Media Information

The Volkswagen ID.7

South of France, Autumn 2023

Media Information

Contents

Media Information

In brief

100-per-cent Volkswagen: with the ID.7, the flagship model from the electric ID. family reaches a new level

- Upper mid-sized class: the all-electric ID.7[1] is a brand new product line developed by Volkswagen for frequent private and business drivers
- New high-efficiency drive: the ID.7 Pro with a 77 kWh battery impresses with a long WLTP range of up to 621[2] kilometres and 545 Nm of torque
- New cockpit: the ID.7 is the first Volkswagen and first model in its class to be launched with the augmented reality head-up display as standard
- A premium vehicle for the mid-sized class: new seat climate control and massage function and new Air Care Climatronic offer premium-class comfort
- ID.7 portfolio set for significant expansion: from 2024 onwards, the ID.7 product line is scheduled to be expanded with other versions, such as GTX[3] and Tourer[3] models

Wolfsburg – Volkswagen is continuing to ramp up the speed of the electrical transformation: the latest hardware and software updates to the ID.3[4], ID.4 and ID.5 are now set to be followed by the start of series production of the brand new ID.7[1]. The fastback saloon was recently named 'German Car of the Year 2024' (www.gcoty.de) by an international jury. And the new Volkswagen not only took first place in the Premium category, but also the overall competition. The winner was selected from all new vehicles presented over the past 12 months. Measuring almost five metres long and equipped with the best convenience features, the ID.7 is a Volkswagen positioned in the upper mid-size vehicle class. Here, it impresses with a new high-efficiency drive, long ranges, quick charging, generous space, a brand new high-tech interior concept and a high quality standard. The ID.7 will be launched around the world. It all starts in Europe: the new Volkswagen can already be ordered here as a 210 kW (286 PS)[5] ID.7 Pro with a 77 kWh battery. A Worldwide Harmonized Light Vehicles Test Procedure (WLTP) range of up to 621[2] kilometres has been calculated for this model. Volkswagen plans to expand the product line's portfolio further over the coming months. The launch version will be followed by ID.7 models with an even larger battery, a sporty GTX version with all-wheel drive, and an estate version, which will be called Tourer in the ID-7 product line.

The largest ID. model to date. Thomas Schäfer, CEO of Volkswagen Passenger Cars: "Our new flagship model, the ID.7, demonstrates how we are making electric mobility comfortable, convenient and suitable for long distances. The saloon offers top quality, intuitive operation and efficiency that is fun – simply 100% Volkswagen. I am convinced that the car will be very well received by our customers. The ID.7 is one of eleven new electric models that we will be launching by 2027."

Redefining the cockpit. Alongside the next-generation electric drive, the new ID.7 will also debut a whole host of technical innovations. For instance, the ID.7 is the only vehicle in its class to feature an augmented-reality (AR) head-up display as standard. It projects any information relevant to the journey into the driver's field of vision, so they no longer have to take their eyes off the road. At the same time, the new AR head-up

Media contacts
Volkswagen Communications
Product Communications

Philipp Dörfler
Spokesperson ID.7, Electronic Architecture, Software and Functions, Cyber Security
Tel: +49 5361 98 76 33
philipp.doerfler@volkswagen.de

Francisca Volze
Spokesperson ID.7, Electronic Architecture, Software and Functions, Cyber Security
Tel: +49 152 22 99 74 11
francisca.volze@volkswagen.de

More at
volkswagen-newsroom.com

display changes the cockpit architecture because the traditional instruments have become a lot smaller (as a redundant level of information). This also means that driver's eyes are focused on the AR head-up display and, as such, on what is happening on the road. Volkswagen has also redesigned the standard infotainment system with an intuitive menu structure and large touch display, which appears to be free-standing and measures 38 centimetres (15 inches) across the diagonal. The temperature and volume control touch sliders under the display are illuminated.

Premium standard of climate and seating comfort. Interaction with the ID.7 has been honed to perfection thanks to a new natural online voice control feature. Its responses to commands and questions are just as comprehensive and interactive as the voice assistants on the latest smartphones. Thanks to more new features – such as automatically controlled air vents with electronic actuators, new optional ergoActive seats with a new pressure point massage function and (in the top-of-the-range seat) automatic air conditioning – the ID.7 offers a level of climate and seating comfort equivalent to the premium class. Another new development is the optional panoramic roof with smart glass; the layers of glass in the sunroof can be electronically switched between opaque and clear – either using a slider in the roof or by voice control.

Long range. In the ID.7, Volkswagen has implemented a host of technical solutions to reduce energy consumption and increase the range. Thanks to a combined WLTP consumption of just 16.3 to 14.1 kWh over 100 kilometres, the electric Volkswagen's range is close to that of models with a petrol engine. The energy consumption and the high WLTP range of up to 621 kilometres[2] has been achieved through a combination of various factors: The ID.7's new drive system is particularly efficient and the latest battery cells are characterised by high energy density. Another factor is the aerodynamic body with a drag coefficient of just 0.23, which (depending on equipment) helps to reduce energy consumption.

Silent performance and quick charging. With its almost silent drive and the lowest possible level of wind noise, the disturbance inside the ID.7 is at a standard only ever achieved by luxury saloons in the world of combustion engines. At the same time, the Volkswagen, which is electronically governed at a speed of 180 km/h, also delivers dynamic performance. The ID.7 can accelerate from 0 to 100 km/h in 6.5 seconds[6]. However, a particularly impressive feature is how spontaneously the 210 kW[5] electric drive motor delivers the maximum system torque of 545 Nm to the powered rear axle. The ID.7 can also absorb new energy as quickly as it can accelerate: when charged at DC quick-charging stations under optimum conditions, enough power for up to 204 kilometres (according to WLTP) of driving flows into the battery in just 10 minutes with a charging capacity of up to 175 kW[7]. A battery with a charge level as low as 10 per cent can be charged to 80 per cent again in about 28 minutes.

Progressive styling at the front. The design of the ID.7 is based on flowing and muscular lines. For example, the front is largely closed. Here, the design is defined in particular by the three-dimensional design of the bonnet and the LED headlights with their narrow LED strip for the daytime running lights and turn signals integrated at the top of the housing. There is also the option to equip the ID.7 with the latest version of the IQ.LIGHT LED matrix headlights with automatic lighting control, poor weather light, welcome function, dynamic headlight range control and dynamic cornering lights. Thanks to the interaction between the LED headlights and clear lines of the

body, the ID.7 appears both focused and confident, but also likeable – the hallmark of a Volkswagen.

Elongated silhouette. A defining style element of the silhouette is the character line located below the long window shoulder with a sharp undercut. This creates powerful and positive tension in the side of the vehicle. The vehicle's proportions also help the ID.7 to make an elegant and powerful impression from the side. The new Volkswagen is 4,961 mm long and has a large wheelbase of 2,971 mm. The short body overhangs are therefore crisply defined. Despite the fact that the ID.7 is the largest ID. model to date, the fastback saloon is also the flattest with a height of 1,536 mm.

Striking horizontal LED strip at the rear. Horizontal lines emphasise the 1,862 mm wide body at the rear of the fastback model. The most dominant line is a horizontal LED strip, which extends outwards into the wraparound LED tail light clusters (also available as optional 3D LED tail light clusters with animated brake lights and dynamic turn signals). Including the exterior mirrors, the maximum width is 2,141 mm.

Plenty of space for travel. Thanks to its large wheelbase and the compact design of the drive technology, the ID.7 offers a great deal of space in both the first and second rows of seats. This is particularly evident in the rear with the generous legroom. Despite the battery being integrated into the vehicle floor and the lower body height compared to all other ID. models, the ID.7 still offers good headroom. It offers 1,030 mm of headroom at the front (or 1,025 mm with the panoramic roof) and 961 mm at the rear (960 mm with the panoramic roof). At the rear, the electric boot lid allows access to a luggage compartment with up to 532 litres of capacity; when loaded up to the first row of seats, the volume increases to up to 1,586 litres.

The ID.7 remembers the way. Assist systems such as Travel Assist take over assisted lateral and longitudinal control[8] of the ID.7 as needed. If desired, the Volkswagen can also support assisted lane changing[8] on motorways by means of Travel Assist. The driver monitors the driving manoeuvre, but the strain of driving is significantly reduced. When it comes to parking, the ID.7 can independently perform various types of assisted manoeuvre[8]. One example is the memory function for Park Assist, which can be used for recurring parking manoeuvres, for example, in a car port at home or in the company car park. Once it has learnt the manoeuvre, the Volkswagen can park completely automatically[8] over a distance of up to 50 metres. All the driver has to do then is monitor the parking process.

Exclusive standard equipment. For its launch on the European market, the fastback saloon will be offered as an ID.7 Pro version with a 77 kWh battery. This model comes with an incredibly extensive package of standard equipment. Taking Germany as an example: the scope includes – but is not limited to – 19-inch alloy wheels (Hudson design) with a diamond-cut finish, 10-colour background lighting system, heated multifunction steering wheel, Discover Pro Max navigation system, augmented reality head-up display, IDA voice assistant, assist systems such as Travel Assist, rear view camera system, Park Assist Plus including Park Assist with memory function, the Air Care Climatronic three-zone air conditioning system, LED headlights and LED tail light

clusters. The ID.7 for the European and North American markets will be produced in Volkswagen's electric mobility factory in Emden, Germany.

Key aspects

ID.7 BODY DIMENSIONS AND DESIGN

Long wheelbase, short overhangs. The ID.7 is a 4,961 mm-long fastback saloon with a large wheelbase of 2,971 mm and short body overhangs. The height of the longest and also flattest ID. model is 1,536 mm. Thanks to these proportions alone, the aerodynamic ID.7 with a width (without exterior mirrors) of 1,862 mm appears both elegant and athletic. The drag coefficient is 0.23 depending on the equipment fitted and the frontal area is 2.45 m^2.

Elegant and powerful silhouette. In the side view, the sporty, flat windscreen frame and the striking, coupé-like C-pillar immediately catch the eye. The roof and roof pillars are always finished in high-gloss black, while the roof frame strips have an aluminium look. A defining style element of the vehicle's elegant side design is a character line located below the window shoulder. This runs with a sharp undercut from the headlights to the muscular rear, thereby visually lowering the height and creating positive tension in the silhouette.

Aerodynamic front end. The charismatic design of the ID.7 is shown in particular by the sculptured bonnet and the LED headlights with their narrow LED strip for the daytime running lights and turn signals integrated at the top of the housing. A horizontal LED strip runs between the headlights. The side air intakes (air curtains) for the wheel housings are located low down in the bumper and have a distinctive look.

Clearly structured rear end. Horizontal lines emphasise the width of the ID.7 at the rear. The strongest line is a horizontal LED strip, which extends outwards into the wraparound LED tail light clusters. As another distinctive feature, the middle area of the LED strip is white and changes to red only when the light is activated. The separation edge of the large and wide-opening boot lid is an aerodynamic and eye-catching detail. A powerful impression is created by the bumper and the diffuser located underneath, which have a high-gloss black paint finish.

ID.7 INTERIOR CONCEPT AND TECHNOLOGIES

High-quality interior. The fastback saloon welcomes the driver and passengers with an interior that has been designed from scratch. Thanks to the long wheelbase, the ID.7 offers extremely generous space in both the front and rear seats. The dominant detail in the interior of the high-quality ID.7 is the dash panel. Its horizontal layout is clearly structured. The trims, which are optionally illuminated by the background lighting, and the horizontal vent band are integrated into the linear design. In the ID.7 Pro, contrasting seams with optional piping are incorporated between the vent band and trims. When it comes to the interior design of the ID. flagship model, Volkswagen has broken the mould. How? This Volkswagen is the only vehicle in its class to be equipped as standard with an augmented-reality (AR) head-up display. It projects any information relevant to the journey into the driver's field of vision, so they no longer have to take their eyes off the road. At the same time, the new AR head-up display

changes the cockpit architecture; this is because the traditional instruments have become a lot smaller as a redundant information level. This ID. display is not higher than the vent band and shows legally required standard information, such as speed and warnings. The small ID. display also means the driver's eyes focus on the AR head-up display and, as such, what is happening on the road. This is all the more valid given that the status bar in the AR head-up display also shows information such as the battery charge level and consumption. What is more, the augmented-reality area of the head-up display has a new feature: lane-level navigation, which can guide the driver into the right lane for a motorway junction at an early stage, for example. Another element developed from scratch is the standard infotainment system with a touch display that appears to be free-standing and enjoys an intuitive menu structure. The temperature and volume control touch sliders under the display are illuminated.

Merging of the real and virtual worlds. Via the AR reality head-up display, information such as speed, lane markings, distance warnings and turn arrows from the navigation system are blended into the driver's line of sight. Status displays containing information such as the current and maximum permitted speeds are projected into the close range (3.5 metres in front of the vehicle). In contrast, the system projects journey-relevant information and current instructions from the navigation system into the far range (about 10 metres in front of the vehicle). These symbols are positioned perfectly in line with the real world outside the vehicle – as augmented reality. The standard ID. Light function (strips of light under the windscreen) provides the driver with information that can be perceived intuitively.

New 38-centimetre/15-inch infotainment system. The central interface between human and machine is the large touch display for the infotainment system; the screen measures 38 centimetres (15 inches) across the diagonal. The graphic interface and menu navigation have been largely restructured. The aim was to make operation of all functions as intuitive and customisable as possible. For this purpose, the display has been divided into two permanently visible touch strips and the home screen.

- **Freely assignable direct access functions**. A new direct access key on the left of the display's top bar lets the user open the main menu with an overview of all apps. Next to this is a button for the new Car Control Centre, which offers direct access to the most important vehicle functions and can be configured individually by the driver. The main menu and Car Control Centre are always accessible without having to close the active app. This makes the system easy to use. To the right of the Car Control Centre are five additional direct access keys, to which users can freely assign available apps. As a result, the driver and front passenger can quickly and easily switch between their favourite and frequently used apps.

- **Home screen.** The home screen in the middle combines the content of the most important apps on differently sized tiles. Alongside classic content such as navigation and radio/media, the tiles also offer new functions such as suggestions from the new online IDA voice assistant. The home screen can also be individually configured by the user. Here, the layout and number of pages can be adapted in addition to the content of the tiles.

- **Seat functions on first level.** The bottom bar on the display contains the air conditioning and seat functions and has a home button that lets the driver return to the central home screen at any time. This means the air conditioning menu, temperature settings for the driver and front passenger and configurable air conditioning functions can always be accessed directly.

Online IDA voice assistant. In the ID.7, more functions than ever before can be operated with the new online voice assistant. This also includes the background lighting, driving profile selection or – for selected languages – cloud-based queries, such as weather forecasts. In general, the new IDA voice assistant interacts in a similar way to its counterparts on modern smartphones. As such, the IDA is like a genuine assistant that can, for example, research and answer questions about an array of topics. The online voice assistant can also interpret what is meant. The existing ID. models can already respond to statements such as: "I'm hungry," or: "I'm cold," by providing a list of suggested restaurants or increasing the interior temperature. The activation word for the voice assistant can be determined individually. Another new feature is the visualisation of the spoken commands – which allows the quality of spoken commands to be verified.

Air conditioning with smart air vents. In the Phaeton luxury saloon, Volkswagen presented one of the best air conditioning systems in the world at the time. This offered practically draught-free ventilation, and the vents opened and closed automatically. A new air conditioning system now follows with the ID.7 and its active control of the vents. Smart air vents with electronically controlled vertical and horizontal motors open and close automatically and distribute the air quickly over a large area of the interior, using dynamic movements. What's more, provided the function is activated, cooling or heating already starts as soon as the driver approaches the ID.7 with the key. The air flows can be adjusted individually in the interior by corresponding settings in the central infotainment system display. A number of air conditioning functions can also be activated using the IDA voice assistant. The ID.7 responds to the driver saying: "Hello IDA, my hands are cold," by activating the steering wheel heating – warm air is also directed on to the hands at the same time.

ID.7 DRIVE EFFICIENCY AND DYNAMICS

Long ranges. The launch version of the ID.7 will be available with a new, highly efficient drive system, known within Volkswagen as APP 550. The new electric drive motor is the central module of this efficient drive unit. It is the most powerful and highest-torque electric drive motor in a Volkswagen ID. model so far. It forms a module that is integrated into the driven rear axle together with the dual-stage one-speed gearbox and pulse inverter – the intelligent drive control. The lithium-ion battery located in the sandwich floor is responsible for energy supply in the ID.7. On board the launch version of the ID.7 Pro, the battery offers a net energy content of 77 kWh (gross: 82 kWh). A second version of the battery with an even greater energy content is set to follow. The ID.7 Pro with its 77 kWh battery already underlines its suitability for long-distance driving with a combined WLTP consumption of 16.3 to 14.1 kWh/100 km and a WLTP range of up to 621 kilometres[2].

Great agility. The ID.7 offers a highly dynamic drive. An indicator of this is its ability to accelerate from 0 to 100 km/h in 6.5 seconds[6]. However, more significant is how spontaneously the 210 kW[5] electric drive motor delivers the maximum system torque of 545 Nm to the drive axle. Its top speed is limited at 180 km/h.

Rapid charging. As quickly as the ID.7 is able to accelerate, it can also absorb energy at the same rate: at DC quick-charging stations, enough power for up to 204 kilometres according to WLTP) of driving flows into the battery in just 10 minutes with a charging capacity of up to 175 kW[7] under optimum conditions. A battery with a charge level as low as 10 per cent can be charged to 80 per cent again in about 28 minutes. While the vehicle is on the road, a new charging and thermal management function makes sure the battery is pre-conditioned ahead of the next DC charging stop. Thanks to this pre-conditioning, the ID.7 is supplied with energy again as quickly as possible. The battery is brought to the optimum temperature ahead of the charging stop so that it can be charged at maximum power. This enables the charging time to be reduced by several minutes, particularly in winter. When route guidance by the navigation system with the Electric Vehicle Route Planner is active, pre-conditioning is started automatically on the way to the next quick-charging station. Without active route guidance, the function can also be manually activated using the charging menu in the infotainment system.

The modules in the APP 550 The essential elements of the particularly efficient drive are the electric drive motor (three-phase permanent magnet synchronous motor), the two-stage one-speed gearbox, and the inverter (power and control electronics). The increased power and efficiency of the electric drive motor in the ID.7 are the result of details such as a rotor with strong permanent magnets that offer a high thermal load capacity, a further-developed stator with a large effective number of windings in combination with maximum wire cross-section, a water heat sink for the outside of the stator, and a new, combined oil and water cooling system that also ensures higher thermal stability. The thermal stability is safeguarded by a new inverter generation, and the higher thermal load capacity is an elementary contributing factor to the increased efficiency of the new drive. Numerous gearbox components have also been friction-optimised and reinforced, and thus adapted to the high power and torque values.

The new inverter in detail. Volkswagen developed the new inverter, including its software, entirely in-house. The module is multi-talented: for example, it converts the direct current (DC) stored in the battery into the three-phase alternating current (AC) needed by the electric drive motor. It also controls the complete energy flow between the battery and motor. Every acceleration or recuperation process is processed by this electronic brain of the drive. During recuperation, the inverter converts the generated alternating current into direct current that is then stored in the battery. It additionally monitors the temperature of the electric motor. This means the inverter – also referred to as the power and control electronics – has a decisive influence on efficiency, which is particularly high in the ID.7.

COMFORT AND PERFORMANCE OF THE ID.7 RUNNING GEAR

A high standard of comfort. The ID.7 is a comfortable touring saloon; its balanced damping in combination with the long wheelbase offers a high level of comfort in all driving situations. At the same time, the ID.7 offers spontaneously available agility. The large spread between comfort and agility is possible thanks to the basic layout of the running gear, the enhanced adaptive chassis control (DCC) and an also adapted Vehicle Dynamics Manager. The comfort in the ID.7 is further optimised by new details such as specifically tuned, high-damping elasto-kinematic mounts on the rear axle. In addition, the Volkswagen's low centre of gravity due to integration of the battery in the vehicle floor also has a positive impact on handling.

MacPherson plus a five-link axle. The basic layout of the running gear consists of a MacPherson front axle and a five-link rear axle. The control system of the optional adaptive chassis control DCC has been refined. The DCC controller is equipped with new Volkswagen software and uses refined algorithms to control the shock absorbers. The system can therefore detect how the wheels and body are moving better than ever before. Thanks to DCC, the driver has the option of adjusting the running gear to a sporty or more comfortable setting by means of the selected driving profile (Eco, Comfort and Sport) and also in Individual mode by means of a slide control. In addition, a new setup of the Vehicle Dynamics Manager – which was also developed by Volkswagen – makes this large spread between comfort and agility possible in the ID.7. The Vehicle Dynamics Manager coordinates and optimises the lateral dynamics as the central control unit and continuously ensures maximum driving stability (when braking into a bend, for example). The steering system was also reconfigured for the ID.7. The new setup responds more directly from the centre position, allowing more precise vehicle control. This further improves Volkswagen's typical linear vehicle handling. With the optional progressive steering, more dynamic vehicle reactions are possible with smaller changes of the steering angle, delivering even more enjoyment behind the wheel.

OPERATING PRINCIPLE OF THE ID.7 ASSIST SYSTEMS

Large range of standard assist systems. The ID.7 will be launched with cutting-edge assist systems. One addition is the new spectrum of park assist systems. In the ID.7 Pro, Park Assist Plus and the memory function for Park Assist come as standard. Travel Assist has also been enhanced with assisted longitudinal and lateral vehicle control. The latest version supports assisted lane changes on motorways. Another new development is a standard exit warning system. Also on board as standard is the new-generation traffic hazard alert function. The Car2X system[8] supports the driver by providing information on what is happening on the road and is therefore able to give an early warning of situations such as roadworks, accidents, the end of traffic queues or emergency vehicles. To achieve this, the ID.7 uses signals that are transmitted by other vehicles with Car2X or the traffic infrastructure. The new generation of this function now supports additional warnings from the traffic infrastructure such as poor visibility due to fog or obstacles on the road. Here's a detailed look at all of the new and enhanced systems in the ID.7 Pro:

Park Assist with memory function. Park Assist Plus is a system that is already familiar from other Volkswagen models: it enables the driver to receive assistance when driving into or out of parallel or bay parking spaces[8]. The vehicle takes over control of acceleration, braking and steering for this purpose. Furthermore, the new Volkswagen is equipped with the memory function for Park Assist. This is not intended for use in moving traffic on public roads, but for parking on private property. Thanks to the memory function, the system always records the last 50 metres of a journey and thus the parking situation. The parking manoeuvre can be saved by the driver when the vehicle has come to a stop. When the ID.7 then reaches the same location again – for example, the entrance to a carport or a parking space at the driver's place of work – it automatically offers to take over parking[8] independently. Automatic driving out of a parking space[8] is also possible with the memory function. A total of five parking manoeuvres can be saved at a wide array of locations.

Enhanced Travel Assist. The enhanced Travel Assist enables the ID.7 to drive with assisted longitudinal and lateral or lane centre guidance[8]. In conjunction with Park Assist Plus and Side Assist, which are also included in the ID.7 as standard, Travel Assist facilitates assisted lane changing[8] – when travelling on multi-lane motorways at speeds above 90 km/h. Adaptive lane guidance has been enhanced. When Travel Assist is active, it predictively integrates upcoming parameters, such as corners, roundabouts and junctions, into vehicle control and the displays. For instance, if there is a corner ahead and the set speed is too high for taking the corner, the system shows the message 'Corner ahead' along with a recommended speed[8]. A new feature is Travel Assist's integration of swarm data from other vehicles[8]. If swarm data is available, Travel Assist needs just one identified road lane marking[8] to keep the vehicle in lane. Thanks to the additional integration of swarm data, the latest generation of Travel Assist offers particularly harmonious vehicle control.

Assisted lane changing. As mentioned above, the latest version of Travel Assist offers another innovation: assisted lane changing on motorways[8]. Here, Travel Assist visually offers the driver a lane change if this is permitted by the traffic situation. If the driver

then activates the left or right turn signal, an independent lane change is performed in the corresponding direction within the limits of the system. Drivers must keep their hands on the steering wheel during this process.

Exit warning system. When a vehicle door is opened, the new exit warning system warns passengers of vehicles of any kind approaching from behind – including bicycles – and can thus help to avoid a collision in a best-case scenario[8]. This new function is a system enhancement of the Side Assist (lane change assist) system. The exit warning system detects objects in a defined area to the side of and behind the Volkswagen. There are two different warnings: a visual warning via the Side Assist LEDs in the exterior mirror and an acoustic one. The door opening process is delayed at the same time[8].

STANDARD EQUIPMENT IN THE ID.7 PRO

For the European market launch, the ID.7 will be offered with the Pro equipment package and a 77 kWh battery (gross: 82 kWh). This model comes with an extensive range of standard equipment and, as such, is very good value for money. The main items of standard equipment for the German market at a glance:

Driver assist systems (excerpt)

- Oncoming vehicle braking when turning and swerve support
- Driver Attention Monitor and Driver Alert System
- Area View (camera-based surround view)
- Rear Traffic Alert
- Exit warning system
- Adaptive Cruise Control (ACC) (assisted longitudinal vehicle control)
- Emergency Assist
- Speed limiter
- Lane Assist (lane keeping system, assisted lateral vehicle control)
- Memory function for Park Assist
- Front Assist with pedestrian and cyclist monitoring (autonomous emergency braking)
- Park Assist Plus including Park Distance Control (Park Assist)
- Proactive occupant protection system
- Rear View (rear view camera)
- Side Assist (lane change system)
- Travel Assist (assisted longitudinal and lateral vehicle control)
- Dynamic Road Sign Display

Exterior and interior equipment (excerpt)

- Air Care Climatronic with enhanced air filter with activated carbon, rear controls and three-zone temperature control
- Background lighting, 10 colour options
- Exterior mirrors that can be electrically adjusted, folded in and heated, front passenger exterior mirror lowering function
- Exterior mirror housing with black paintwork
- Windscreen made from laminated safety glass with wireless heating, infra-red reflection and noise insulation
- Luggage net
- Luggage compartment floor, folding with stowage area
- Automatically dimming interior mirror
- LED tail light clusters
- LED headlights
- Light Assist (main-beam control)
- Hudson alloy wheels, in 8 J x 19 at the front, 8.5 J x 19 at the rear, black, with diamond-cut finish Tyres: 235/50 R 19 at the front, 255/45 R 19 at the rear
- Heated multifunction steering wheel with touch control
- Pedal cluster in stainless steel, with 'Play/Pause' design
- Rain sensor
- Rear seat backrest that can be folded down asymmetrically, with through-load function and centre armrest, two cup holders
- Washer jets in the front with automatic heating
- Keyless locking and starting system Keyless Access
- Illuminated door handle recesses
- Surround lighting with logo projector
- Heated front seats
- Green thermal insulation glazing, side and rear

Infotainment (excerpt)

- App-Connect Wireless for Apple CarPlay and Android Auto
- Augmented reality head-up display.
- DAB+ digital radio
- Loudspeakers (8+1)
- Discover Pro Max navigation system
- IDA voice assistant
- USB-C ports at the front (2), USB-C charging sockets at the rear of the centre console (2); charging capacity up to 45 W
- Comfort mobile phone interface with inductive charging function
- Preparation for We Connect (Plus) or VW Connect (Plus); online update capability (apart from special conversions)

Safety and technology (excerpt)

- Airbags for the driver and front passenger, curtain airbags at the front and rear, side airbags at the front, centre airbag, five head restraints
- Car2X
- CCS charging socket
- Anti-theft alarm with interior monitoring, alarm horn and anti-tow alarm

- Electronic engine sound
- Driving profile selection
- ISOFIX retaining rings for child seats on the outer rear seats and on the front passenger seat
- Mode 3 Type 2 charging cable, 16 A
- Emergency Call Service
- Tyre pressure loss indicator
- Electromechanical power steering, speed-dependent control
- Acoustic warning and lamp for unbuckled belts, front and rear

OPTIONAL EQUIPMENT IN THE ID.7 MODELS

Background lighting. The new ID.7 is equipped as standard with a background lighting system that offers a spectrum of 10 colours. On request, a background lighting system with 30 colours is available, which lights up the decorative elements on the dash panel and door cladding. The driver and front passenger can activate various pre-programmed light atmospheres such as Vitality or Euphoria using the central infotainment display. In addition, the interior lighting is automatically adapted to the respective driving profile.

Harman Kardon sound system. Volkswagen offers a 700 W premium sound system from Harman Kardon for the ID.7. In this case, the ID.7 is equipped with 12 high-end loudspeakers plus a centre speaker at the front and a subwoofer in the luggage compartment. The 16-channel sound system offers four preconfigured sound settings: Pure (neutral studio sound), Relax (easy listening), Speech (focus on spoken words) and Vibrant (dynamic live sound). The sound can also be individually adjusted by means of an equalizer. It is also possible to direct the listening focus specifically to one or more of the four outer seats of the ID.7. The driver can therefore adjust the sound focus completely to their seat position when driving on their own, for example. It is also possible to focus the sound towards the rear of the vehicle.

ergoActive seats. For the ID.7, Volkswagen has developed new, optional ergoActive comfort seats for the driver and front passenger with electric 12-way adjustment, memory function, convenient entry function and adjustable thigh support. They also offer a brand new pressure point massage function. The top-of-the-line version – the ergoActive premium seat – also features a new automatic air conditioning function and an upgraded massage function. The climate control and massage functions are permanently displayed by means of touch controls on the top level of the infotainment system and can also be switched on and off and adjusted there.

- **ergoActive comfort seats.** The new pressure point massage function offers a unique level of comfort on long journeys. The backrests of the ergoActive comfort seats are equipped with 10 air cushions that provide for a pneumatic pressure point massage to relax and activate the muscles in the back.

- **ergoActive premium seats.** For the first time, the second version of these seats – ergoActive premium – are equipped with two large, extra air pockets

in the seat cushion. The goal here is to additionally activate the pelvis and spine. This innovative function has been awarded the seal of approval by the German Campaign for Healthier Backs (AGR) under the category 'Activation system for vehicle seats'.

- **Active climate control in the ergoActive premium seats.** In addition to the individual temperature settings (cooling and heating), the driver and front passenger can alternatively activate an automatic mode for the first time in a Volkswagen. Here, temperature and moisture sensors in the seats detect the cooling and/or heating requirement and control the climate accordingly. Three special modes can also be selected: maximum heating, maximum ventilation or maximum drying. All three modes are activated for a limited time and switch off automatically. In addition, the intensity of the heating and ventilation can be adjusted separately for the seat cushion and backrest. The bolsters of the seat cushion and backrest are also heated and ventilated.

Panoramic sunroof with Smart Glass. The ID.7 is available with the new panoramic sunroof with Smart Glass as an option. The transparent roof can be opaque or made transparent again from one moment to the next by means of a polymer-dispersed liquid crystal (PDLC) layer integrated in the glass. The switch is activated by touch control in the roof console or by the online IDA voice assistant. The electronic PDLC layer is de-energised when the glass is opaque. This causes the crystals in the layer to arrange themselves so that the glass becomes opaque. In contrast, as soon as an electric voltage is applied to the layer, the crystals then sort themselves so that light is again allowed to pass through. In addition to this switchable glare protection function, layers in the glass also reflect the energy-rich infra-red rays in the sunlight that would otherwise heat up the vehicle interior in sunny weather. To complement this, layers in the glass also reflect heat radiated in the interior, which ensures a very comfortable experience for vehicle occupants, particularly in winter.

Towing bracket and bicycle carrier. The electric ID.7 can be ordered with a swivelling towing bracket. The maximum trailer weight permitted is 1,200 kg (braked at 8%). The drawbar load is 75 kg, ensuring that even e-bikes can be transported. Volkswagen's Compact II bicycle carrier, which can be folded with a foot switch, can be ordered under the accessories programme. Since the tail light clusters, rails and carrier frame can be folded up, the carrier can be stowed in the luggage compartment.

Base frame for roof box. Volkswagen has developed a new base frame for the roof of the ID.7 so that items such as skis can be transported. Furthermore, Volkswagen Accessories offers the Comfort roof box with a stowage volume of 460 litres. Using a feature known as the DuoLift system, this box can be loaded from both sides of the vehicle.

NOTES

1. ID.7 – Power consumption combined in kWh/100 km: 16.3–14.1; CO_2 emissions combined in g/km: 0; only consumption and emission values in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) and not in accordance with NEDC are available for the vehicle. Where ranges are stated, the values for consumption and CO_2 emissions depend on the selected vehicle equipment
2. Range determined on the rolling road test bed in accordance with WLTP in the most range-favourable equipment variant of the ID.7 Pro with a net battery energy content of 77 kWh. 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 and auxiliary equipment, outside temperature, number of passengers/load, topography and the ageing and wear process of the battery
3. Near-production concept vehicle
4. ID.3 – Power consumption combined in kWh/100 km: 16.3–14.9; CO_2 emissions combined in g/km: 0; only consumption and emission values in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) and not in accordance with NEDC are available for the vehicle. Where ranges are stated, the values for consumption and CO_2 emissions depend on the selected vehicle equipment
5. In accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP). The maximum output is available at the highest charge level possible and when the operating temperature range of the high-voltage battery is at an optimum level 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
6. Acceleration 0 to 100 km/h in 6.5 seconds determined with the specified maximum output. The maximum output is available at the highest charge level possible and when the operating temperature range of the high-voltage battery is at an optimum level
7. Maximum possible charging capacity. The charging behaviour of different charging stations can differ, even if their kW capacity is the same. In addition to a charging station's kW output, the maximum charge current also influences the amount of energy that flows. Furthermore, the ambient temperature, battery temperature and charge level influence the maximum possible charging capacity. The specified maximum charging capacity is calculated under WLTP conditions at a temperature of approx. 23 °C and a charge level from five per cent. If these variables change, the charging capacity may deviate from the specified standard value
8. Within the system limits: the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention