



The new ID.3 ^{1,2} International Media Drive

July 2020

Note: This press release, image motif and films regarding the ID.3 can be found online under www.volkswagen-newsroom.com

All equipment specifications apply to the German market.

**1 = ID.3 Pro Performance, 150 kW / combined power consumption in kWh/100 km: 16.9 - 15.4 (WLTP);
15.4 - 14.5 (NEDC); combined CO₂ emissions in g/km: 0**

**2 = ID.3 Pro S, 150 kW / combined power consumption in kWh/100 km: 17.7 - 15.9 (WLTP);
14.1 - 13.5 (NEDC); combined CO₂ emissions in g/km: 0**

Within the framework of statutory specifications Volkswagen brand vehicles are continuously improved and optimised throughout their product life-cycle (also during on-going series production). This includes component or part adaptations, software updates or also new colours. In order to make these optimisations tangible, the ID.3 vehicles used for the International Media Drive already feature scopes that will be incorporated into series production in the autumn of this year.



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In brief

The ID.3 – pioneer of a new mobility era

- **Completely new technology and package configurations:** the ID.3 is the first model based on the modular electric drive matrix (MEB) from Volkswagen.
- **The look of a new era:** the exterior design of the ID.3 is puristic and clear, timeless and iconic.
- **Friendly appearance:** the headlights provide the electric compact model with a likeable human face.
- **Open space:** space like in a mid-size car – the technical concept of the MEB with short overhangs and long wheelbase creates the kind of interior space that might be expected in a higher vehicle class.
- **Simple operation:** almost all functions are operated using touch controls or the “Hello ID.” intelligent voice control. ID. Light communicates visually with the vehicle occupants. The augmented reality head-up display merges the displays with reality.
- **Equipment from A to Z:** the available options extend from adaptive shock absorbers to two-zone Climatronic.
- **Clever communication:** the infotainment hardware and We Connect Start services link the ID.3 to its surroundings. This makes the car and navigation system intelligent and versatile.
- **Looking ahead:** the assist systems help to make driving more relaxed, more confident and safer.
- **New electronics platform:** the software of the ID.3 is designed with a completely new server architecture. This allows the customer to download updates to the car after purchase.
- **Powerful electric drive motor:** the rear-mounted drive motor for the ID.3 is initially available with one power output of 150 kW (204 PS). A version with 107 kW (146 PS) will follow shortly after the market launch.
- **Custom batteries:** lithium-ion batteries with a net energy capacity of 58 kWh and 77 kWh are available for the ID.3. The range (as per WLTP) totals up to 549 km. A smaller battery will follow later.
- **Sporty handling:** the technical concept ensures a low centre of gravity and balanced distribution of the axle loads. That makes the

Press contact:

Volkswagen Communications
Product Communications
Tim Fronzek
Spokesperson Product Line E-Mobility
Tel.: +49 5361 9-77639
tim.fronzek@volkswagen.de

Volkswagen Communications
Product Communications
Sonja Tyczka
Spokesperson Product Line E-Mobility
Tel.: +49 5361 9-964407
sonja.tyczka@volkswagen.de



More at
[volkswagen-media-services.com](https://www.volkswagen-media-services.com)



car very nimble and agile.

- **Top-level safety:** the sturdy battery housing and the centre airbag play an important part in the crash concept.
 - **Charge quickly, continue driving soon:** the ID.3 can be charged with both alternating current (AC) and direct current (DC) and has full fast charging capability. The top version charges with a power rating of up to 125 kW for a good 350 km in just 30 minutes.
 - **Charging made easy:** We Charge provides ID.3 customers with access to the Volkswagen charging ecosystem. In Europe, they can use more than 150,000 public charge points. They benefit from attractive conditions in the IONITY fast charging network.
 - **Carbon-neutral balance:** the ID.3 is produced at the Zwickau factory boasting a climate-neutral balance. It can also be driven in a climate-neutral way with Volkswagen green electricity from Elli.
 - **€33 billion investment by 2024:** Volkswagen wants to be the world's market leader in electric mobility. The Group plans to launch up to 75 all-electric models by 2029.
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The highlights of the ID.3

Wolfsburg, July 2020. With the ID.3, Volkswagen is opening a new chapter in the history of mobility – the future will be electric and sustainable. The design already clearly shows the character of the compact model: its contours are both soft and flowing as well as firm and concentrated, while the headlights look like eyes. The low drag coefficient of 0.27 makes a significant contribution to the long range.

Large battery and rear-wheel drive. The body panelling accommodates pioneering technologies from the modular electric drive matrix (MEB), which is used by the ID.3 as the first model in the Volkswagen Group. The high-voltage battery is installed low down in the underbody, ensuring a low centre of gravity and agile handling. The electric drive motor drives the rear wheels, resulting in excellent traction. The motor recuperates energy when the vehicle is braked and feeds this back into the battery. The wheels are aerodynamically optimised and have a diameter of 18 to 20 inches, while the tyres have only low rolling resistance.

The interior is also revolutionary. As a characteristic design feature of the new ID. models, the ID.3 has short overhangs and a very long wheelbase. This results in the Open Space – the large, airy interior sets new standards in the compact class. The cockpit has a clean and concentrated appearance. The ID. Light beneath the windscreen visually communicates with passengers. The ID.3 is largely operated via the multifunction steering wheel, the central 10-inch touchscreen or the "Hello ID." intelligent voice control.

A completely new electronics platform. The electronics platform of the ID.3 has been newly designed from scratch. Two high-performance computers bundle a large number of functions, and the software is designed to be highly flexible like on a server. This makes it easy to download updates to the car, and in future also function upgrades, via a mobile network. The services of We Connect Start connect the car to the



owner's smartphone, allow control of charging and air conditioning, supply traffic information and also display live data about charging stations on the navigation map. App Connect (standard) permits media streaming via a smartphone.

Launch with two model variants. The ID.3 will be launched on the markets with two model variants, which differ with respect to the installed battery. The ID.3 Pro, which will cost from 35,574.95 euros, is the perfect all-rounder for everyday driving and leisure activities. Its battery offers a net energy capacity of 58 kWh and a range of up to 426 km (WLTP). The electric drive motor delivers 150 kW (204 PS); a variant with 107 kW (146 PS) will follow later. The ID.3 Pro S comes with a battery with a net energy capacity of 77 kWh, a range of up to 549 km (WLTP) and a power output of also 150 kW (204 PS). Its basic price: 40,936.31 euros.

Seven equipment variants. The clearly structured range makes it quite simple to configure the ID.3 on the Volkswagen website: customers can configure their dream car in only a few clicks. For the sales launch of the ID.3, the Pro Performance and Pro S are available in seven fixed configurations which include the most popular equipment options. This solution makes the offering even more transparent for customers, and the factory in Zwickau can build and deliver the cars particularly quickly.

Equipment with high-tech character. The equipment options for the ID.3 come from the areas of design, infotainment, convenience, assistance and sport. They include high-tech features such as the augmented reality head-up display, which projects important information onto the windscreen so that it appears to be three-dimensional. Travel Assist controls the distance to the vehicle in front and keeps the car in its lane. The LED matrix headlights provide an intelligently controlled main beam. If the ID.3 is unlocked by Keyless Access, its light module briefly swivels and welcomes the driver.



Carbon-free operation. All ID.3 models can be charged with alternating current (AC) and direct current (DC). When using direct current with a power rating of 125 kW, the ID.3 Pro S can be charged for a distance of a good 350 km in just 30 minutes. When on the road, the We Charge charging service provides access to more than 150,000 charge points in Europe. In the garage at home, the ID. Charger – the home charging station available in three variants – ensures convenient charging. Operation of the ID.3 is climate-neutral with Volkswagen green electricity from 100% renewable sources. Its production process already has a carbon-neutral balance.

Key aspects

Intelligent, innovative and sustainable: with the ID.3, Volkswagen is entering a new era of mobility.

Positioning

A new chapter in the history of Volkswagen. The third great chapter in the history of Volkswagen starts with the ID.3. Just like the first Beetle and the Golf Mk1, the all-electric compact car represents the start of a new era: it is the first electric car to offer unrestricted everyday usability while at the same time being affordable for millions of customers.

The modular electric drive matrix (MEB) on which the ID.3 is based serves as the technical foundation for the electric offensive and will permit realisation of many more electric models. The MEB fully exploits the possibilities offered by a fully electric drive: it provides the ID.3 with a very generously sized interior, powerful driving performance and ranges of up to 549 km (in WLTP). The fast charging capability is another strength when driving long distances.



Two model variants. The ID.3 will initially be launched on the market in two variants with differently sized batteries. The ID.3 Pro Performance will be priced from 35,574.95 euros and the ID.3 Pro S from 40,936.31 euros. Customers in Germany can additionally deduct a gross grant of 9,480 euros from these prices. What is more, the running costs are significantly below the level of a conventional car.

Volkswagen's electric offensive is underway. The age of electric mobility will be intelligent, innovative and sustainable, and the system changeover at Volkswagen is in full swing: in the next four years, the Group will invest around 33 billion euros in electric mobility, 11 billion euros of which will be allocated to its largest brand. Volkswagen Group plans to launch up to 75 fully electric models by 2029 and to sell around 26 million electric vehicles in this period. An entire ecosystem of sustainable electric mobility will be established around these cars.

Package and design

New design for a new era. The revolutionary character of the ID.3 is already clear at first glance. The exterior design of the car is both soft and flowing as well as firm and concentrated, it trusts in strong proportions and does without any superfluous trim elements. The ID.3 is a car for sustainable mobility and is a true Volkswagen at the same time.

Built around the passengers. The one-box design is a clear indication of how the ID.3 is built around its passengers. Its overhangs are unusually short, but the interior is very long because the axles have been moved well apart. The compact electric model has a wheelbase of 2,765 millimetres, which almost matches that of the Passat. The high-voltage battery is located as a flat block under the passenger cell. All the other technical components take up only little space: the drive unit is accommodated on the rear axle, while components such as the radiator and air conditioning system are located in the short front end.



Front end without radiator grille. The front end already shows the character and technical concept of the vehicle: here, the Volkswagen logo is positioned centrally without a radiator grille. This design takes Volkswagen back to its roots – “We are a brand that was born without a grille,” says Klaus Zyciora, Head of Design for the Volkswagen Group and Chief Designer for the Volkswagen brand. The cooling air for the drive units flows in through an intake in the bumper, which features a pattern of honeycombs that are designed based on nature.

Like human eyes. The large headlights are the most striking feature on the front end – these have a friendly expression like human eyes. The LED technology is standard, and IQ. Light with LED matrix headlights is available in the Design package to provide an intelligently controlled main beam. Their electrically swivelling light modules look like pupils, while honeycomb-type openings in the housings and surrounding fibre optic cables radiate the daytime running light. When the intelligently controlled main beam is activated, the light strip at the front is also illuminated. The light modules already perform communication functions before the vehicle is started: they swivel and therefore welcome the driver by looking up.

Large wheels and flat glasshouse. The side view of the ID.3 has a sporty and powerful appearance. The wheels are large and there is a strong C-pillar – a classic Volkswagen design feature. A softly modelled side section curves under the rising shoulder line. The low glasshouse runs out into a long spoiler. The black roof design, which is continued in a trim panel on the bonnet, and the dark inlays on the side members make the silhouette appear lower.

Turn signals in two variants. The rear lid is also black, and its low window emphasises the width of the ID.3. The entire rear end features pronounced plastically shaped contours and a diffuser rounds off the unit towards the bottom. The tail light clusters are also equipped with LEDs. If desired, the customer can switch the turn signals to a second function where the light runs from inside to outside. The brake light always lights up in the



conspicuous form of an "X". Dynamic light animations run in the tail light clusters when the car is unlocked and locked.

Choice of six exterior colours. The ID.3 will be launched on European markets with six exterior colours. These are called Glacier White Metallic, Makena Turquoise Metallic, Manganese Grey Metallic, Moonstone Grey, Scale Silver Metallic and Stonewashed Blue Metallic. On the base model, the roof arch, side member inlays and bumper elements are in black as a contrasting colour. Alternatively, Volkswagen offers two Exterior Style packages, where the roof line shines either in silver or in an attractive copper tone. The Style package also includes side member inlays and bumper elements in Grey Tech Metallic, and the C-pillars are finished with a diamond-pattern film in "honeycomb" look.

Drag coefficient of 0.27. The aerodynamics play an important part for the range of an electric car – the ID.3 achieves an excellent drag coefficient of 0.27. The most important factor for this is the body with the steeply sloping A-pillars, flowing roof line and the drawn-in C-pillars. Clever solutions for individual details also provide aerodynamic benefits. These include the electrically actuated radiator blind in the vehicle front end. This is opened only when the power units require cooling air, otherwise it remains closed so that the wind can flow as easily as possible over the bonnet. The rims with their flat designs are also optimised for air flow with minimum drag losses.

The water deflector strips on the A-pillars and the exterior mirrors positioned on the door shoulders also provide aerodynamic benefits. They also reduce the noise level in the passenger compartment, as does the standard windscreen made of acoustic glass. Several components in combination also contribute to flow separation at the rear – the large roof spoiler, its shoulders, the plastically shaped tail light clusters and the diffuser. This finishes the ID.3's almost completely flat underbody with large-area panelling at the rear.



Vehicle interior and convenience features

Space like in a mid-size car. The interior of the ID.3 is an Open Space – a lounge area that is more than generously sized. The driver and passengers sit at a pleasantly high level, the entry is convenient and there is good all-round visibility. The rear bench seat offers similar space to that found in conventional mid-sized models. The luggage compartment can accommodate 385 litres of luggage, and its volume can be increased to 1,267 litres by folding down the split rear seat backrest (loaded roof-high). The ID.3 Pro S is approved for four persons, all other variants are five-seater models.

Air and light. The interior design underlines the airy and light feeling of spaciousness. It appears restrained and clean, focused on the essentials. The dash panel is lowered towards the interior in several stages. Unlike in a conventional interior, it is not connected to the centre console, which is located as a separate component between the front seats. In the Design "Plus" package, Volkswagen supplies the car with a large panoramic sunroof. With a length of 130 centimetres and a width of up to 111 centimetres, this allows an exceptional amount of light to stream into the interior. An electric blind prevents the interior from heating up.

Muted colours, plus white and orange. The interior of the ID.3 is black in all variants. The seats have a two-tone design – the seat cushion and the larger part of the backrest contrast with the shoulder areas and the seat cushion bolsters. The colours for the seats are called Platinum Grey and Dusty Grey Dark (optional).

There is a choice of several different colours for the Style and Style "Plus" interiors. Dusty Grey Dark creates a friendly, bright lounge-like atmosphere, while Safrano Orange provides strong highlights on the armrests in the doors and in the upper area of the dash panel. The display



housings, steering wheel with steering column and the control modules in the doors are then finished in Electric White – a colour that lends the interior of the ID.3 a puristic and almost even futuristic character.

Interiors for every customer demand. The customer can optionally choose the Interior Style package. Here, the seat centre sections are covered with Sumba Flow fabric and the seat cushion bolsters with ArtVelours microfibre. The Interior Style package includes stainless steel pedals in Play & Pause design, background lighting with 30 colours and steering wheel heating.

The second level is called Interior Style "Plus". Here, the seats feature electric 12-way adjustment, manual adjustment of the seat depth, seat heating and also a pneumatically powered lumbar support with massage function. TopSport "Plus" seats will follow shortly after the sales launch with the same technical equipment, pronounced seat cushion bolsters and integrated head restraints. The centre panels on these seats are covered with ArtVelours; and they are enhanced by ID. logos and decorative stitching. All electrically adjustable seats have been awarded the seal of approval of the German Campaign for Healthier Backs (AGR). This applies to both the driver and front passenger seats. The seats have armrests on the inner side in all equipment variants. All seat covers are made of animal-free materials.

Built more quickly, faster to the customer. For the sales launch of the ID.3, Volkswagen is offering the ID.3 Pro Performance and ID.3 Pro S as preconfigured models. These bundle the options which are most popular with customers in packages. This makes the offering even more transparent for customers, and the factory in Zwickau can build and deliver the cars faster.

The preconfigured ID.3 Pro Performance models. There are six preconfigured ID.3 Pro Performance models with the 58 kWh battery at the start of sales. The entry-level model is the ID.3 Life, which comes with



the Convenience and Infotainment packages. The ID.3 Business additionally has the Interior Style, Design and Driver Assist packages on board. The ID.3 Family goes one better – with the Convenience “Plus” and Design “Plus” packages. The ID.3 Style comes with the Interior Style, Convenience, Infotainment and Design “Plus” packages. The ID.3 Tech is additionally equipped with the Infotainment “Plus” and Driver Assist “Plus” packages. The ID.3 Max features particularly extensive equipment: this model has all six packages in the respective “Plus” version – Interior Style, Convenience, Infotainment, Design, Driver Assist and Sport. An additional preconfigured model – the ID.3 Pro Performance – will follow shortly after the start of sales and will have the standard equipment on board.

The preconfigured ID.3 Pro S model. The ID.3 Pro S with the large 77 kWh battery will be available as the generously equipped ID.3 Tour at the market launch. This model has four “Plus” packages on board: Comfort, Interior Style, Infotainment and Assist plus the Design package (without “Plus” scope). A second preconfigured model will follow slightly later. This will concentrate on the standard equipment, which is extended by the Interior Style package like in every ID.3 Pro S.

Generous basic equipment. Volkswagen already provides the ID.3 with generous comfort and convenience equipment as standard. In addition to the features mentioned above, this also includes background lighting with ten colours and a speed limiter. Air Care Climatronic, a further standard feature, is coupled with an electric stationary air conditioning system, which the customer can also activate when the car is not charging from the mains power grid. The passive safety equipment includes the Emergency System and a centre airbag, a new feature in the Volkswagen model range. In the event of a side crash, this airbag can prevent the driver and front passenger from colliding with each other.

The standard equipment also includes the Ready 2 Discover radio with DAB+ tuner and two USB-C ports in the centre console. The App Connect function permits media streaming via a smartphone. ID.3 customers can



integrate their mobile telephones in their native environment – Apple Car Play for iOS, Android Auto for Android and Mirror Link for correspondingly equipped devices.

ID. Light. ID. Light is a standard feature that has not yet been available like this in any car – this is a narrow light strip under the windscreen that intuitively assists the driver. After the driver gets into the vehicle, it signals that the car is ready to drive. When the ID.3 has to turn off according to the navigation route, the light moves to the left or right end of the strip correspondingly. Should the driver brake in a critical situation, ID. Light issues a warning in intense red. During a charging operation, a green bar builds up from left to right showing the battery charge level.

Convenience and Convenience “Plus” package. In the Convenience package, the centre console becomes even more versatile – thanks to a light for the mobile telephone compartment, a roller shutter cover and two USB charge ports at the rear. The driver and front passenger seats can be heated, as can the leather steering wheel. The jets of the window washer system are also heated. The package is completed by a rain sensor and surround lighting which projects a honeycomb motif onto the ground.

The Convenience “Plus” package also includes Air Care Climatronic with two-zone control. Another feature is the luggage compartment floor, which can be conveniently inserted into the luggage compartment. It is flush with the load sill, offering storage space for the charging cable and other utensils.

Heat pump for range. The seven preconfigured models available at the market launch of the ID.3 optionally have a heat pump on board. These pumps are highly efficient and therefore make a significant contribution to the vehicle range. A bicycle carrier preparation completes the range of options.



Controls, connectivity and assist systems

Simple operation. The dash panel of the ID.3 completely does without physical buttons and switches, giving it a reduced and ultra-modern look. The driver looks at a compact display with 5.3-inch diagonal which is operated with touch-sensitive controls in the standard multifunction steering wheel. Three tiles show the most important information, with display of the battery status and range underneath. The driver controls the drive modes and the parking lock with the large rocker switch on the right of the display. A control panel on the left next to the steering wheel integrates the light and vision functions; there is an automatic setting for the headlights.

Touch is best. The central touch display is located in the middle of the dash panel angled slightly towards the driver; its 10-inch screen is as large as a tablet. On this, the driver manages all functions from the areas of telephony, navigation, entertainment, assist systems and vehicle settings, whereby the user interface and start screen can be configured freely according to the driver's preferences. Sliders for volume and temperature adjustment are located on the inclined surface below the display.

"Hello ID." The "Hello ID." natural voice control is also standard in the ID.3. Here, the car follows the instructions spoken by the driver and passengers and is capable of understanding many commands from everyday language use. The short sentence "Hello ID., I'm cold" is sufficient to turn up the heating, while the statement "Hello ID., play Radio London" switches to a new station.

Augmented reality head-up display. The optional augmented reality head-up display (included in the Infotainment "Plus" package) is a world first in the ID.3. This can project important information onto the windscreen with the turn arrows of the navigation system underneath. The driver sees the information as a three-dimensional, staggered image at an apparent distance of three to ten metres in front of the vehicle. This means that the



display is perfectly integrated into the real outside world. When Adaptive Cruise Control (ACC) or Travel Assist (optional) is active, the vehicle in front of the ID.3 is highlighted with a luminous marking in the head-up display from a certain speed.

Infotainment and Infotainment "Plus" packages. If the customer has ordered the Infotainment package, the vehicle will be equipped with the Discover Pro Infotainment system instead of the standard radio. This can be operated either by voice or touch control, and its navigation system includes 3D city models of many cities. The second feature in the Infotainment package is the "Comfort" mobile phone interface. This connects the smartphone to the car aerial and charges it inductively if the phone is suitable for this. The voice-over-LTE protocol ensures fast connection setup and high speech quality. In the Infotainment "Plus" package, Volkswagen supplies the sound package with two additional loudspeakers in addition to the augmented reality head-up display.

Gateway to the mobile network. The Discover Pro links up with the standard Online Connectivity Unit (OCU), which has an embedded electronic SIM card (eSIM). This performs all connectivity tasks, including fast data transfer at LTE Advanced speed.

We Connect Start. The OCU also brings the online services of We Connect Start into the ID.3. The customer must first activate the services online with their Volkswagen ID, and they are then available for a period of three years. The most important services here are the navigation services and vehicle-related services. The Online Traffic Information services provide the driver with up-to-the-minute information on the situation on the selected route and possible hazards. New data is regularly downloaded to the car with the Online Map Update function. The Charging Stations service offers live data on charge points in the vicinity. It provides details on their charging capacity and can also provide information on tariffs and availability. If the driver decides to use a charging station, this can be adopted as a destination in the navigation system.



Charging and air conditioning via smartphone. The vehicle-related We Connect Start services that are already available in the car with the standard Ready 2 Discover radio include Charging and Air Conditioning. ID.3 customers can control both functions on their smartphone using the free We Connect ID. app and can also check the charge level of the battery and range of the car.

New electronics platform. There is a radically new, pioneering concept behind the extensive connectivity of the ID.3: the electronics platform developed by Volkswagen is lean, flexible and fast. It allows communication to take place in a similar way to on a stationary server: it does away with the principle of isolated memories and applications and is designed as a wide service platform. This greatly simplifies an exchange of data and functions between the involved systems.

Such flexibility makes it easy to integrate new data packages into the system. Maximum security, including protection against possible external attacks, always has priority – the new data packages must pass through a highly protected authentication process. Basic driving functions such as drive and brake control remain in their separate control units.

New hardware topology. The new electronics platform also includes a new hardware topology. Two central high-performance computers called ICAS (In Car Application Server) form the core of this. In some areas they perform many tasks that are assigned to separate control units in other Volkswagen models. One of the two ICAS combines a large number of separate computers. It is responsible for several driver assist systems and the convenience functions – from unlocking doors and seat adjustment through to lights. The second central computer manages the infotainment system and the displays. It is based on the third-generation modular infotainment matrix (MIB 3) installed in numerous Volkswagen models.

The ID.3 opens up new horizons. ID.3 customers experience the benefits of the new electronics platform with the system update function – this allows



the software of the central control units to be updated via the mobile network and makes it possible to continuously optimise many functions. The data record is transmitted to the car when on the move and installed after the end of the journey. It is then available when the vehicle is next started. In the near future, it will also be possible to install new streaming services and additional user interfaces in the car over-the-air, similar to the process customers are familiar with from their smartphones. This means that Volkswagen is opening up completely new horizons.

IQ. Drive assist systems. Assist systems installed in the ID.3 ex works have been bundled under the IQ. Drive umbrella designation. These make driving safer and more relaxed and can contribute to avoiding accidents or mitigating their consequences. In the full equipment configuration, a front radar sensor, front camera, two rear radar sensors and eight ultrasound sensors monitor the area around the car.

Standard systems. The Lane Assist lane keeping system is standard in the ID.3. Its task is to prevent the car from unintentionally crossing a line marking on the road. Front Assist monitors the area in front of the ID.3 with the multifunction camera and reacts to imminent collisions with other road users by means of warnings and braking interventions. The oncoming vehicle braking when turning function monitors the opposite lane when turning off, and issues a warning and also brakes in an emergency. Swerve support helps the driver to drive around obstacles by corresponding steering interventions. In order to avoid minor parking collisions, the standard audible Park Distance Control system also has an integrated manoeuvre braking system.

Eco Assistance is a standard system that is tailor-made for electric driving – it evaluates the navigation data and the road signs detected by the camera. If the ID.3 is approaching a bend or a town boundary, for example, the system can visually indicate to the driver when they should take their foot off the accelerator. This allows the drive system to perform optimum energy recuperation.



Systems in the Assist System package. The optional Assist Systems package includes a rear view camera system. The proactive occupant protection system closes the windows and tensions the seat belts immediately before an imminent crash in order to protect the vehicle occupants in the best possible way. An anti-theft alarm and the keyless locking and starting system Keyless Access round off the package.

Systems in the Assist System "Plus" package. The Assist System "Plus" package bundles systems stemming from the luxury class. The most important of these is Travel Assist – this system largely takes over acceleration and braking from the driver at any speed and also helps to keep the ID.3 in its lane by corresponding steering interventions (within system limits). The driver simply has to lightly touch the capacitive steering wheel included in this system in order to keep the adaptive lane guidance active.

Adaptive Cruise Control ACC stop & go with speed limiter is also integrated in Travel Assist. This system controls the distance to the vehicle in front by accelerating and braking as necessary. The system's functionality is even more predictive in conjunction with Eco Assistance: for instance, the system automatically reduces the ID.3's speed ahead of town boundaries. ACC stop & go is standard in all preconfigured models available at the sales launch of the ID.3.

Emergency Assist, another system in the Assist System "Plus" package, brakes the car to a standstill if the person behind the wheel is no longer capable of doing so. If possible, it also steers the vehicle to the edge of the road. Side Assist monitors traffic behind the ID.3 with the rear radar systems. If the driver is about to change lane in a critical situation, a warning is issued.



Drive, running gear and safety

Two model variants, two power outputs. The ID.3 will be launched on the European markets in the ID.3 Pro Performance and ID.3 Pro S model variants. These differ with respect to the installed battery. The ID.3 Pro Performance has a useful energy capacity of 58 kWh, which permits a range of up to 426 km with a full charge (WLTP). The electric drive motor delivers an output of 150 kW (204 PS) and a torque of 310 Nm. It accelerates the car from zero to 100 km/h in 7.7.3 seconds, the average NEDC consumption is 15.4 to 14.5 kWh per 100 km. A second motor version with an output of 107 kW (146 PS) will follow in the ID.Pro after the market launch.

The ID.3 Pro S has a battery with an energy capacity of 77 kWh. This permits a superior maximum range of 549 km (in WLTP) – enough for even longer holiday journeys. The electric motor also generates 150 kW (204 PS) and a torque of 310 Nm. The sprint from zero to one hundred kilometres per hour takes 7.9 seconds. In the NEDC, the ID.3 Pro S consumes 14.1 to 13.5 kWh per 100 km.

Rear motor and rear-wheel drive. Volkswagen is also going back to its roots with the electric motor: this is located at the rear and drives the rear wheels – as was the case back in the day with the Beetle. The electric drive motor of the ID.3, which achieves a maximum speed of 16,000 rpm, is located above the rear axle just in front of the centre of the wheels and transfers its torque to a 1-speed gearbox with differential. The drive is so quiet that it can hardly be heard outside the car. For this reason, a loudspeaker emits a synthetic electronic engine sound up to a speed of around 30 km/h in order to warn passers-by.

Efficiency of more than 90 percent. The permanently excited synchronous motor (PSM) in the ID.3 has many strengths. The most important one is efficiency: this is well above 90 percent in almost all driving situations. Volkswagen uses an innovative technology in production – flat preformed



copper coils are inserted into each other, allowing them to be manufactured in large quantities while at the same time saving space in the stator. The drive motor of the ID.3 is compact and comparatively light: the motor block including gearbox as well as power and control electronics weighs less than 90 kilograms. The power and control electronics convert the direct current of the battery into three-phase current for the electric drive motor and perform the opposite function during brake energy recuperation.

Recuperation up to 0.3 g. The driver decides with the rocker switch whether the ID.3 should recuperate energy when the accelerator is released. If the D (Drive) position is engaged, the car will then coast in most situations – the electric motor is not supplied with current and rotates freely. In B (Brake) position, the electric drive motor functions as a generator and feeds power back into the battery. This also happens when the vehicle is braked: the electric motor performs deceleration on its own up to around 0.3 g, which represents the majority of everyday situations. The hydraulic wheel brakes are additionally activated only above this level, whereby the transition is practically unnoticeable.

Low centre of gravity for sporty handling. The rear-wheel drive and packaging of the ID.3 create ideal prerequisites for sporty driving characteristics: the large high-voltage battery is located between the axles at the lowest point of the car, and the weight distribution is very close to the ideal value of 50:50 in all variants. The ID.3 has a McPherson front axle and a complex five-link design at the rear. In spite of the large wheels, which require corresponding space in the wheel housings, its turning circle is just 10.2 metres.

Sport “Plus” package. In the Sport “Plus” package ID.3 customers receive the adaptive chassis control DCC with adjustable shock absorbers. This is coupled to the driving mode selection, which offers Eco, Comfort and Individual modes. The system is controlled by the driver via the large display and influences operation of the electric drive motor, shock



absorbers and steering. This allows an even greater spread between high ride comfort and firm handling. The progressive steering is also included in the Sport "Plus" package and it becomes increasingly more direct the greater the steering angle.

If the driver wishes, the ID.3 will corner very quickly, while remaining stable with practically neutral handling – also thanks to the vehicle dynamics settings. The system regulates operation of the electronic differential lock XDS and adaptive shock absorbers (option) in every situation to ensure the best possible lateral dynamics and driving safety.

Large wheels, powerful brakes. The ID.3 Pro is equipped as standard with 18-inch steel wheels. The range of machine-polished alloy wheels also starts at 18 inches (East Derry). The Andoya 19-inch wheels (standard on the Pro S) are available in the Silver or Penny Copper designs. In the next size up, the Sanya 20-inch wheels have been especially optimised to enhance their aerodynamic characteristics. All tyres have only a low rolling resistance. They have a uniform width of 215 millimetres, but the cross-section differs depending on the wheel size.

Powerful brakes are located behind the large wheels – disc brakes with a disc diameter of up to 330 millimetres are fitted at the front, while the rear wheels are equipped with drum brakes. Their great advantage is their robustness: the pads are designed for the service life of the car. And corrosion is not an issue, even though the wheel brakes are used only rarely in everyday driving.

Safety meets lightweight construction. The ID.3 also knows no compromises when it comes to passive safety. A strong all-round frame made of extruded aluminium sections protects the battery system against damage in the event of a crash, and the battery is also de-energised if the vehicle is involved in a serious accident. A replaceable underbody protection panel made of aluminium protects the battery towards the road.



Targeted measures reduce the weight of the body and result in a whole range of other weight reductions throughout the car – this in turn has benefits for the range. The side members have a core made of aluminium sections which are surrounded by hot-formed, ultra-high-strength steels. Steel components from the same property class also form the backbone of the passenger cell and make up 28 percent of the body in white. A new material strengthens the outer panels of the doors, and its lower wall thickness reduces weight. The rear lid is designed with a new composite concept using the materials plastic and steel.

Battery and charging options

Truss structure made of aluminium. The battery housing of the ID.3 is an aluminium lightweight structure in a scalable truss design. The housing is bolted to the body and thus supports the latter's rigidity. Its compartments accommodate the battery modules, which each integrate 24 pouch cells with a flexible outer sleeve.

The battery systems, which are supplied by the Volkswagen plant in Braunschweig, are 14 centimetres high and 145 centimetres wide. They have a length of 144 centimetres (ID.3 Pro Performance) and 182 centimetres (ID.3 Pro S) respectively. The smaller battery integrates nine modules in a housing with ten compartments, while the large battery comprises twelve modules, which are accommodated in a truss structure with twelve compartments. This battery tips the scales at 495 kilograms.

Complex thermal management. The temperature of the cell modules is regulated by a base plate with integrated water channels which is connected to a coolant circuit with air conditioning compressor and electric heater. The thermal management system is designed to ensure that the battery is as far as possible operated in the ideal temperature ranges in all situations. This results in benefits for power output, fast DC charging and the battery service life. Volkswagen guarantees that the



battery will still have at least 70 percent of its original capacity after eight years of operation or a mileage of 160,000 km. A second coolant circuit in the ID.3 supplies the electric drive motor, the power and control electronics and the charger.

Charging ecosystem. Together with the ID.3, Volkswagen is launching a comprehensive overall package for convenient and sustainable charging of electric cars under the name We Charge. This offers the appropriate solution for every charging scenario – whether at home, on the move or for long-distance journeys. The We Connect ID. app provides customers with convenient access to the charging ecosystem.

Charging at home. When the car is parked in the garage at home, ID.3 owners can charge the vehicle with certified Volkswagen green electricity from renewable energy sources supplied through the Volkswagen subsidiary Elli. This is best done using the ID. Charger, the new home charging station from Volkswagen. It is available in three versions, all of which offer a charging capacity of up to 11 kW. This allows an empty vehicle battery to be fully charged again in around six to seven and a half hours, depending on the model. The ID. Charger base model currently costs only 388 euros. The ID. Charger Connect and ID. Charger Pro offer full connectivity and can be controlled with the We Connect ID. app via smartphone.

Charging when on the road. ID.3 customers can charge at public charge points using the Mode 3 cable supplied as standard. With the We Charge service, they can use one of the largest charging networks in Europe with more than 150,000 public charge points. They can access these using the We Charge card. Customers can choose from three tariffs, depending on how intensively they use their ID.3.

Charging on the motorway. The ID.3 is equipped as standard with a CCS charge port (CCS = Combined Charging System), which also allows it to be charged with direct current (DC). The possible DC charging power is up to



100 kW for the ID.3 Pro Performance. The ID.3 Pro S achieves up to 125 kW – the charge level of its battery can be increased from 5 to 80 percent in around half an hour, enough for the next 350 km. Through the IONITY, Volkswagen is participating in creating of a high-power charging network on European motorways with 400 planned locations. We Charge customers can charge at IONITY charging stations at favourable rates starting from 30 cents per kWh.

Expansion of the charging infrastructure. By 2025, Volkswagen Group will install around 35,000 charge points in Europe itself together with its retail partners. Many of these will be publicly accessible. These will be complemented by the flexible, fast charging stations from Volkswagen Group Components, which can be set up wherever there is a short-term need, such as at major events. They become fixed charge points through connection to the low-voltage network and can charge two electric cars simultaneously with up to 150 kW thanks to their fast charging technology.

Sustainability

Production with climate-neutral balance. Volkswagen is building the ID.3 with a climate-neutral balance. The Zwickau factory, the largest and most efficient electric car factory in Europe, uses 100% green electricity obtained externally. The site includes a highly efficient combined heat and power plant, which it is planned to operate with carbon-neutral gas in the long term. Production of the battery cells, which are externally sourced by Volkswagen, is unavoidably energy-intensive. That is why Volkswagen has obliged its cell supplier to use exclusively green electricity for manufacturing.

Better carbon balance after 100,000 km. Overall, the manufacturing of the ID.3 results in a carbon footprint of 14 tonnes of CO₂. However, if the car is systematically charged with sustainably generated, green electricity during



the operating phase, it will achieve a better climate balance than a comparable model with combustion engine after around 100,000 kilometres. Volkswagen determined these values as part of a certified Life Cycle Assessment (LCA). The analysis takes into account all of the around 4,000 individual parts contained in the bill of materials of the ID.3. It covers the entire upstream supply chain right up to the natural rubber for the tyres and the mine that extracts iron ore for the body panels.

The measures implemented in Zwickau and at the cell supplier reduce the 14-tonne impact by 1.3 tonnes. The rest is offset by a major climate protection measure with certified carbon credits on the Indonesian island of Borneo which is managed by a specialist partner. The Katingan Mataya Forest Protection Project protects a 149,800-hectare tropical forest on carbon-rich peat soil from deforestation. Work is also already taking place on similar projects in Asia and South America.

A clean future. Volkswagen is working on further minimising carbon emissions in the value chain. When the ID.3 reaches the end of its service life, its battery can be reused in second life concepts – or it becomes a source of raw materials after recycling. A pilot plant for this is already being built at the Salzgitter site, where Volkswagen is setting up a battery cell production facility together with the Swedish company Northvolt.



Technical data of the ID.3

	ID.3 Pro Performance	ID.3 Pro S
Maximum power	150 kW / 204 PS	150 kW / 204 PS
Maximum torque	310 Nm	310 Nm
Gearbox	1-speed gearbox	
Top speed	160 km/h	
0-100 km/h	7.3 s	7.9 s
Battery energy, net	58 kWh	77 kWh
Range (WLTP)	Up to 426 km	Up to 549 km
Length	4,261 mm	
Width	1,809 mm	
Height	1,552 mm	
Wheelbase	2,765 mm	
Drag coefficient	0.27	
Luggage compartment capacity	385 l	