

Media Information



**Commercial
Vehicles**

The new ID. Buzz and ID. Buzz Cargo International Media Drive

Copenhagen, August 2022

Note:

1. ID. Buzz Cargo: power consumption in kWh/100 km: combined 22.2 - 20.4 (WLTP); CO₂ emissions in g/km: combined 0. Efficiency class: A+++; WLTP range: 402 to 425 km
2. ID. Buzz Pro: power consumption in kWh/100 km: combined 21.7 - 20.5 (WLTP); CO₂ emissions combined in g/km: 0. Efficiency class: A+++; WLTP range: 402 to 423 km
3. In German-speaking countries the T6.1, Multivan and ID. Buzz are also known by the name Bulli.

Content

Overview

Electric drive, agility and lots of room for life's adventures:
the new ID. Buzz is the Bulli of the future Page 03

In detail

Electric drive system – Agile, powerful and efficient Page 07

Software – Kept current via over-the-air updates Page 08

Driver assist systems – On the way to automated driving Page 09

Suspension – Passenger car comfort in the new ID. Buzz
and ID. Buzz Cargo Page 11

Exterior – T1 Bulli DNA reinterpreted for the future Page 12

Interior – Ample space for life on the move Page 13

Sustainability – In harmony with the environment Page 18

Overview

Electric drive, agility and lots of room for life's adventures: the new ID. Buzz is the Bulli of the future.

- The launch this autumn of the ID. Buzz and ID. Buzz Cargo marks the arrival of Europe's first all-electric MPV and van range
- Room to live: the D. Buzz provides five people and all their luggage space for travelling, sport and everyday life
- Room to work: the new ID. Buzz Cargo is one of the most sustainable vans – a robust, high-tech piece of work equipment.
- Interactive driver assist systems: Travel Assist with new swarm data utilisation points way to automated driving
- CO₂-free long-distance motoring: up to 425 km¹ range, easily charged up by 'Plug & Charge", optimally coordinated by e-route planning

Copenhagen, August 2022 – It reflects a new era for motoring: the ID. Buzz.

Volkswagen Commercial Vehicles has already begun sales in Europe and the first vehicles will be supplied to their owners this autumn. There are two versions: the ID. Buzz² as an MPV and the ID Buzz Cargo¹ as a van. Both all-electric. On board, an open space with lots of room for life, work and travel. Range of up to 425 km¹, recharged at a fast-charging point in around 30 minutes. The ID. Buzz – an avant-garde vehicle for families, active people and businesses. Even as a concept vehicle, it was already electrifying. Now, the production version of the ID. Buzz is coming to our streets.



The attributes of a multi-tool fuse in the ID. Buzz with one of the most successful designs ever. The style is iconically clear and just as powerful as it is friendly. The tight overhangs of the aerodynamic body (c_d 0.29)

correspond visually with the agile drive characteristics. The 150 kW (204 PS) electric motor makes its maximum torque of 310 Nm immediately available. The result is a very spontaneous response. Thanks to the rear-wheel drive (as in the original T1 Bulli), the steering is also free of any influence from the drive system. The 77-kWh battery (net energy capacity) integrated deep within the vehicle floor lowers the centre of gravity and despite the

Volkswagen Commercial Vehicles
Product Communications
Christian Buhlmann
Head of Product Communication,
ADMT, Digital & Brand Experience
Tel.: +49 (0) 152 22 99 56 03
E-mail: christian.buhlmann@volkswagen.de

Volkswagen Passenger Cars
Product Communications
Christoph Peine
Spokesperson for ID. Buzz, Digital Business
Models, HMI
Tel.: +49 (0) 5361 97 65 00
E-mail: christoph.peine@volkswagen.de



More at:
www.vwn-presse.de
www.volkswagen-newsroom.com

elevated body reduces roll to a minimum. The weight is spread centrally within the vehicle, thus ensuring neutral handling. By virtue of the large wheel arches, the turning circle is small, just 11.1 metres. All of this makes the ID. Buzz the ideal vehicle for city centres too.

Charging using up to 170 kW. In the combined cycle of the WLTP standard the range of the ID. Buzz is, as mentioned, up to 423 km; that of the ID. Buzz Cargo is up to 425 km. The battery can be charged at home, at work or at public AC charging points using 11 kW. At DC fast-charging stations the power output goes up to as much as 170 kW. Using that level of power, the charging is done in 30 minutes (from 5 to 80 per cent). It is also possible at compatible DC fast-charging stations to charge the two models via 'Plug & Charge'; they then communicate with the station via the charging plug – activation and billing run automatically, without any need for charging cards or apps.

Latest driver assist systems and software. New driver assist systems, such as Travel Assist with swarm data utilisation and assisted lane-changing, are available on request. Also new: Park Assist Plus with memory function for automatic manoeuvring into the garage at home, a carport or a space on the company car park. Many driver assist systems are included as standard, such as Car2X (warns of hazards in the near vicinity) and Front Assist with pedestrian and cyclist monitoring (Autonomous Emergency Braking). The ID. Buzz control units also leave the plant with the latest Volkswagen software. It is the ID. Software version 3.2. When necessary, it is simply updated over the air and thus without a trip to the workshop.

Great potential to conquer new markets. Conceptually the ID. Buzz adds value to electric motoring through the addition of a new facet. Carsten Intra, CEO of the Board of Management of the Volkswagen Commercial Vehicles Brand: "No other vehicle manufacturer has a comparable all-electric MPV and van duo in their portfolio. The avant-garde technology and design concept of the ID. Buzz and ID. Buzz Cargo are globally unique." The model line thus has great potential for conquering new target groups. More on that from Thomas Schäfer, Volkswagen AG Management Board Member and Head of the High-Volume Brand Group: "The ID. Buzz appeals to all

sorts of different customers – families, people who need lots of space for their hobby, plus business owners and the manual trades. People opting for the ID. Buzz will be just as much those coming across from an SUV or the van world, as Bulli fans who want to go electric. This model is therefore of exceptional importance for Volkswagen and Volkswagen Commercial Vehicles.”

Long wheelbase. At 4,712 mm, the two ID. Buzz models are of identical length. The wheelbase is long too, at 2,989 mm. Optimum use is made of the space between the axles. Depending on specification, the ID. Buzz and ID. Buzz Cargo are between 1,927 and 1,951 mm in height. Excluding wing mirrors, both models are 1,985 mm wide. At 632 mm, the load sill of the ID. Buzz and ID. Buzz Cargo is nice and low.

ID. Buzz as a five-seater. As an MPV, the spacious ID. Buzz is just as ideally tailored to leisure time as it is to business use. Driver and front-seat passenger sit on individual seats equipped as standard on the inside with adjustable armrests. Used in the back is a triple bench seat. It is split 40:60 and its backrests can be folded down. To create extra legroom or additional luggage space, it is also possible to move the two parts of the bench seat lengthways by 150 mm. The MPV’s two sliding doors come as standard. What opens up beyond the large rear hatch is – with five people on board – 1,121 litres of luggage space (loaded up to the top edge of the backs of the second row of seats). If the second row of seats is folded down, the capacity increases to 2,205 litres.

ID. Buzz Cargo as a van. With the ID. Buzz Cargo, one of the most modern vans anywhere in the world is being launched. It is being offered as standard with three seats in the cab: driver’s seat plus double bench seat. If desired, a single seat for the front-seat passenger is also available. Behind the seats comes a fixed partition, separating off the cargo space. This partition is optionally available with a window and/or an opening through which items can be loaded. The cargo space capacity is 3,900 litres and provides room for two Euro pallets. The ID. Buzz Cargo is fitted with a wide-opening rear hatch and a sliding door on the passenger side. The van is

optionally available with an additional sliding door on the driver's side and with rear wing doors.

Made in Germany. The new ID. Buzz and ID. Buzz Cargo are being produced, along with the new Multivan introduced in 2021 (internally called the T7 and optionally available as a plug-in hybrid) and the T6.1 (including as Transporter, Caravelle and California), in the German plant in Hannover, the headquarters of Volkswagen Commercial Vehicles.

[In detail](#)

ELECTRIC DRIVE SYSTEM – AGILE, POWERFUL AND EFFICIENT

Modular Electric Drive Matrix. In engineering terms the ID. Buzz and ID. Buzz Cargo are based on the Volkswagen Group's Modular Electric Drive Matrix (MEB). The MEB system is made up in the ID. Buzz of the electric motor (permanent-magnet synchronous motor, PSM for short), a power electronics unit, an automatic single-speed gearbox, the twelve modules of the lithium-ion high-voltage battery arranged in space-saving manner in the vehicle floor and various additional components integrated within the vehicle's front end. The battery has a net energy capacity of 77 kWh (82 kWh gross). The flow of high-voltage energy between the motor and the battery is managed by the power electronics unit, converting in the process the direct current (DC) stored in the battery into alternating current (AC). The on-board electronics are in parallel supplied with 12V via a so-called DC/DC converter.

150 kW output and up to 425 km WLTP range. The electric motor of the ID. Buzz is integrated into the driven rear axle and develops a power output of 150 kW (204 PS). One of the qualities of the almost silent motor is the fact that it makes its maximum torque of 310 Nm available from a standing start. And that ensures very good pull-away performance. Both ID. Buzz models reach 100 km/h in 10.2 seconds. The top speed is electronically limited to 145 km/h, above the usually applicable legal or advisory speed limit on motorways. Based on the current WLTP standard, the range of the five-seater ID. Buzz is up to 423 km. Also based on WLTP, the ID. Buzz Pro uses 21.7 to 20.5 kWh/100 km. The corresponding figures for the ID. Buzz Cargo: up to 424 km and 22.2 to 20.4 kWh/100 km. The ID. Buzz is classified in Germany in the top efficiency class: A+++.

Charging using 11 kW. The lithium-ion high-voltage battery is charged via a connection point on the rear nearside of the vehicle. If this is done connected to a wall box at home or at work, or when out and about connected to a public charging station with AC charging power of 11 kW, the battery is completely powered back up again (0 to 100 per cent) in 7 hours 30 minutes. Volkswagen offers its own 11-kW wall box range made up of the ID. Charger, ID. Charger Connect (extra features such as LAN/WiFi

control via app) and ID. Charger Pro (like ID. Charger Connect, plus certified energy meter). With the new ID. Charger Travel – a kind of mobile wall box – it is possible to charge the ID. Buzz using the maximum permitted power, depending on the relevant mains, when out and about too.

Charging using 170 kW. On the road, the ID. Buzz can be charged at DC fast-charging stations with charging power of up to 170 kW. In this case, the battery is charged up from 5 to 80 per cent in c. 30 minutes. For anyone wanting to go, for instance, from or Amsterdam to Paris (c. 520 km) one charging stop as a coffee break is therefore sufficient to arrive at the destination city with a good remaining range. Thanks to the new 'Plug & Charge' function, charging cards and apps for authentication at the station are becoming increasingly superfluous for this: in their place, the billing data is exchanged at compatible DC charging stations via the vehicle's charging plug. It works in detail as follows: as soon as the charging cable is plugged in, encrypted, secure communication based on what is known as the ISO-15118 standard begins between the ID. Buzz and the charging station. This authentication takes only a few seconds. The charging process then begins – a charging card or app for payment is no longer required here. 'Plug & Charge' is in use on the networks of Ionity, Aral, bp, Enel, EON, Iberdrola and Eviny. Discussions are also already taking place with other major suppliers.

SOFTWARE – KEPT CURRENT VIA OVER-THE-AIR UPDATES

New ID. Software 3.2. The ID. Buzz Pro and ID. Buzz Cargo leave the production plant in the German city of Hannover with the latest Volkswagen software. Currently, that is the ID. Software 3.2. It facilitates, among other things, the 'Plug & Charge' function at compatible DC fast-charging stations. Furthermore, planning long journeys is particularly easy with the ID. Software 3.2, as the vehicle's navigation system intelligently and automatically integrates the charging stops into the route planning (e-route planner). In the latest version the routing algorithm for this has been enhanced. The system also offers refined settings options for personal preferences: these include, for instance, a charging time optimisation

function in order, where desired, not to charge for an unnecessarily long time at the last charging stop before the destination. It will also be possible to use the Apple Music and Spotify streaming services via the infotainment system, including with no connected smart phone. With the latest software update, the intuitive voice control system ('Hello ID.') in the ID. Buzz has also been brought up to a premium level.

'Over-the-Air', a new update standard. Via over-the-air updates the software and thus the operating system of the ID. Buzz are kept up to date. The updates are transferred directly to the vehicles' high-powered computers. Within this architecture, the very fast computers take over functions that were previously split between numerous control devices.

DRIVER ASSIST SYSTEMS – ON THE WAY TO AUTOMATED DRIVING

Innovative assistance systems. The new ID. Buzz is one of the most progressive vehicles of its class. This fact is reflected par excellence in the range of the driver assist systems. Many of the systems are included as standard. For example, Car2X (utilises swarm data to enable warnings to be given of dangers in the immediate vicinity), Front Assist with pedestrian and cyclist monitoring (surrounding area monitoring system with emergency braking function), PreCrash occupant protection (including tensioning of safety belts in an emergency), and, in the case of the ID. Buzz Pro, Dynamic Road Sign Display and Lane Assist. Available as options are the two newest systems: Travel Assist with swarm data utilisation and assisted lane changing, and Park Assist Plus with memory function for automated parking. The two new systems in detail:

Travel Assist with swarm data utilisation. Until now the optional Travel Assist used solely the infrared sensors, radar sensors and camera sensors, plus the navigation data for its assisted forwards and sideways guidance. As soon as the driver enables Travel Assist via a button on the multifunction steering wheel and sets a desired speed, the Volkswagen is able to keep to that speed, to react automatically to any speed limits and to vehicles ahead of it and, within its system's limits, to follow the lane of its own accord

(adaptive lane guidance). Up until now the left and right lane boundaries needed to be identified for this active lane guidance. If swarm data is available, the ID. Buzz is able via Travel Assist to stay in its lane even when there is only one lane boundary present. To do this, Travel Assist with swarm data utilisation retrieves the data from other vehicles in the near vicinity anonymously transferred to a back-end system (server) in order to integrate this into the lane guidance. The adaptive lane guidance is thus able to assist even under difficult conditions with only one lane boundary. The utilisation of swarm data also makes assisted lane changing possible for the first time on the motorway: here at speeds of 90 km/h or above Travel Assist offers the driver an automated lane change on the digital cockpit display if the vehicle's relevant surrounding area is clear. If the driver then flicks the indicator, the ID. Buzz is able to carry out the change of lane of its own accord. During this process, however, the driver remains responsible for what happens.

Park Assist Plus remembers the way. Park Assist Plus is a well-known Volkswagen system. Literally at the press of a button, it facilitates automatic parking into parallel or perpendicular parking spaces. If desired, the ID. Buzz can also weave its way back out of parallel parking spaces. The driver merely has to monitor what's going on, but no longer has to personally steer, brake or accelerate. The new Park Assist Plus with memory function goes one step further: with this system the driver is able to save individual parking manoeuvres, which thereafter the vehicle executes automatically – for example, driving into the garage or into a carport. It works like this: the parking process must be manually carried out once by the driver at a speed of under 40 km/h; even changes of direction are possible. In appropriately enabled mode, Park Assist Plus remembers the route taken, which can be up to 50 metres long. At the end of this learning phase, the driver presses a button to save it. All done! Five different parking manoeuvres can be saved in the system. The really clever thing is: if the ID. Buzz recognises one of the saved scenarios, it automatically offers assisted parking.

SUSPENSION – PASSENGER CAR COMFORT IN THE ID. BUZZ AND ID. BUZZ CARGO

Top levels of comfort and safety. The ID. Buzz and ID. Buzz Cargo are equipped with a wide array of electronic driver assist systems, which constantly keep an eye on optimum handling. The basis for high levels of comfort and safety is formed by the analogue fundamental layout of the suspension. Used at the front is a MacPherson axle with spring dampers. The counterpart at the back is a highly modern multi-link suspension system. The latter ensures that the sideways and lengthways forces get ideally separated from each other. Both axles are very compact. The track widths, meanwhile, of 1,673 mm (at the front) and 1,670 mm (at the back) are large. The compact design of the front axle enables a small turning circle of 11.09 metres. At the back, the large track width provides ample room for feeding loads through between the wheel arches. This width is 1,204 mm in the luggage space of the five-seater and 1,230 mm in the cargo space of the van.

First Bulli with 21-inch wheels. Wheels are available for the ID. Buzz Pro in sizes 18-, 19-, 20- and 21-inch. The maximum wheel size for the ID. Buzz Cargo is 20 inches. The wheel rims are fitted with tyres optimised for roll resistance. The front tyres are always narrower than the rear ones, thus adding to the vehicle's agility. The ID. Buzz is slowed down at the front via disc brakes with a diameter of up to 382 mm (depending on wheel rim size); at the back both versions have wear-resistant drum brakes.

Recuperation rather than conventional braking. Via the recuperation intensity of the electric drive system, it is possible for the ID. Buzz to be slowed down without any intervention of the axle brakes. In the process the kinetic energy gets transformed into electric energy and fed into the battery. In automatic mode 'D' (Drive) the ID. Buzz sails along as soon as the driver lifts their foot off the drive pedal – the electric motor runs freely and offers no resistance. In this case the vehicle's rolling increases the range. In automatic mode 'B' (Brake) – which like 'D' is also enabled via a small lever on the steering column – the ID. Buzz slows down as soon as the driver eases off the drive pedal. The recuperation effect is now so great that the

normal brakes are hardly used any more. This is particularly expedient on downhill stretches, as the wheel brakes are spared the wear and a great deal of energy gets recovered. A key role is played here by the electric brake servo: up to a deceleration requirement of around 0.3 g – that equates to around 100 kW of regenerative braking power – the ID. Buzz brakes solely via the drive system.

EXTERIOR – T1 BULLI DNA REINTERPRETED FOR THE FUTURE

Wheelbase at T6.1 standard. The new ID. Buzz is launching as a five-seater MPV and two- or three-seater van (Cargo). Both versions of the ID. Buzz are 4,712 mm long. At 2,989 mm, they have a long wheelbase. To put that in context: with the same wheelbase, a current T6.1 is in total 192 mm longer. Optimum use is made of the space between the very compact axles. Depending on specification, the ID. Buzz and ID. Buzz Cargo are between 1,927 and 1,951 mm in height (T6.1: 1,985 mm). In width they measure 1,985 mm excluding wing mirrors. The new model range is thus 81 mm wider than a T6.1. Including wing mirrors both ID. Buzz models are 2,212 mm wide.

Iconic and aerodynamic. The design concept of the ID. Buzz concept vehicle shown as a world premiere in Detroit in 2017 has been systematically pursued for the full production version. That includes extremely short bodywork overhangs, maximum utilisation of space on a minimal vehicle footprint, splitting the bodywork design into an upper and lower level, and the iconic front in the style of the legendary T1 with a V-shaped bonnet between the charismatic headlights. Design already followed function in the case of the T1, the first Bulli ever. Form following function – this central tenet of automotive construction – applies to the design of the ID. Buzz too. The iconic, clear form is accompanied here by outstanding aerodynamics: the ID. Buzz has a drag coefficient of 0.29. That reduces electric power consumption and increases range.

LED lights as standard. Like the new Multivan, the ID. Buzz makes full use of LEDs. At the front there are charismatically styled LED headlights. The slim

lateral bar between them is also finished as an LED strip. Integrated in the centre of the bar as a mark of homage to the T1 is the VW logo in larger format than on all other current Volkswagen vehicles. At the back the ID. Buzz differentiates itself from the T6.1 by the horizontally rather than vertically arranged LED tail lights, and through this detail shows a clear closeness to the new Multivan. Unlike in that case, however, the LED tail lights of the ID. Buzz are connected to one another for the first time on a Volkswagen Commercial Vehicles model by an end-to-end light strip. The ID. Buzz is being offered with the 'IQ.LIGHT – LED matrix headlights' as an option. They illuminate the carriageway and approaching corners interactively.

ID. Buzz with iconic two-tone paintwork. Volkswagen Commercial Vehicles is offering the ID. Buzz and ID. Buzz Cargo – as is the tradition for the Bulli – both in the base colours and, as an alternative, in various two-tone paintwork finishes. The spectrum consists of a total of eleven colour variants: one single-colour paintwork finish ('Candy White'), five metallic finishes ('Mono Silver', 'Lime Yellow', 'Starlight Blue', 'Energetic Orange' and 'Bay Leaf Green'), one pearl effect finish ('Deep Black') and four two-tone paintwork finishes. Whenever the Bulli is ordered in one of the two-tone paintwork finishes, the upper section including roof and V-shaped bonnet will always be in 'Candy White'. The areas below the character line running all around the vehicle are in this case then in one of a choice of four metallic shades: 'Lime Yellow', 'Starlight Blue', 'Energetic Orange' or 'Bay Leaf Green'.

INTERIOR – AMPLE SPACE FOR LIFE ON THE MOVE

The ID Buzz passenger and luggage space. Driver and front-seat passenger sit in the five-seater ID. Buzz on individual seats equipped as standard on the inside with adjustable armrests. In the higher specification versions, the front seats have armrests on the outside too. The top versions of the seats are completely electrically adjustable and have both a memory function and massage function. The front seats can be individually adjusted by up to 245 mm lengthways and 61.5 mm in height. Used in the back is a triple bench

seat, the backs of which can be split 40:60 and folded down. To create extra legroom or additional luggage space, it is also possible to move the rear bench seat lengthways by 150 mm, either in its entirety or split 60:40. The MPV's two sliding doors come as standard. As an option, they can be opened and closed electrically, just like the rear hatch. What opens up beyond the latter is – with five people on board – 1,121 litres of luggage space (loaded up to the top edge of the backs of the second row of seats). If the second row of seats is folded down, the load capacity increases to 2,205 litres. The five-seater can take a load weight of up to 529 kg.

The ID. Buzz Cargo passenger and load space. The ID. Buzz Cargo is being offered as standard with three seats in the cab: driver's seat plus double bench seat. Alternatively, the ID. Buzz Cargo can also be ordered with an individual seat for the front-seat passenger. Behind the seats comes a fixed partition, separating off the cargo space. This partition is optionally available with a window and/or an opening through which items can be loaded. The cargo space capacity is 3,900 litres and provides room for two Euro pallets. The maximum payload of the ID. Buzz Cargo is 648 kg. Loads can be secured via lashing rings in the floor and rails on the side walls. The ID. Buzz Cargo is fitted with a wide-opening rear hatch and a sliding door on the passenger side. The van is optionally available with an additional sliding door on the driver's side and with rear wing doors.

Optically floating displays. Getting into the new ID. Buzz means getting up into it. Typical of a Bulli, it has a high, comfortable sitting position. It was that way already in the T1; is that way in the T6.1; is that way in the new Multivan; and is now also that way in the ID. Buzz. Tailored to that, the instrument panel of the new MPV and van also has a very elevated position. That too is typical of a Bulli. All indicators are digital and are on an ergonomically ideal line of sight. The cockpit in front of the driver is formed by a free-standing display (5.3 inches across diagonally). Positioned centrally in the middle of the dashboard is the infotainment system with a large touchscreen. The standard system for all versions is called 'Ready 2 Discover'. It has a 10-inch touchscreen. The optional 'Discover Pro' navigation system offers a 12-inch screen. Depending on version, App-

Connect (including App-Connect Wireless) for smart phone integration and DAB+ (digital radio) are included as standard.

We Connect and We Connect Plus. The ID. Buzz is equipped with an Online Connectivity Unit (OCU), into which a fixed SIM card (eSIM) is integrated. Volkswagen Commercial Vehicles' latest model utilises the OCU to access the increasingly comprehensive range of online services and vehicle functions of We Connect and We Connect Plus. The We Connect functions are available free of charge and for an unlimited period. With no navigation system the range of We Connect Plus services are included free for a year; with the Discover Pro navigation system the We Connect Plus service is included as standard for three years. The latest We Connect functions include 'Plug & Charge', 'Temperature Guidance' and 'Battery Care Mode'. At compatible DC fast-charging stations, 'Plug & Charge' facilitates particularly easy charging without a charging card or app. Where there is a forecast of cold weather and the battery is not well charged, the 'Temperature Guidance' service provides a reminder to charge it up. The 'Battery Care Mode' is a charging function that optimises the service life of the high-voltage battery. If the driver has enabled Battery Care Mode, the upper charge level limit is set to 80 per cent. That preserves the battery. If necessary, for instance on long journeys, the Battery Care Mode can be manually disabled, and the battery charged up to 100 per cent. The 'Online POI Search', a navigation function of We Connect Plus, has been enhanced.

In-car shop and in-car apps. In the future, ID. Buzz owners will be able via the infotainment system's in-car shop to individually purchase and download further apps and/or services. These new apps and services include Spotify and Apple Music, which from now can thus be used in the ID. Buzz even without a linked up smart phone. Simply load the app, register one time with the relevant access details, and you're done!

Forwards and backwards via intuitive turning. The automatic transmission is operated via a steering column switch: turn it forwards from the neutral position 'N' to 'D' (Drive) and the vehicle moves forwards. One step further comes 'B' (Brake). In this case the electric drive system's regenerative braking is so strong when moving forwards that the driver hardly has to

touch the brake – on downhill stretches in particular the ideal Drive mode. One turn back from 'N' to 'R', and the ID. Buzz reverses.

USB ports with 45 watts power output. The MPV version is fitted out with up to eight USB-C ports: to the right of the steering wheel are two USB-C ports and a tray for a smart phone with an inductive charging function. There is a further USB-C port in the front-passenger door and, dependent on specification, in the rear-view mirror mount. In the back of the ID. Buzz there are USB-C ports in the two sliding doors and on the left and right of the load space. The ID. Buzz Cargo has up to five USB-C ports: one on the left on the instrument panel, two above the smart phone tray, one in the front-passenger door and another in combination with the rain sensor in the rear-view mirror mount. All USB-C ports (with the exception of the 15-watt one in the rear-view mirror mount) use the latest USB Power Delivery (USB-PD) charging standard. Depending on the device connected, they thus give a power output of up to 45 watts. That enables, for example, laptops or rechargeable tools to be charged up three times as quickly as when plugged into conventional USB-C ports. Available as an option, housed within the frame of the front-passenger seat, is a 230-Volt socket for powering larger electrical appliances. Unlike in the case of vehicles with internal combustion engines, the 230-Volt connection in the electric ID. Buzz can also be used with the motor turned off.

Interactive 'ID. Light'. As is the case for all models of the ID. family, the new ID. Buzz as an MPV also comes with the interactive 'ID. Light'. The narrow, illuminated strip stretches across in front of the windscreen in the driver's field of vision above the instrument panel. Via the 'ID. Light' the driver receives intuitively understandable information. This intuitive recognition and evaluation of the information is made especially easy by the position and colour of the light signal. Two examples: a signal on the right of the light strip indicates, based on colour, obstacles to the right front of the ID. Buzz. The 'ID. Light' lighting up completely in red, meanwhile, signals: Beware! Brake! As the ID. Buzz already has the ID. 3.2 Software on board, there are also four new/extended functions: the 'Local Hazard Warning' function informs the driver thanks to Car2X of any hazards up ahead, such as broken-down vehicles, accidents, or emergency vehicles. For example, a

broken-down vehicle in the outside lane is visualised in the 'ID. Light'. With Park Assist enabled, the new 'Intelligent Parking Assistant' function helps the driver to spot out of the corner of their eye a parking space identified by the system. The 'Lane Change Recommendation' function of 'ID. Light' provides the driver with early visual notice to change lane in the direction of the visualisation as the next navigation manoeuvre.

Ambient light with up to 30 colours. The ID. Buzz in the MPV version is fitted as standard with 10-colour ambient lighting. As an option, Volkswagen Commercial Vehicles is also offering a 30-colour version. The areas lit up in the individually selected shade of the 30-colour variant are a light strip in the instrument panel, the decorative strips in the four doors, and the storage bins in the doors.

Multifunctional ID. Buzz Box. A new feature developed by Volkswagen Commercial Vehicles specifically for the ID. Buzz is the removable ID. Buzz Box. In its top part it provides a large storage compartment. Integrated in there, always close at hand, are an ice scraper and a bottle opener. At the front there is a flip-open compartment with a capacity of 1.4 litres (e.g., for a water bottle), and at the back a 5-litre drawer for implements of every kind. Another example of the attention to detail in the new ID. Buzz is seen when the drawer is pulled out: embossed on its sides is a map of the world. The van's ID. Buzz Box is specifically tailored to use at work. In its top section it provides a large compartment for a laptop or clipboard, and a further cup holder. On the front it also has a 1.4-litre flip-open compartment. In the two-seater Cargo and five-seater MPV the box is latched in place between the driver's seat and front passenger seat. It can be easily and quickly taken out and put back in.

SUSTAINABILITY – IN HARMONY WITH THE ENVIRONMENT

Carbon-neutral footprint, non-animal materials. The ID. Buzz and ID. Buzz Cargo are supplied on a carbon-neutral basis. What is meant by that is the compensation of emissions arising from production in the German Hannover plant, the manufacture of all modules in Volkswagen Group Components factories, and the transportation up to the point of handover to customers all over Europe. Volkswagen Commercial Vehicles has set itself the objective in Europe of reducing the carbon footprint of all vehicles across their entire life cycle by 40 per cent by 2030 compared with 2018. The ID. Buzz plays a key role in this. In essence, the electric drive system of the ID. Buzz and ID. Buzz Cargo works CO²-free on the road. The carbon footprint is especially small if the battery is charged using renewable energy.

In addition, Volkswagen is utilising a package of extremely innovative materials and processes that make both versions of the ID. Buzz one of the world's most sustainable model lines. The array of such measures starts with completely forgoing any use of leather in favour of using materials of non-animal origin. The steering wheel rim is, for example, made of a synthetic material that looks as high in quality as leather and provides a similar feel. The materials used for some seat covers, floor coverings and for the roof liner of the ID. Buzz include materials created from recycled products. There is, for example, a fabric made of so-called SEAQUAL[®] yarn, the fibres of which consist c. 10 per cent of collected ocean plastics and c. 90 per cent of PES (recycled PET bottles). The seat covers with the name ArtVelours 'ECO' also consist 71 per cent of recycled materials.