Media Information

Volkswagen
ID.4 Pro 4MOTION [1]

International Media Drive
Iceland, August 2022

Note:

This press release along with images and videos of the ID.4 Pro 4MOTION can be found online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.

1 ID.4 Pro 4MOTION: power consumption in kWh/100 km: combined 15.7 (NEDC); combined 17.0 (WLTP); CO2 emissions in g/km: combined 0; efficiency class: A+++

2 ID.4 GTX 4MOTION: power consumption in kWh/100 km: combined 15.8 (NEDC); combined 17.6 (WLTP); CO2 emissions in g/km: combined 0; efficiency class: A+++

3 ID.4 Pro Performance: power consumption in kWh/100 km: combined 14.8 (NEDC); combined 17.0 (WLTP); CO2 emissions in g/km: combined 0; efficiency class: A+++

4 Within the limits of the system: the driver must be prepared to override the assistance system at any time, and is not absolved of their responsibility to drive the vehicle carefully.

5 The driver assist feature can only be used within the limits of the system. The driver must be prepared to override the assistance system at any time, and is not absolved of their responsibility to drive the vehicle carefully. The system can be deactivated at any time. The system can be used up to the vehicle's maximum speed. Only in conjunction with a navigation system. Only in conjunction with an active We Connect licence. The online components of "Travel Assist with Swarm Data" can only be used where there is mobile phone network coverage and with the necessary privacy settings. The online component can be deactivated 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, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom. To activate the online functions, you need a Volkswagen ID user account and must log in to We Connect with a user name and password. Furthermore, a separate We Connect contract must be entered into online with Volkswagen AG. After delivery of the vehicle, you have 90 days to activate the online function of "Travel Assist with Swarm Data". At the end of this period, the initial period of use of the online component of "Travel Assist with Swarm Data" of 3 years starts (free of charge). Use of the online component of "Travel Assist with Swarm Data" is enabled via an integrated Internet connection. The associated data costs incurred within Europe are covered by Volkswagen AG within the limits of the network coverage. Additional costs (e.g. roaming charges) may be incurred as a result of data exchange via the Internet, depending on your particular mobile phone tariff and in particular when using the system abroad. In order to provide the service, it is necessary to transmit certain personal data such as the location and IP address of the vehicle. For more information on data processing, see the privacy policy "Travel Assist with Swarm Data". The availability of the specific services described in the packages may vary depending on your country. The services are available for the agreed contract period and may be subject to change of content or discontinued during the contract period. Further information is available at connect.volkswagen-we.com and from your Volkswagen dealer. For information on mobile phone rate conditions, please contact your mobile phone provider.

6 Golf GTI (180 kW / 245 PS): fuel consumption in l/100 km: urban 8,9-8,6 / extra-urban 5,6-5,3 / combined 6,9-6,5; CO_2-emissions in g/km: combined 157-149; efficiency class: D-C (NEDC); combined 7,4 (WLTP).

7 Golf R (235 kW / 320 PS): fuel consumption in l/100 km: urban: 9,0; extra-urban: 6,0 – 5,9; combined 7,1 - 7,0; CO_2-emission in g/km (combined): 163 - 161; efficiency class: D (NEDC); combined 7,7 (WLTP).

Media Information

Two e-motors with 195 kW (265 PS) of output and powerful traction: the ID.4 Pro 4MOTION[1]

- **Volkswagen closes a gap in its range: the new E-SUV adopts the drive concept from the ID.4 GTX 4MOTION and the equipment from the ID.4 Pro**
- **Powerful dual engine four-wheel drive generates a lot of traction in all everyday situations**
- **Driving dynamics controller coordinates drive and chassis systems**
- **Plenty of space for passengers and luggage, up to 1,400 kilograms towing capacity**
- **Newest generation of Assistance systems as "Travel Assist with Swarm Data" and "Park Assist Plus with memory function"**
- **Newest software generation with ID.Software 3.1**

Wolfsburg – Two electric motors for more drive on the streets and easy terrain: Volkswagen presents the ID.4 Pro 4MOTION[1] with dual engine four-wheel drive and a system power of 195 kW (265 PS). Advance sales of the new model began at the start of June. The basic price in Germany is € 49,020.

The new ID.4 Pro 4MOTION

"With the ID.4 Pro 4MOTION[1], we are reacting to the desires of our customers and closing a gap in the programme," says Silke Bagschik, Head of MEB Product Line. "In terms of technology, our new E-SUV builds on the top-of-the-range ID.4 GTX 4MOTION[2] model. When it comes to equipment, the ID.4 Pro[3] forms the basis. The ID.4 Pro 4MOTION[1] is an all-rounder for everyday and leisure use, for the streets and easy off-road terrain – it continues where the asphalt ends."

Dual engine four-wheel drive

PSM at the rear axle. Conceptionally, the dual engine four-wheel drive on the ID.4 Pro 4MOTION[1] is constructed in the same way as on the top-of-the-range ID.4 GTX 4MOTION[2] model: each axle has an electric motor; the rear motor provides the drive in all situations, the front assists the rear when necessary. The permanently excited synchronous motor (PSM) on the rear axle weighs just 90 kilograms, including its power electronics, single-speed transmission and differential. The great strength of the PSM motor with its axially parallel layout, is its efficiency, which is well above 90 percent in the vast majority of driving situations.

Faster without surges. The front wheels are driven by a particularly compact asynchronous motor (ASM). Its benefits are the short-time overload capability and minimal drag losses when inactive. The coaxially mounted front drive unit weighs roughly 60 kilograms. With the dual engine four-wheel drive, there is no mechanical connection between the two axles via drive shaft, clutch or differential. This makes the

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system extremely quick and very efficient – and means there is no centre tunnel in the interior of the ID.4 Pro 4MOTION[1].

From 0 to 100 km/h in 6.9 seconds. Together, the two ID.4 Pro 4MOTION e-motors achieve a joint output of 195 kW (265 PS). This allows the E-SUV to accelerate from 0 to 100 km/h in 6.9 seconds. Its electronically limited top speed is 180 km/h. In the WLTP cycle (combined), the sporty ID.4 model uses 17.0 kWh of energy per 100 kilometres (NEDC combined: 15.7 kWh per 100 kilometres).

Efficient and dynamic four-wheel drive strategy. The fully variable four-wheel drive strategy of the ID.4 Pro 4MOTION[1] constantly calculates how much drive torque the two e-motors need to generate, in order to achieve the optimium efficiency, dynamics and driving stability. At moderate speed, the PSM on the rear axle works alone, due to its advantages when it comes to traction and efficiency. If the driver demands more power than the PSM can provide, the ASM is activated within a few hundredths of a second, and imperceptibly smoothly. Driving dynamics also play an important role: the additional front-wheel drive always comes into play when the situation demands it, such as when cornering quickly or on slippery surfaces.

Central driving dynamics manager. The electronic Vehicle Dynamics Manager (standard), a ground-breaking development from Volkswagen, monitors all the movements of the ID.4 Pro 4MOTION[1], whether it be accelerating, braking or cornering. As in the Golf GTI[6] and Golf R[7], where it is used in a similar form, it significantly improves overall performance. The Vehicle Dynamics Manager links the all-wheel drive control with the ESC stability control and the DCC dynamic drive control (optional), achieving a top level of driving dynamics, traction and stability. The electronic differential lock XDS+, which is also connected to the Vehicle Dynamics Manager, rounds off the handling during fast cornering: it gently decelerates the unburdened inside wheels, making the E-SUV easy to turn.

RPM-based control. Compared to a combustion engine, the degree of precision demonstrated by the drive control in the ID.4 Pro 4MOTION[1] is in a totally different dimension. One reason for this is that the two e-motors implement the requirements much more spontaneously than any diesel or petrol engine. They are given new commands every millisecond via their respective power electronics – so quickly and smoothly that the driver never notices the adjustments. Another reason is that the control of the dual engine four-wheel drive is no longer based on torque, but on the more exact basis of engine speed.

Coast or recuperate? Recuperation is an important factor in driving efficiently with the ID.4 Pro 4MOTION[1]. The gear selector is used to decide what happens when the driver takes their foot off the drive pedal and initiates a thrust phase. When level D (Drive) is selected, the car rolls in most situations, with both e-motors running almost entirely freely. This “coasting” is given priority, as it is most efficient.

Recuperation in level B. If the driver prefers to recover energy, the E-SUV has various options. In level B (Brake), the drive system almost always recuperates energy during thrust. The limit has been set at 0.15 g of deceleration. If desired, the Eco Assistance system manages the coasting and recuperation, as soon as the car approaches a zone requiring slow speeds. To do so, it analyses navigation data and traffic signs, among other things.

Electric braking up to 0.3 g. The degree of energy recovery is particularly high when braking electrically, which primarily takes place via the PSM at the rear axle. This covers more than 90 percent of all decelerations in everyday use. Its limit is set at

around 0.3 g, which equates to more than 100 kW of recuperation. Only when this limit is surpassed does the electric brake servo on the ID.4 Pro 4MOTION[1] also activate the hydraulic wheel brakes. The transition is virtually imperceptible, while the recuperation remains active until the vehicle has almost reached a standstill.

Chassis

Comfortable character. The ID.4 Pro 4MOTION[1] is a comfortable all-rounder, which is easy and effortless to drive. Its large 77-kWh battery, which is located under the passenger compartment between the axles, lowers the centre of gravity and allows a balanced distribution of the axle loads. The front axle is a classic McPherson design, the steering is direct and balanced. At the rear, a compact five-arm suspension separately absorbs and distributes any longitudinal and transverse forces arising.

Up to five driving modes. The driver can select for themselves how comfortable, stable or sporty the ID.4 Pro 4MOTION[1] should be to drive – with the driving mode selection (standard). It accesses the progressive steering, e-motors and adaptive chassis control DCC (in optional sport package "Plus") and offers up to five modes for selection: Eco, Comfort, Sport, Individual (in the sport package "Plus") and Traction.

The Eco mode is designed for efficient driving, with the Comfort mode aimed at a high level of comfort when driving. In Sport mode, in which the front e-motor is always active, the E-SUV becomes a master in the corners. When steering in quickly, it reacts accurately and agilely. If the DCC dampers are on board, they keep the car tight to the road and support it against centrifugal forces. And when the driver steps on the right pedal when exiting the corner, they immediately experience the powerful traction of the dual engine four-wheel drive. The handling is even more dynamic when the driver activates the ESC button on the large touch display. It switches the ESC stability control to Sport, which reduces the use of the control systems to a minimum. They will now tolerate a certain side-slip angle, which makes it even easier to experience the dynamic handling.

Intermediate stages in Individual mode. The Individual mode in the driving mode selection offers additional options: here, the driver can select between Comfort and Sport, or configure both modes more distinctively. Finally, Traction mode offers specific support when driving on loose or slippery surfaces. It provides constant all-wheel drive up to about 20 km/h. All the control procedures are designed for maximum grip; the motor torque is reduced and the DCC dampers (option) are softened.

Two sport packages. The optional sport package includes a sport chassis, which lowers the body of the vehicle by 15 millimetres, and progressive steering. The steering ratio becomes increasingly direct the further the steering wheel is turned, ranging from 15.9:1 to 14.5:1. The sport package "Plus" also comes with adaptive chassis control DCC, which makes the already large spectrum between comfort and sportiness even greater. Every five milliseconds, the system individually controls the flow of oil in the dampers on each wheel. Like the ESC and electronic differential lock XDS+, the DCC is controlled by the vehicle dynamics manager.

20-inch or 21-inch wheels. The ID.4 Pro 4MOTION[1] rolls on 19-inch steel wheels in a 19-inch format as standard. They are fitted with mixed-size tyres: sizes 235/55 (front) and 255/50 (rear). The first option in the range are the 19-inch "Hamar" alloys in the same format, which are available in two designs. The 20-inch "Drammen" with standard 235/50 and 255/45 tyres offer even more grip. At the top of the range is the

21-inch "Narvik", with tyre sizes 235/45 and 255/40. The "Narvik" rims are available in two versions. All wheels for the ID.4 Pro 4MOTION[1] are aerodynamically optimized, thanks to their closed design.

Large brakes at the front. The brake disks on the front axle have a diameter of 358 millimetres. The rear wheels are fitted with drum brakes, the pads on which are designed to last as long as the car. There is no question of corrosion here, although the wheel brakes are only rarely used in everyday situations, as the e-motors do most of the decelerating. Furthermore, the brake drums do nto release any potentially harmful brake dust into the environment.

Charging on the move and at home

Large 77-kWh battery. The ID.4 Pro 4MOTION[1] is an all-rounder, which is also capable of long distances. Its battery has a net energy content of 77 kWh. It weighs 486 kilograms and guarantees a range of 517 kilometres (WLTP). Its casing, which is made of aluminium profiles and protected by a strong frame, houses twelve cellular modules. A base plate with integrated water channels cools or heats it as required. Volkswagen guarantees that the battery will still have at least 70 percent of its original capacity after eight years or 160,000 km of driving.

Charging ecosystem. Under the label We Charge, Volkswagen offers a total package for comfortable, networked and sustainable charging of e-cars. It always has the right solution – on long journeys, out and about, and at home. With the We Connect ID. App on smartphone, customers can easily and comfortably access the charging ecosystem.

Rapid DC charging. With We Charge, Volkswagen customers can use one of the largest networks in Europe, which already comprises more than 300,000 charging points. Via the standard mode 3 cable, the ID.4 Pro 4MOTION[1] can charge with alternating current (AC) with a capacity of up to 11 kW whilst out and about. At a DC rapid-charge station, like those provided by IONITY, it can charge with direct current (DC) at up to 135 kW. It takes just 36 minutes for the battery to be charged from 5 percent (SoC, State of Charge) to 80 percent – enough for the next 337 kilometres (WLTP).

Informative charging menu. On its touch display, the ID.4 Pro 4MOTION[1] displays a charging menu that is designed to be informative and easy to understand. The e-route planner in the navigation puts together a multi-stop strategy for long routes, which allows the car to reach its destination as quickly as possible. In doing so, it also takes into consideration traffic and route information. Charging stops are evaluated dynamically, based on the capacity of the charging stations and how busy they are. This can result in the route planner proposing two short charging procedures with a high capacity, rather than one with a low capacity.

Volkswagen invests in the rapid-charging network. Volkswagen is investing massively in the European rapid-charging network. Together with partners, it is aiming to establish a network of 18,000 charging points by 2025. The company also supports projects to generate additional green electricity. These include the Aldermyrberget wind power project in Sweden, with a total annual capacity of roughly 286 million kWh.

ID. Charger for home and on the road. In their garage at home, owners of the ID.4 Pro 4MOTION[1] can charge with Volkswagen Naturstrom, which comes from approved sources. This is particularly easy with the ID. Charger. Three versions of the wallbox are available, all of which offer a charging capacity of up to 11 kW. Both the Volkswagen

Naturstrom and the ID. Charger come from Elli, a brand of Volkswagen Group Components. For smart charging whilst out and about, the ID. Charger Travel is available with a capacity of up to 11 kW. The ID. Charger identifies the plug and voltage and automatically controls the maximum capacity.

Charging and air conditioning via smartphone. With the range of services available with We Connect Plus, owners of the ID.4 Pro 4MOTION[1] can control many functions remotely through their smartphone. They include charging and electric air conditioning whilst the car is stationary, to ensure the interior is at the ideal temperature by a desired departure time. They can also check the battery charge and the range of the car.

Exterior design and light

Flowing power. At first glance, the 4.58-metre ID.4 Pro 4MOTION[1] looks powerful and assertive. The exterior features soft, gentle transitions, alternating with sharp, defined edges – the design looks like it has been sculpted by the wind. Visually, the ID.4 Pro 4MOTION[1] appears a little more discreet than the top-of-the-range ID.4 GTX 4MOTION[2]. However, its aerodynamic properties are actually slightly better: the cd value is just 0.28. This is thanks to the basic shape of the chassis and many intelligent, detailed solutions. Examples of this are the electric cooling louvres at the front of the car, the flat underbody, the flush-mounted door handles and the plastic, sculpted rear lights, at which point the airstream tears away from the car.

LED matrix headlights upon request. Large headlights give the E-SUV a likeable expression and come with LED technology as standard. With the Design package, the ID.4 Pro 4MOTION[1] comes with IQ.Light with LED matrix headlights. Each of its light modules consists of 18 individual LEDs, of which eleven can be individually switched off and dimmed. Assisted by an additional spotlight, they emit a controlled high beam, which always illuminates the street as brightly as possible without blinding other road users. When the main beam is activated, a light band links the headlights together.

The light modules on the ID.4 Pro 4MOTION[1] work like human eyes. Even before the car starts, they communicate with the driver: as soon as they approach the car with the key, they pan upwards. With the Keyless Access system (in the Assistance package), they then also pan to the side.

Innovative 3D LED rear lights. The rear lights also come with 3D technology as standard – in the Design package, Volkswagen supplies innovative 3D LED rear lights. Here, nine fibre optic cable surfaces, which appear to be located freely within their space, emit light in an arch and particularly rich red. The brake light illuminates in an X shape, while the dynamic indicators run from the inside to the outside of the car. A red light bar stretches between the rear lights. Dynamic animations run in the rear lights to welcome and bid farewell to the driver.

Optional two-tone paintwork. Five colours are available for the ID.4 Pro 4MOTION[1]: Glacier White Metallic, Blue Dusk Metallic, Grenadilla Black Metallic, Kings Red Metallic, and Scale Silver Metallic. If the E-SUV is ordered with the exterior style "Silver", the roof pillars, roof and standard roof rails are black, while a silver band stretches across the entire roof arch. The air inlet at the front and the side sills are Grey Tech Metallic.

Interior

Lots of space for people. The architecture of Volkswagen's Modular Electric Drive Matrix (MEB), on which the ID.4 models are based, allows a totally new floor plan. The drive components do not use up much room, while the wheel base is a full 2.77 metres. This makes the interior an Open Space – it is as spacious as a conventional SUV from the next class up. Its calm design emphasises the airy feeling of spaciousness: the instrument panel appears to float, the centre console is separate; its flexible configuration establishes order among the everyday equipment. The centre airbag between the two front seats, which activates in the case of a side impact, further improves the passive safety.

Large luggage compartment. The luggage compartment in the ID.4 Pro 4MOTION[1] holds 543 litres. Unlock the rear seats and this figure rises to 1,575 litres (loaded to roof height). With the optional coupling, the sporty E-SUV can two trailers weighing up to 1,400 kilograms (braked, with 8 percent gradient). This makes it a reliable partner when it comes to moving smaller transport or boat trailers.

Colour and trim. The dominant colours in the interior of the ID.4 Pro 4MOTION[1] are Black and Platinum Grey, while the seats are upholstered with the material "Matrix". The stainless steel pedals bear the Play & Pause design typical of the ID. family. The ambient light can be configured in ten colours. There are two optional style interiors, with which the side bolsters, door panels and top of the instrument panel are kept in a second colour. They are called Florence Brown (with the steering wheel and steering column in Black or Electric White) and Platinum Grey (with the steering wheel in Black). The style interiors include contrast stitching on the instrument panel, chrome bars on the air outlets, a heated leather steering wheel, and an armrest in the rear.

High-safety seats. The front seats in the ID.4 Pro 4MOTION [1] are state-of-the-art when it comes to safety technology. Their headrests reduce the risk of whiplash in the case of a rear impact. In all equipment variants, the seats have adjustable armrests on the inside. The passenger seat and outside rear seats have Isofix fittings for child seats as standard.

Packages for even more comfort. Various different equipment packages are available for the ID.4 Pro 4MOTION[1]. As well as the high-tech lighting, the Design Package comes with privacy glass in the rear. Design Package "Plus" also integrates the large panoramic glass roof. The Comfort Package includes heated seats and steering wheel, a rain sensor, two-zone climatronic, and a particularly practical centre console with exchangeable uses and two USB C sockets. The Comfort Package "Plus" comes with three-zone climatronic, luggage net and a webbed partition. The heat pump, which efficiently air-conditions the interior, is available as an individual option.

Operation

Operating concept with two displays. The operating concept for the ID.4 Pro 4MOTION[1] is streamlined and state-of-the-art. The instrument panel comes without any physical buttons or switches. The driver uses the multi-functional steering wheel to control a 5.3-inch display, which shows the most important notifications. On its right edge is a rocker for selecting the driving mode. Located in the centre of the instrument panel is the large touch display for navigation, telephony, media, assistance systems and car set-up. It comes with a 10-inch display as standard, and 12-inch in the Infotainment Package.

"Hello ID." voice control. The "Hello ID." natural voice control, which comes as standard, forms an additional operating mode. With the software status 3.1 for ID. models, which the ID.4 Pro 4MOTION[1] has on board, it recognises questions and commands in a particularly secure and precise manner. The system understands casual expressions, asks questions if necessary, and can be interrupted. Answers come very quickly and in two ways: offline from the information saved in the car, and online from the Cloud. The online function requires the Infotainment Package to be on board and the We Connect Plus service package to be activated.

ID. Light with new functions. As with every ID. model, the standard ID. Light is located as a thin band under the windscreen. In many situations, such as when making a turn or braking, or when receiving information from the Eco Assistant, it helps the driver with easily understandable light effects. ID. Light now has new functions with ID.Software 3.1. When the navigation is active, one such function informs the driver to change lane to exit a motorway.

Infotainment and connectivity

Standard features. The ID.4 Pro 4MOTION[1] rolls off the production line with modern multimedia features as standard. The control centre is "Ready 2 Discover" radio, with which the customer can activate a navigation function on demand. The digital DAB+ radio and seven loudspeakers ensure the audio sounds good. The App Connect function allows media streaming via smartphone, which can be embedded in its native environment via Android Auto, Apple Car Play and Mirror Link. Mobile devices can be charged with up to 45 watts at the two USB C sockets. Offline voice control and a telephone interface complete the standard equipment.

Infotainment Package. The ID.4 Pro 4MOTION[1] is even more attractive with the Infotainment Package. It includes the "Comfort" telephone interface with inductive charging function and the large "Discovery Pro" navigation system, which provides access to the attractive services offered by We Connect Plus. They include online voice control, web radio, media streaming, and a WLAN hotspot for passengers' mobile devices. Online, We Connect Plus also provides traffic information, calculates the route, lists charging stations, updates maps, and provides information on available parking spaces.

New electronics platform. The hardware and software in the ID.4 Pro 4MOTION[1] are designed in a new architecture. Two high-performance computers with the title ICAS (In Car Application Server) form the backbone of the hardware. The software architecture follows the principle of a stationary server: designed as a broad service platform, it dramatically simplifies the exchange of data and functions between systems. All owners of ID. cars can regularly receive over-the-air updates, which optimise many functions and can even introduce new functions to the car. This means the ID.4 Pro 4MOTION[1] not only stays up to date, but is always gradually improving.

IQ.Drive assistance systems

Standard driver assistance systems. Every ID.4 Pro 4MOTION[1] leaves the factory with a large package of assistance systems. It comprises swerve support, the oncoming vehicle braking when turning function, Adaptive Cruise Control ACC "stop & go", the

acoustic parking assistant, the Driver Alert System, "Front Assist" emergency braking assistant with pedestrian and cyclist recognition, "Lane Assist", and "Car2X", which identifies traffic signs and warns of local traffic hazards. The latter of these functions allows appropriately equipped cars to inform each other of critical situations via the close-range radio standard Wi-Fi p.

The Assistance Package. The Assistance Package includes more functions: the alarm system with interior monitoring, proactive passenger protection system, "Keyless Access" locking system, "Rear View" camera, and "Park Assist Plus with memory function". When passing by at a moderate speed, it identifies suitable parallel and perpendicular parking spaces. The driver need only stop, step on the brakes, and activate the parking procedure. The assistant then uses surround sensors to park the car; it takes total charge of the steering, acceleration, braking and driving mode selection. The system can also complete interrupted parking manoeuvres and extract the car from parallel parking spaces.

"Park Assist Plus with memory function"[4]. The launch of the ID.4 Pro 4MOTION[1] is followed by "Park Assist Plus with memory function"[4]. With it, the electric SUV can learn up to five individual parking manoeuvres. The memory function notes parking manoeuvres below 40 km/h and of up to 50 metres in length, such as the route into a garage. The driver must only drive this route once and save it as a parking procedure. The car can then repeat that manoeuvre independently. The person at the wheel must simply monitor the procedure.

"Travel Assist with Swarm Data"[5]. "Travel Assist with Swarm Data"[5], which will also follow after the market launch, is another high-end assistance system. It actively keeps the ID.4 Pro 4MOTION[1] in the centre of its lane; to do so, it adapts the driving and can guide the car to the left or right within its lane. It can also maintain a safe distance to the vehicle in front and ensure car does not exceed the top speed configured. The system comes with an adaptive cruise control and cornering assistant. This allows it to adjust the speed of the E-SUV to the speed limits and layout of the road, such as corners and roundabouts.

The new assistance system can use high-precision swarm data, which is generated anonymously by hundreds of thousands of vehicles from the Volkswagen Group. This fleet gathers mapping data with features of the traffic environment – such as traffic signs and boundary lines – and automatically sends them to a Cloud. From there, they are tailored individually to every participating Volkswagen model that is currently travelling on the corresponding sections of road. When the ID.4 Pro 4MOTION[1] receives swarm data, "Travel Assist"[5] can also support the driver on roads with just one recognised lane marking. In this case, for example, the assistance system is also available on country roads without central lane markings.

Independent lane change. "Travel Assist with Swarm Data"[5] uses the rear radar sensors and ultrasonic sensors on the ID.4 Pro 4MOTION[1]. With them, it is able to keep an eye on relevant traffic and actively support the driver when changing lane on the motorway at speeds above 90 km/h. Just one touch of the indicator is enough to start the procedure. Prerequisite is that the sensors have not identified any objects in the vicinity of the car and that the capacitive steering wheel senses the driver's hands. The

ID.4 Pro 4MOTION[1] then independently steers itself into the desired lane; the driver can step in at any time and take control of the manoeuvre.

Corporate strategy

E-offensive milestones. The ID.4 range is ensconced in the largest market segment in the world – the compact SUV class. As such, it forms a strategic milestone in the Volkswagen Group's electric offensive. After the market launch in spring 2021, the ID.4 rapidly developed into a successful model. In the same year, a total of 163,000 cars were delivered – the ID.4 is the best-selling electric model in the Volkswagen brand and the Volkswagen Group.

The electric models based on the MEB, which Volkswagen produces at its sites in Zwickau and Emden, are net CO_2-neutral throughout the entire delivery and production chain. In the manufacturing process, the generation of CO_2 is avoided or reduced where possible. Unavoidable emissions are offset by climate protection measures. When the ID.4 Pro 4MOTION[1] is charged with sustainably produced electricity – such as Volkswagen Naturstrom – it remains climate-neutral whilst in operation. The company's promise to take back and recycle the high-voltage batteries at the end of their automotive lives also forms part of the principle of sustainability.

Volkswagen on the "Way to Zero". Volkswagen has embarked on the road to climate neutrality. By 2030, CO_2 emissions will be reduced by 40 percent per car. On its "Way to Zero", the company aims to be net climate neutral by no later than 2050. At least 70 percent of Volkswagen's sales in Europe will be all-electric cars by 2030 – that is well over one million vehicles. In North America and China, the proportion of e-cars will be at least 50 percent. In order to achieve these goals, Volkswagen is launching at least one new e-model every year.

Specifications of the ID.4 Pro 4MOTION

	ID.4 Pro 4MOTION
Engine	Asynchronous motor on the front axle, permanent-excitation synchronous motor on the rear axle
Max. system output*	195 kW / 265 PS
Transmission	1-gear transmission from the front and the back
Vmax	180 km/h
0–100 km/h	6.9 s
Net energy content of battery	77 kWh with 12 cell modules
Battery weight	486 kg
Max. charging capacity AC / DC	11 kW / 135 kW
Time to charge from 5% to 80% SOC (using DC charging)	36 min for an extra 337 km (WLTP)
Electric power consumption WLTP (NEDC), combined	17.0 (15.7) kWh / 100 km
Range close to the customer (WLTP)	up to 517 km
Length	4,582 mm
Width	1,852 mm
Height	1,637 mm
Wheelbase	2,769 mm
Seats	5
Permissible total weight	2,750 kg
Unladen weight min.	2,221 kg
Drag coefficient	0.28
Boot volume	543–1,575 l
Max. towing load with brakes at 12% / 8% gradient	1,200 kg / 1,400 kg
Max. towable load without break	750 kg
Max. bearing pressure	75 kg

*Maximum electrical output 195 kW: maximum power determined in accordance with UN-GTR.21, which can be called up for a maximum of 30 seconds. The power available in the given driving situation depends on variable factors such as outside temperature, temperature, charging and conditioning status or physical ageing of the high-voltage battery. The availability of maximum power especially requires a temperature of the high-voltage battery between 23 and 50 °C and a battery charge level > 88%. Deviations, especially from the previously mentioned parameters, can lead to a reduction of the output up to the non-availability of the maximum output. The battery temperature can be influenced indirectly to a certain extent via the stationary air conditioning function and the state of charge can be regulated in the vehicle, as well as other functions. The currently available power is displayed in the vehicle's performance indicator. In order to maintain the usable capacity of the high-voltage battery as much as possible, it is recommended to set a charging target of 80% for the battery for daily use (before long-distance journeys, for example, it can be switched to 100%).