car "looks". To complete the welcome sequence, the exterior mirrors project the "finger print" of the ID. family on to the ground. The honeycomb pattern is a common motif that is found in many areas of the ID. family models.

Fibre optic cables in the tail light clusters.

The ID.5's rear stands out thanks to the innovative 3D LED tail light clusters (standard in the ID.5 GTX¹ and included in the Design package for the Pro and Pro Performance models), which are connected by an LED lighting strip (standard for all models). Each unit contains nine fibre optic cables located freely in the space and made up of several thin layers; these create an arch-shaped tail light in a vivid red. The brake light creates an X shape, while the dynamic turn signal sweeps from inside to out. In vehicles equipped with the LED matrix headlights, animated lighting patterns run through the tail light clusters to welcome and say goodbye to the driver. The driver can choose between various animations in the relevant HMI menu.





As bright as possible.

The LED matrix headlights, called IQ.LIGHT, always illuminate the road as brightly as possible without dazzling other road users. Each headlight module is made up of 18 LED units, eleven of which can be individually switched off and dimmed. A separate spotlight expands the lighting package. When the lighting is switched on, a strip of light connects the headlights to the Volkswagen badge. In the ID.5 GTX¹, three individual LED units extend the signature light into each of the outer air intakes.

Intelligent interior lighting.

The ID.5's lighting architecture is designed to form a unified package and also plays an important role in the interior. Ambient lighting on the dash panel and in the doors can be configured in a number of colours to suit the user's preference: in the ID.5, there are 10 colours (30 colours available as an option), while the sporty flagship model ID.5 GTX¹ comes with 30 colours as standard. The ID. Light feature is a unique element in the ID.5's lighting concept: the lighting strip below the windscreen provides intuitive support as well as contributing to the human-machine interface (for short: HMI).

The ID. Light uses different light pulses to signal whether the car is ready to drive, which direction – according to the navigation system – it should turn next or whether the battery is currently being charged. ID. Light also provides support in potentially dangerous situations. It informs and alerts the driver and occupants with bold lighting signals, for instance when the traffic in front of the vehicle is decelerating quickly. Moreover, ID. Light can also back up instructions from the navigation system with lighting signals. For example, it can indicate that the driver needs to move into the inside lane before taking a motorway exit or that they should take their foot off the accelerator in order to "coast" efficiently according to their speed. All colours and animations follow a carefully composed visual language that is friendly, universal and easy to understand, giving drivers the information they need while keeping their eyes on the road.





Ultra-modern interior – a range of customisation options



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Large interior with a premium, feel-good ambience.

Thanks to the wheelbase of 2.77 metres and the space-saving architecture of the modular electric drive matrix (MEB), the interior has the spacious feel of a lounge. This added space highlights the new options opened up by electrically powered designs and showcases the body style of the future in the form of the ID.5. Despite the sloping, sporty roof line, the interior is spacious with a modern, cosy and elegant feel. Its design emphasises the overall feel of space: the dash panel appears to float lightly as it is not connected to the centre console. A soft surface covers the top of the dash panel and is divided by a seam. In the dark, the 10 colours in the background lighting system (standard) trace the interior lines – the ID.5's lighting architecture is an integral part of the design concept.

A high standard of comfort on board.

Getting in the ID.5 is easy, and visibility is ideal because the driver and the passengers – particularly those in the rear – sit comfortably high up. The front seats are equipped with armrests on the inside, which can be individually and flexibly adjusted to the driver and front passenger. In between the two armrests, there is the long centre console, which is particularly versatile. For instance, the customer can individually select the position of the drink holder. While the vehicle is moving, noise levels are very low – the E-SUV coupé unlocks its power almost silently. One reason for this is its sophisticated aero-acoustic concept, while the complex insulating measures in the body are another. Innovative technologies reduce the weight, such as the side sills, which are made from a composite of aluminium and ultra high-strength steel.





Plenty of space for luggage.

In its basic dimensions, the volume of the ID.5's luggage compartment is 549 litres, making it slightly bigger than the ID.4. When the rear seat backrests are folded down, the volume reaches 1,561 litres when loaded to roof height. The Plus assistance package contains the electric Easy Open & Close boot lid, which can be opened and closed with a mere foot movement. With the optional electric ball coupling, the ID.5 Pro³ and ID.5 Pro Performance³ can pull up to 1,200 kilograms (braked, with an 8 per cent gradient), while the ID.5 GTX³ can pull as many as 1,400 kilograms.

Covers free from animal products.

The cover materials differ depending on the interior design but are always free from animal products. The textile option comes as standard. The ID.5 GTX³ has seats featuring a combination of textile and leatherette. Depending on the specification package, the centre seat panels may be trimmed with ArtVelours, a microfibre material that includes recycled materials such as PET bottles.





More intuitive operating concept and premium voice control



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More intuitive operating concept and premium voice control

Operating concept with two displays.

The ID.5 and ID.5 GTX's operating concept is modern and clean, streamlined and intuitive. At the heart of the concept are two free-standing displays. The compact driver display (5.3 inches) is controlled using touch controls on the multifunction steering wheel. 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. The screen measures 12 inches across the diagonal as standard. The menu structure is flat and easy to understand; users can quickly get to grip with the contents thanks its streamlined graphics.

Voice control with premium-level performance.

The voice control function uses pioneering technology to deliver premium-level performance. It recognises voice commands significantly more quickly and precisely, thus improving the level of operating and ride comfort. The customer launches the voice control function either by touch control on the steering wheel or by saying "Hello ID". Responses are delivered in just a few seconds. What's more, the voice control's improved recognition rate is around 95 per cent. Furthermore, the system's digital microphone is able to determine whether the driver or front passenger is speaking so the system can implement the instructions accordingly – for example, with the two-zone air conditioning function. The voice control function understands freely spoken phrases and colloquial questions and expressions ("I'm cold"), asks questions where necessary and also allows for interruptions. Responses are generated from two sources – online from the cloud and offline from information stored in the vehicle. Online synchronisation delivers particularly high recognition rates and high-quality results, even when searching for points of interest. The voice control function is available in all ID. models on the German market, provided that the We Connect Plus service is activated.

New features of the ID. Light.

The innovative ID. Light function, another standard feature, is a strip of light beneath the windscreen. It supports the driver in a number of situations by providing easy-to-understand lighting effects – for instance when turning, braking or providing messages from the Eco Assistance function. The ID. Light comes with new features – traffic hazard alert, information about parking spaces at the side of the road, and hints about moving into the correct lane of the motorway when navigation is active.

Augmented-Reality-Head-up-Display.

With the augmented reality head-up display, Volkswagen is bringing a new high-end feature onto the market. In addition to information about speed and other vehicle functions, the display offers active and dynamic navigation instructions that are reflected onto the windscreen. For the ID. 5 driver, they appear to be 10 metres in front of the vehicle in their line of sight and are therefore better integrated into the traffic situation.

Precision and processing power.

The technical heart of the high-tech display is a particularly bright LCD display that is mounted inside the dash panel. High-precision 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. A device known as the AR Creator, a high-speed processing unit, positions the symbols in the display zone, using the data from the front camera, radar sensor and navigation map as a basis. The displays are stabilised with respect to the vehicle's movements and adapted to the geometry of the optical projection system.





Clever connectivity



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Digital transformation.

With its ACCELERATE strategy, Volkswagen is now powering forward with three more major issues for the future: software-based products, new business models and autonomous driving.

The Infotainment package.

The ID.5 and ID.5 GTX¹ are already connected as standard. The ID.5 and ID.5 GTX¹ are the first Volkswagens to feature USB-PD ports (Power Delivery). Located in the passenger compartment, the ports are able to charge larger, more powerful devices such as laptops with up to 45 watts. The Comfort mobile phone interface links the smartphone aerial with the vehicle aerial and enables contactless charging for devices with wireless charging function. The standard App-Connect function allows common smartphone mirroring technology such as Apple CarPlay and Google Android Auto to be projected onto the native Infotainment display.

The We Connect Plus navigation services.

The Infotainment package also contains the navigation function and services from We Connect Plus, which connect the ID.5 to the owner's smartphone and the traffic infrastructure. The most important of these features are the navigation services – including the Online Traffic Information, the Online Map Update and the Charging Stations Service, which provides information about nearby charging stations. The Online Route Calculation function in the ID.5 GTX has been updated and improved. On longer journeys, it schedules charging stops so that the destination can be reached quickly, using the current traffic information and forecasts as a basis. Points of interest can be transferred to the car using the free We Connect ID. app. The Internet Radio provides users with access to numerous stations and podcasts.



The We Connect Plus vehicle-related services.

The second component of We Connect is the vehicle-related services that run on the We Connect ID. app. ID.5 owners can use the app to control the charging process, control the electric stationary air conditioning (standard) remotely, and check the battery's charge level and the vehicle's range. New: with the software generation 3.1, the We Connect ID. app also displays driving-related information such as mileage, warning messages and service requirements.

New electronics platform.

The ID.5's electronic architecture follows a fundamentally new concept. In terms of hardware, two high-performance computers known as ICAS (In-Car Application Servers) are the main components. They bring together a number of tasks that are otherwise spread over a number of small computers – however, basic vehicle functions such as drive system and brake control functions remain on their separate control units. Like on a stationary server, the software architecture is designed to be a broad service platform. This simplifies the exchange of data and functions between the systems.





Drive system and running gear:

Powerful electric performance and agile handling



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Three motor options ready for the launch.

The ID.5 will be launched in the European markets in 2022 with three different motor options. The ID.5 Pro² has its electric drive motor mounted at the rear with 128 kW (174 PS) of output and 235 Nm torque, while the ID.5 Pro Performance³ delivers 150 kW (204 PS) and 310 Nm. In the ID.5 GTX¹, there is one electric motor with 162 Nm torque on the front axle and another with 310 Nm torque on the rear axle (total torque 460 Nm) – the dual-motor all-wheel drive system can deliver a maximum of 220 kW (299 PS)*.

ID.5 Pro and Pro Performance with rear-mounted motor.

The rear-mounted motor in the ID.5 Pro² and ID.5 Pro Performance³ ensures agile handling and good traction, while also creating a small turning circle of 10.2 metres (11.57 metres for the ID.5 GTX¹ due to the additional drive on the front axle). The vehicle is powered by a permanently excited synchronous motor (PSM) with a high degree of efficiency: Its efficiency is well above 90 per cent in the main driving range. The electric motor is positioned above the rear axle and sends its torque to a two-stage 1-speed gearbox including differential. Including the power electronics, which process the control signals and switch the currents, the drive unit only weighs around 90 kilograms.





ID.5 GTX with dual-motor all-wheel drive.

The rear axle of the ID.5 GTX¹ flagship model is also fitted with a PSM electric drive motor. This has the same basic technical data as the ID. Pro Performance: 150 kW (204 PS) output and 310 Nm torque. An asynchronous motor (ASM) is installed on the front axle with 109 PS and 162 Nm. This is particularly compact and light in its construction, can be overloaded on a temporary basis and only produces minimal drag losses when it runs without generating electrical energy. The sporty ID.5 GTX¹ accelerates from 0 to 100 km/h in 6.3 seconds and continues up to its electronically limited maximum speed of 180 km/h. Per 100 km, it consumes 17.1 kWh of energy in accordance with WLTP with a projected range of 490 km (WLTP⁴).

All-wheel drive strategy for optimum dynamics in the ID.5 GTX.

The intelligent control system for the dual-motor all-wheel drive in the ID.5 GTX¹ always aims to achieve the optimum in efficiency, dynamics and ride stability. In many situations, the drive motor on the rear axle is able to power the vehicle all by itself. As soon as the driver wants to shift to a sportier style or needs more traction, the ASM on the front axle is activated. This takes place in just a few fractions of a second and so smoothly that it is unnoticeable for the driver.

Maximum efficiency.

The ID.5 Pro² accelerates from 0 to 100 km/h in 10.4 seconds and its maximum speed is 160 km/h (restricted). Its average consumption is just 16.2 kWh per 100 km, which corresponds to a projected range of up to 520 km (WLTP⁵). The key performance figures for the ID.5 Pro Performance³ are: from 0 to 100 km/h in 8.4 seconds, top speed of 160 km/h, 16.2 kWh consumption per 100 km and a projected range of up to 520 km (WLTP⁵). The figures for the ID.5 GTX¹: from 0 to 100 km/h in 6.3 seconds, top speed of 180 km/h, 17.1 kWh combined consumption per 100 km⁴ and a projected range of up to 490 km (WLTP⁴).





Coasting or recuperation.

Recuperation is an important factor for efficient driving in all ID.5 motor options. Using the rocker switch behind the steering wheel, the driver decides whether the vehicle should coast or recover energy when the accelerator is released. If the D (Drive) position is engaged, the ID.5 will switch to coasting in most situations, while the electric drive motors rotate with almost zero load. If position B (Brake) is engaged on the other hand, then overrun recuperation will generally be activated: the electric motors function as alternators on a temporary basis and feed current back into the battery. Depending on the driver's preference, the Eco Assistance system can manage the coasting and recuperation processes as soon as the vehicle approaches an area with a reduced speed limit. To do this, the system uses information including navigation data.

Brake energy recuperation.

All gentle and moderate deceleration is also performed by the electric drive motors using recuperation. The highly efficient PSM in the rear normally deals with this deceleration alone, though the ASM can also contribute when braking at a high speed. The ID.5 models can brake electrically alone up to a deceleration rate of around 0.3 g, which corresponds to an energy recovery level of more than 100 kW. The hydraulic wheel brakes do not step in until above this point. This transition is practically unnoticeable for the driver, and recuperation remains active almost until the vehicle comes to a stop.

A sporty all-rounder.

Nimble in the city, agile on rural roads, laid back and quiet on the motorway: the ID.5 and ID.5 GTX* are sporty all-rounders that deliver a confident and safe ride experience. The lithium-ion battery, which is located under the passenger compartment, ensures a low centre of gravity and equal distribution of the axle loads. Thanks to its powerful traction and 16 centimetres of ground clearance, the E-SUV coupé often manages to go even further, beyond the point where the tarmac comes to an end.





Connected control.

In the ID.5, the control systems for the drive system and brakes are closely connected. The standard Vehicle Dynamics Manager, a high-speed computer, works closely with the ESC stability control and all-wheel drive control (in the ID.5 GTX¹). When taking corners with a sporty style, the electronic XDS differential lock (or the XDS+ in the ID.5 GTX¹) also communicates with the vehicle dynamics manager and rounds off the handling experience. The control system in the ID.5 is a lot quicker and more precise than that of a conventionally powered vehicle; what's more, the electric drive motors can implement control signals a lot more quickly than any combustion engine.

Up to five driving profiles in the ID.5 GTX.

The driving profile selection function is standard in all ID.5 models. With this function, the driver can influence how the electric motors and steering system work as standard in the Eco, Comfort, Sport and Individual profiles; in the Sport profile, the front electric motor on the ID.5 GTX¹ is always activated. In the ID.5 GTX¹, the driver can also opt for the Traction profile, which is designed especially for low speeds on slippery terrain. If the driver wants to achieve a particularly dynamic style on-road, they can switch the ESC stability control to a Sports mode.





Battery and charging options: Even more customer-friendly electric mobility experience



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Lithium-ion battery with 77 kWh.

The high-voltage battery plays a decisive role in the ID.5's all-round nature: with its 77 kWh net battery content, it gives the ID.5 Pro³ and ID.5 Pro Performance³ models a projected practical range of up to 520 km (WLTP⁴), while the ID.5 GTX achieves up to 490 km (WLTP⁴). The housing is made from aluminium profiles and is protected by a solid underbody guard and strong frame. Inside there are twelve battery modules, each of which houses 24 cells with a flexible outer shell. A floor plate with built-in water channels keeps the modules at their ideal operating temperature of around 25 degrees Celsius – this benefits power output, fast DC charging and the service life. After eight years of operation or 160,000 km travelled, the battery still has at least 70 per cent of its original net capacity – protected by a Volkswagen warranty. The battery systems are produced at the Volkswagen Group Components site in Braunschweig, Germany.

Charging ecosystem.

In addition to the models in the ID. family, Volkswagen offers a universal package for convenient, connected and sustainable charging for its electric cars. Customers are able to book the package that is right for them when purchasing their electric vehicle. The portfolio ranges from wall boxes for charging at home, including an installation service, to a tailored green power tariff, through to a separate charging service for charging at public stations – all from a single source without any additional outlay. Volkswagen's charging eco-system offers the ideal solution for any charging situation – whether on a long journey, out and about, or at home.

Elli: green energy for charging at home.

The ID.5 and ID.5 GTX¹, which are produced in the Zwickau factory in Germany, are handed over to European customers with a carbon-neutral balance sheet. If these customers then charge their vehicles with green energy, they are almost completely climate-neutral. Via Elli, a Volkswagen Group brand, customers can have their garage at home supplied with Volkswagen Naturstrom, which is generated from 100% renewable energy. The ID. Charger, for example, is ideal for charging at home.





Rapid charging while out and about.

We Charge provides ID.5 drivers with access to one of Europe's largest and fastest growing charging networks – with currently more than 300,000 charging points. Using the standard Mode 3 cable, the E-SUV coupé can also be charged with up to 11 kW of alternating current (AC), even when it is out and about. With the maximum DC charging capacity, the battery can provide up to 390 km of range in the ID.5, or 320 km in the ID.5 GTX (WLTP), in around 30 minutes at fast charging stations. Within the IONITY quick-charging network, Volkswagen customers with We Charge can select a tariff depending on their personal mobility profile from a simple tariff model and charge their vehicles at favourable conditions. Frequent drivers can benefit from a special offer in the IONITY quick-charging network and charge throughout Germany for 35 cents/kWh in the We Charge Plus tariff, for example. Whether using AC or DC charging, the We Charge charging card or a smartphone with the Volkswagen We Connect ID. app are all it takes to start the charging process. Charging is set to be even more convenient with the Plug & Charge* function: the vehicle performs an authentication check at the charging station and activates the station – the charging process then starts automatically. A compatible charging contract is needed for this, for example from We Charge.

Intelligent, mobile charging system.

The ID. Charger Travel from Volkswagen functions like a mobile wall box. It can be used to charge the ID.5 models with up to 11 kW capacity, the same as with a fixed wall box, e.g. via a heavy current socket. The mobile battery charger automatically detects which plug is used and the available voltage, and selects the maximum permitted charging capacity. The ID. Charger Travel is available in two versions with up to 7.2 kW or up to 11 kW charging capacity. It also provides a range of options for the various mains cables in use at the different destinations.





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**On the Way to Zero.**

By 2030, Volkswagen is aiming to cut carbon emissions per vehicle by 40 per cent; on its Way to Zero, the company's goal is to be climate neutral by 2050 at the latest. By 2030, at least 70 per cent of Volkswagen's unit sales in Europe is to come from electric-only 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. To achieve these goals, Volkswagen is launching at least one electric vehicle onto the market every year.

Extensive digitalisation:

Volkswagen is ambitious. It is taking a forward-looking stance with its new ACCELERATE brand strategy. 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, our ID. models already provide drivers with maximum comfort and the best possible user experience. The next important step in our transformation into a software-oriented mobility provider.

Investment in renewable energy.

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. Volkswagen is also the first vehicle manufacturer to support the expansion of renewable energy on a large scale. Work is underway to construct new wind and solar farms in various regions of Europe by 2025. Collectively, these farms will then generate around seven terawatt hours of additional green power in 2025.





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“The ID.5 is electric, sporty and elegant. Our premium SUV coupé with all-electric drive marks another milestone in our ACCELERATE strategy. It offers locally carbon-neutral driving enjoyment for a discerning customer group. We are breaking into a completely new market segment with this model.”

Ralf Brandstätter, CEO of the Volkswagen brand

“The ID.5 is symbolic for the body style of the future: aerodynamic, expressive, sporty with short overhangs thanks to the MEB. That’s how we have been able to ensure a spacious interior despite the dynamic roof line – this simply wasn’t possible before.”

Jozef Kabaň, Head of Volkswagen Design

“The electronic vehicle dynamics manager is a pioneering Volkswagen development. We have networked it with other important control systems, and it is also integrated with the all-wheel control function in the ID.5 GTX. This brings an entirely new level of sporty driving pleasure, traction and driving comfort.”

Thomas Ulbrich, Member of the Volkswagen Brand Board of Management, responsible for Development

“Latest-generation assist systems demonstrate Volkswagen’s software expertise: here we’re taking the next step towards automated driving as part of the ACCELERATE strategy.”

Klaus Zellmer, Member of the Volkswagen Brand Board of Management, responsible for Sales, Marketing and After Sales





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ID.5 Pro

Motor	Permanently excited synchro machine on the rear axle
Maximum power*	128 kW / 174 PS
Maximum torque	235 Nm
Gearbox	1-speed gearbox, rear
Top speed	160 km/h
0 – 100 km/h	10.4 s
Battery energy content, net	77 kWh
Max. charging power AC/DC	11 kW / 135 kW
Charging time from 5% to 80% SOC (for DC charging)	29 min
Energy consumption (WLTP)	16.9 kWh / 100 km
Electric range (WLTP)	Up to 520 km
Length	4,599 mm
Width	1,852 mm
Height	1,613 mm
Wheelbase	2,766 mm
Drag coefficient	c_d 0.26
Luggage compartment capacity	549 l – 1,561 l
Max. trailer weight, braked with 8% gradient	1,200 kg
Turning circle	10.2 metres

ID.5 Pro Performance

Motor	Permanently excited synchro machine on the rear axle
Maximum power*	150 kW / 204 PS
Maximum torque	310 Nm
Gearbox	1-speed gearbox, rear
Top speed	160 km/h
0 – 100 km/h	8.4 s
Battery energy content, net	77 kWh
Max. charging power AC/DC	11 kW / 135 kW
Charging time from 5% to 80% SOC (for DC charging)	29 min
Energy consumption (WLTP)	16.9 kWh / 100 km
Electric range (WLTP)	bis zu 520 km
Length	4,599 mm
Width	1,852 mm
Height	1,613 mm
Wheelbase	2,766 mm
Drag coefficient	c_d 0.26
Luggage compartment capacity	549 l – 1,561 l
Max. trailer weight, braked with 8% gradient	1,200 kg
Turning circle	10.2 metres





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ID.5 GTX

Motor	Asynchronous motor on the front axle, permanently excited synchronous motor on the rear axle
Maximum power*	220 kW / 299 PS
Maximum torque	162 Nm front motor / 310 Nm rear motor
Total torque	460 Nm
Gearbox	1-speed gearbox, rear
Top speed	180 km/h
0 – 100 km/h	6.3 s
Battery energy content, net	77 kWh
Max. charging power AC/DC	11 kW / 135 kW
Charging time from 5% to 80% SOC (for DC charging)	36 min
Energy consumption (WLTP)	17.1 kWh / 100 km
Electric range (WLTP)	Up to 490 km
Length	4,582 mm
Width	1,852 mm
Height	1,619 mm
Wheelbase	2,766 mm
Drag coefficient	cw 0.27
Luggage compartment capacity	549 l – 1,561 l
Max. trailer weight, braked with 8% gradient	1,400 kg
Turning circle	11.57 metres

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

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.

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 (to be switched to 100% prior to long-distance journeys for example).





Hinweise

Note: This press release, images and films regarding the ID.5 and ID.5 GTX can be found online at www.volkswagen-newsroom.com

All equipment specifications apply to the German market.

1) ID.5 GTX, 220 kW

Combined power consumption in kWh/100 km: 17.1 (NEDC); combined CO₂ emissions in g/km: 0; efficiency class A+++.

Maximum electrical output 220 kW: Maximum output that can be accessed for a maximum of 30 seconds, calculated in accordance with UN GTR.21. Provisional figures. 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. 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 (to be switched to 100% prior to long-distance journeys for example)

2) ID.5 Pro, 128 kW

Combined power consumption in kWh/100 km: 16.2 (NEDC); combined CO₂ emissions in g/km: 0; efficiency class A+++

3) ID.5 Pro Performance, 150 kW

Combined power consumption in kWh/100 km: 16.2 (NEDC); combined CO₂ emissions in g/km: 0; efficiency class A+++

4) Projected WLTP range of up to 490 km for the ID.5 GTX with 77 kWh net battery energy content and all-wheel drive system. WLTP range values for production vehicles may vary depending on equipment.

5) Projected WLTP range of up to 520 km for the ID.5 with 77 kWh net battery energy content and rear-wheel drive system. WLTP range values for production vehicles may vary depending on equipment.

6) The driver assist function can only be used within the limits of the system. The driver must be prepared to override the assist system at all times and is not released from the responsibility to drive the vehicle with due care and attention. The operation can be disabled at any time. The system can be used up to the vehicle's top speed. Only in combination with a navigation system. Only in combination with an active We Connect licence. The online components of Travel Assist with swarm data can only be used when there is mobile network coverage and if the relevant privacy settings have been activated. The online component can be disabled at any time in the We Connect ID. app.

The online component of Travel Assist is available in the following countries: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain and Northern Ireland, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland. To activate the online functions, you will need a Volkswagen ID. user account, and must log into We Connect with your username and password.

A separate We Connect contract must also be concluded with Volkswagen AG online. Following delivery of the vehicle, you have 90 days in which to activate the online component of Travel Assist with swarm data. Once this period has expired, the initial 3-year usage period (free of charge) for the online component of Travel Assist with swarm data will start. An integrated Internet connection enables the online component of Travel Assist with swarm data to be used. The related data charges incurred within Europe are borne by Volkswagen AG where network coverage is available. Depending on your mobile phone tariff, transferring data via the internet may incur additional charges (e.g. roaming charges), particularly if you are using it abroad. For the delivery of this service, certain personal data – such as location and IP address of the vehicle – has to be transferred.

Further information about data processing is provided in the Privacy Policy for Travel Assist with swarm data. The availability of the individual services described in the packages can vary depending on the country. The services are available for the agreed contract term and may change or be discontinued during this contract term.

Further details can be found at connect.volkswagen-we.com and from your Volkswagen dealership. Information on mobile tariffs is available from your mobile provider.

7) Within the limits of the system: The driver must be prepared to override the assist system at all times and is not released from the responsibility to drive the vehicle with due care and attention.

8) Charging with max. 135 kW DC charging power for the Pro and Pro Performance battery variants at an ambient and battery temperature of approx. 23°C and with a starting SOC of approx. 5%; e.g. at an IONITY station.

9) Plug & Charge will become available with a later software generation.

Note: The ranges specified are projected values based on the Worldwide Harmonized Light Vehicles Test Procedure (WLTP). The actual WLTP range values may differ depending on the equipment.

The actual range achieved under real conditions varies depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers/load, and topography.



