



PRESS PACK THE NEW ID.3



Note: This press release, image motif and films about the ID.3 can be found online at www.volkswagen-newsroom.com
All equipment specifications apply to the German market. The following images of the vehicles show optional equipment.

Contents

In brief

04

Key facts	04
Introduction	05

Package and design

06

Exterior design	07
Interior design	10
Lighting design	12

Controls, connectivity and assist systems

13

Operating concept	14
Connectivity	14
Assist systems	15

Drive, battery and charging

16

Electric drive motor	17
Battery	17
Charging	17

Further topics

18

All the other important details	18
---------------------------------	----

Technical data

19

The new ID.3	19
--------------	----

Media library

20

Images	20
Other topics	21

Questions? We are here for you.



Product Communications
Jochen Tekotte
Spokesperson ID.3 |
Sustainability | MEB
Tel: +49 5361 9 87057
jochen.tekotte@volkswagen.de

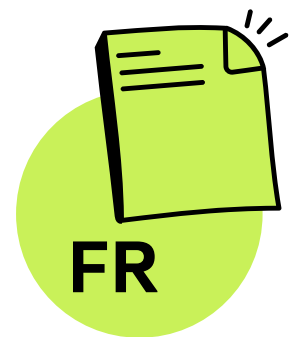


Product Communications
Benedikt Griffig
Head of Products and Technology
Tel: +49 5361 9 977164
benedikt.griffig@volkswagen.de

Plain text versions



Download all unformatted plain text versions
of the press pack here: http://vw.to/ID3_2023



VALUABLE
LIKEABLE
DIGITAL

#YO
UR
ID.3



Key facts

More mature and higher quality

The interior and exterior of the second ID.3 are at a new level.

Sharper exterior

Specific new details such as the redesigned front end highlight the distinctive design language of the ID. family.

Sustainably enhanced interior

The higher-quality interior creates a feel-good ambience thanks to improved materials, and the interplay of functionality, look and feel.

Latest-generation assist systems

With the ID.3, Volkswagen already offers premium technologies and innovations in the compact class. The optional Travel Assist with swarm data⁴ is the next step on the path to highly automated driving.

Intuitive, day-to-day usability, customer-friendly

The Electric Vehicle Route Planner¹, augmented reality head-up display¹ and cloud-based voice control¹ make everyday driving easy in the ID.3.

Up-to-date software

The new ID.3 is equipped with the latest software. This improves system performance and is able to receive over-the-air updates.

Flexibly fulfilling needs

The continuously enhanced ID. software also offers functions that can be activated later on (features on demand). Examples include the navigation system¹ and the two-zone automatic comfort air conditioning¹.

Custom batteries

Lithium-ion batteries with a net energy content of 58 kWh and 77 kWh are available. The range is up to 546 km (WLTP). A smaller battery is planned for the future.

Focus on sustainability

The interior equipment is completely animal-free as standard and features a high proportion of recycled materials.

Climate-neutral balance²

Like its predecessor, the second generation of the ID.3 will be handed over to customers with a carbon-neutral balance².



ID.3 Pro: Power consumption combined in kWh/100 km: 16.0–15.3; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle.

ID.3 Pro S: Power consumption combined in kWh/100 km: 15.7; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle.

Information on power consumption and CO₂ emissions, shown in ranges, depends on the selected vehicle equipment.

Note: This press release, image motif and films about the ID.3 can be found online at www.volkswagen-newsroom.com. **All equipment specifications apply to the German market.**

UPGRADED AND UPDATED



With the second-generation of the ID.3, Volkswagen is continuing the success story of its ID. family. As part of its ACCELERATE strategy, on its way to becoming a zero-emission, software-based mobility service provider, the company has reached a further milestone one year earlier than planned. To date, more than 600,000 ID. models based on the Modular Electric Drive Matrix (MEB) have been delivered to customers around the world. The Volkswagen product range now comprises six ID. models.

The ID.3 was the first electric vehicle based on the MEB platform in 2019. Two and a half years after the launch of the first generation, the all-electric best-seller is now coming to the market with a comprehensive upgrade. Alongside the latest software with all convenience and assist systems, the vehicle impresses above all with its newly sharpened exterior and the refined interior design. New colours, such as Dark Olivine Green, create a fresh look. Use of high-quality, animal-free and sustainable materials rounds off the overall appearance.

»» **The new ID.3 demonstrates our commitment to value, design and sustainability. The design has matured, and we've upgraded the quality of the materials used in the interior.** ««



Imelda Labbé

Member of the Board of Management of the Volkswagen brand, responsible for "Sales, Marketing and After Sales"

PACKAGE AND DESIGN



- › Striking changes to the exterior lend the ID.3 a powerful, sporty appearance
- › The interior of the second generation of the ID.3 boasts captivating innovation and sustainability
- › The vehicle interior contains no animal-derived materials. The Artvelours Eco microfibre material is used for the door panels and seat covers

Exterior design: fresh and sharpened

Optimised air-cooling openings and large painted surfaces make the face of the ID.3 appear independent, confident and friendly from every angle. One reason for this is the new bumper design. When designing the new bonnet, the design team set itself the goal of using more of the exterior colour. The bonnet now appears longer because the black strip under the windscreen has been removed and recessed sections at the sides create an additional impression of visual lengthening.

Targeted updates, such as the redesigned front end, allow for even more striking expression of the design language of the ID. family.



Smart solutions improve aerodynamics

In addition, the optimised and enlarged air intakes at the front give the ID.3 a muscular and sporty appearance. The aerodynamics are improved by better air flow around the front wheels ("air curtain"). Among other things, this also plays an important part when it comes to the range. The ID.3 achieves an excellent drag coefficient of 0.263 (prediction). The most important factor for this is the body, with steeply sloping A-pillars, flowing roof line and drawn-in C-pillars.



Steeply sloping A-pillars, the flowing roof line and the drawn-in C-pillars give the ID.3 an excellent drag coefficient.

Various solutions for individual details also improve aerodynamics. These include the electrically actuated radiator blind in the vehicle front end. This opens only when the power units need cooling. The blind normally remains closed so wind can flow as easily as possible over the bonnet. The flat designs of the wheel rims mean they are also optimised for air flow with minimum drag losses.

The air intakes have been enlarged, enabling improved air flow around the front wheels ("air curtain").



Thanks to the optimised cooling intakes and the large painted area, the front of the ID.3 appears independent, confident and friendly from any perspective.

ID.3 steps up with exclusive new features

The headlights and tail lights do not just underline the modern ID.3 design; they also guarantee improved visibility on the road. New two-part, red-illuminated tail light clusters radiate light at the rear. The part of the tail lights located in the boot lid is now also illuminated.

The new ID.3 is 4.26 metres long, 1.81 metres wide and 1.56 metres high. Like its predecessor, the second generation of the ID.3 also impresses with a long wheelbase and short overhangs – made possible by the Modular Electric Drive Matrix (MEB).

When it comes to the colour and trim design, the new colour Dark Olivine Green stands for exclusivity and premium value. The iridescent metallic paint has a warm, gold pearl effect and supports the modern, clean-cut contours of the exterior design. The roof is completely black, which sets it apart from the body colour to create a harmonious contrast. The roof trim strip is finished in high-quality matt silver to emphasise the paint colour.



Long wheelbase and short overhangs – the Modular Electric Drive Matrix (MEB) makes this possible for the ID.3 too.

Interior design: high quality and sustainable

The second generation of the ID.3 impresses in the interior through innovation and sustainability. The interior equipment is completely animal-free. The microfibre material, Artvelours Eco, is used for the door trims and seat covers. This fabric is 71 per cent recyclate, a secondary raw material obtained by recycling plastic waste that has previously been disposed of at least once.

The interior of the ID.3 represents the perfect combination of futuristic and traditional design.



The vehicle interior contains no animal-derived materials. It features the use of Artvelours Eco microfibre material for the seat covers.

»» **Our focus is always on the needs of our customers. That is why we listen carefully and align our product range in accordance with their demands.** ««

Imelda Labbé

Member of the Board of Management of the Volkswagen brand, responsible for "Sales, Marketing and After Sales"



The interaction of functionality, visual appearance, haptics and structure has created an interior with a sense of well-being.

Upgrades create a harmonious overall impression

Numerous suggestions from customers were taken on board and implemented as product improvements and to enhance the standard equipment package. As a result, soft, foam-backed surfaces in the cockpit create a new haptic experience.

The doors have been remodelled to include softer and larger surfaces. In addition, the handrests in the doors are now more generous and have a clearer design. Precise CNC seams in a contrasting colour additionally enhance the feeling of value and create a successful combination of futuristic and traditional design in the interior of the ID.3.

Clear layouts and an unambiguous design language characterise the cockpit in the ID.3.



The remodelled doors boast smoother, larger surfaces.

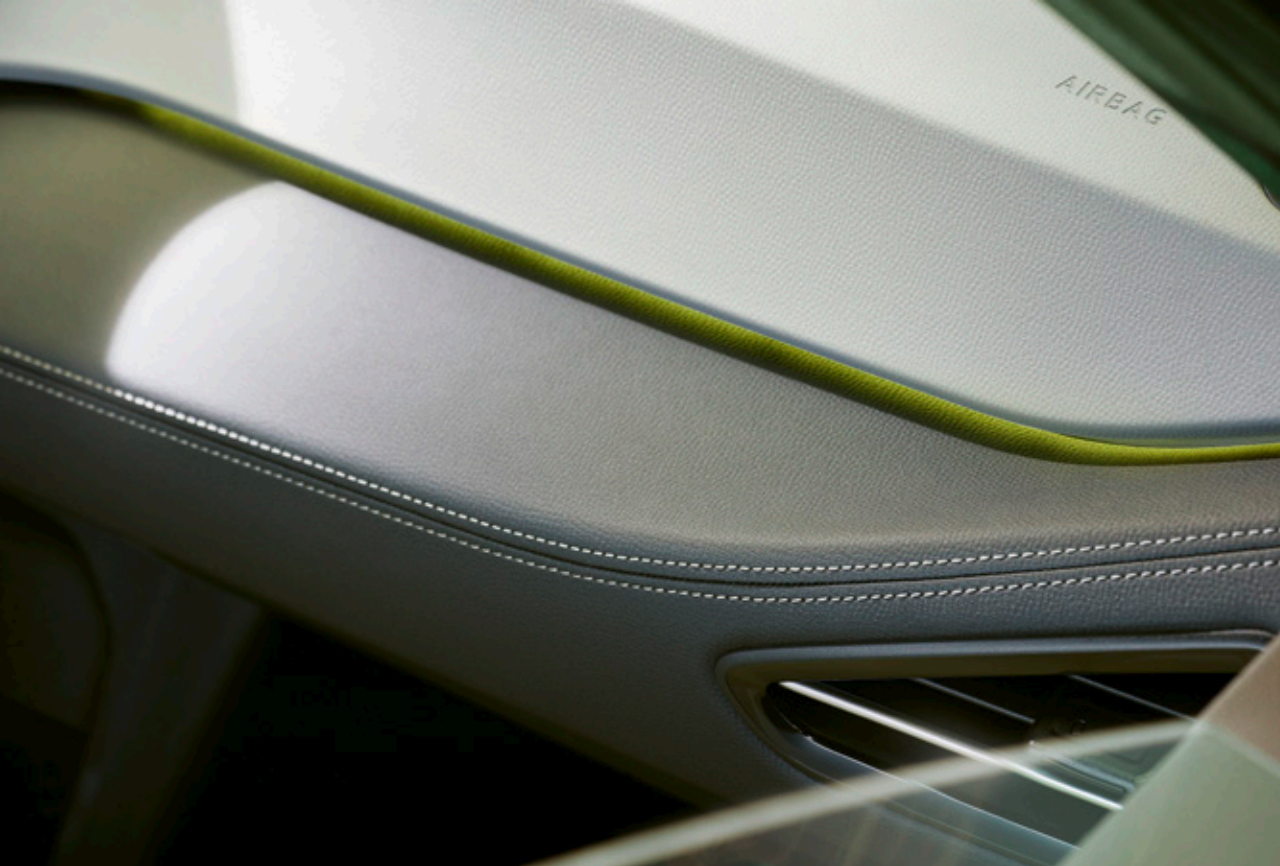
Spacious interior with a feel-good ambience

The improved material quality – as well as the interplay of functionality, look, feel and structure – creates a feel-good ambience inside the car. The spacious interior is modern, homely and elegant. This is made possible by the wheelbase of 2.77 metres and the space-saving architecture of the Modular Electric Drive Matrix (MEB). This design emphasises the overall feeling of spaciousness, as the airiness of the large dash panel conveys the impression of weightlessness. A soft surface covers

the lower section of the dash panel, which is divided by a seam. In the dark, the background lighting system with up to 30 colours traces the contours of the interior and gives it an additional dimension as an integral part of the design concept.

Plenty of space for luggage

The basic dimensions of the luggage compartment in the ID.3 offer a capacity of 385 litres; this increases up to 1,267 litres with folded-down rear seat backrests and roof-high loading. A bicycle carrier coupling with a drawbar load of 75 kilograms is optionally available.



The ambient lighting on the instrument panel can be configured in a range of colours.

Lighting design: latest technology

The large standard LED headlights give the face of the new ID.3 a friendly appearance. The IQ.LIGHT LED matrix headlights are optionally available. Together with the side background lighting, their modules resemble the human eye. When the driver approaches the vehicle with the key, the vehicle appears to wake up and open its eyes, an impression created by the fact the modules swivel on a vertical axis. There is an additional highlight in conjunction with the optionally available Keyless Access system: the vehicle tries to make eye contact with the driver by swivelling its

eyes to one side or the other. To complete the welcome sequence, the exterior mirrors project the "fingerprint" of the ID. family onto the ground.

Comfortable and safe through the night

The new ID.3 comes with main-beam control as standard. With their IQ.LIGHT function, the optional LED matrix headlights always illuminate the road as brightly as possible without dazzling other road users. Each headlight module comprises 18 LED units, eleven of which can be individually switched off and dimmed. A separate spotlight expands the lighting package. When the lighting is switched on, the headlights are connected by a continuous light strip that is interrupted only by the Volkswagen badge.

Light is radiated at the rear of the new ID.3 by the two-part and now completely red-illuminated tail light clusters. In each unit of the innovative 3D LED tail light clusters, there are nine flat light guides located freely in space and made up of several thin layers. These create an arch-shaped tail light with a particularly rich red colour. The brake light creates an X shape, while the dynamic turn signal sweeps from inside to out. In vehicles equipped with the LED matrix headlights, animated lighting patterns run through the tail light clusters to welcome and say goodbye to the driver.

Intelligent interior lighting

The lighting architecture of the ID.3 has a holistic design and plays an important role in the interior. Background lighting on the dash panel, in the doors and in the footwell can be configured in a number of colours to suit the user's preference. Ten colours are standard for the ID.3 – with 30 colours available as an option. The ID. Light feature included in the Plus assist system package is a highlight in the lighting concept. The

light band below the windscreen supports the driver in many situations by providing easy-to-understand lighting effects – for instance when turning, braking or for messages from the Eco Assistance function. The ID. Light also offers functions such as traffic hazard alert, information about parking spaces at the side of the road, and hints about moving into the correct lane of the motorway when navigation is active.

Ambient lighting in up to 30 colours traces the lines of the interior, lending an additional dimension to this integral component of the design concept.



CONTROLS CONNECTIVITY ASSIST SYSTEMS



- › The ID.3 is equipped with the latest software generation. This improves system performance and is able to receive over-the-air updates
- › Functions such as Plug & Charge and the intelligent Electric Vehicle Route Planner make the charging experience even more straightforward and convenient
- › The optionally available Travel Assist⁴ with swarm data represents a fundamental component of the assisted driving systems

Operating concept

The ID.3's operating concept is modern and clean, streamlined and intuitive. At the heart of the concept are two free-standing displays. The compact driver display with a screen diagonal of 13.4 centimetres (5.3 inches) is operated using touch controls on the multifunction steering wheel.

A large rocker switch on the right-hand side

*modern
clean
intuitive*

is used to select the driving profiles. The middle of the console accommodates the now standard touch display for the navigation system, telephone functions, media, assist systems and vehicle settings. The screen measures 30.5 centimetres (12 inches) across the diagonal. Various customer wishes were implemented in the menu structure: among other things, the charging menu is now located on the top level of the large touch display and is structured in a more informative and clearer way.

Quick and reliable voice commands

The natural, adaptive voice control function Hello ID. represents a further operating level. It can process common phrases and its internet connection gives it access to useful Cloud data. In terms of recognition,



Information on the AR head-up display appears to be ten metres ahead of the vehicle.

the voice control function is now even more reliable and can respond even more quickly than in the past.

Assistant at eye level: the AR head-up display

In addition to information about the speed and other vehicle functions, the augmented reality head-up display (AR head-up display) also offers active and dynamic navigation instructions that are reflected onto the windscreen. For the driver, these instructions appear to be ten metres in front of the vehicle – displayed with the correct perspective and clearly recognisable.

The technical heart of the high-tech display is a particularly bright LCD display that is mounted inside the dash panel. High-precision mirrors reflect the generated ray bundles onto the windscreen. Lenses separate the portions for the close and far range display levels. A device called the AR creator, a high-speed processing unit, positions the

symbols in the display window. To do this, it uses data from the front camera, radar sensor and navigation map. The displays are stabilised with respect to the vehicle's movements and adapted to the geometry of the optical projection system.

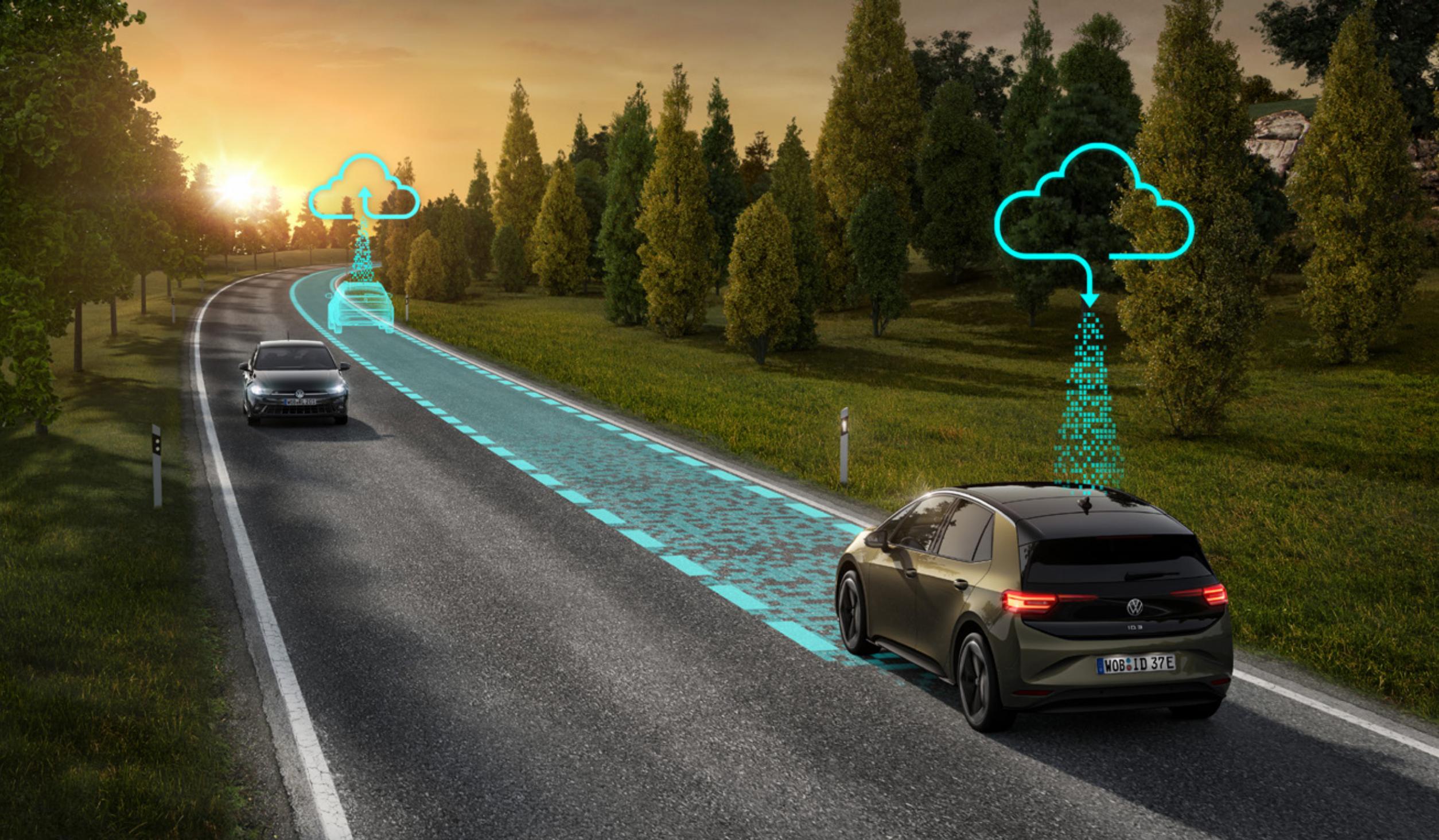
Connectivity

The new ID.3 comes with outstanding connectivity as standard. For example, the smart Electric Vehicle Route Planner

has been updated and improved for longer journeys; this schedules charging stops so that the destination can be reached as quickly as possible – using current traffic information and forecasts in addition to the battery charge level. The charging stops are evaluated dynamically on the basis of the charging station capacity – so the route planning function may suggest two short charging operations with high power instead of a long charging stop with low power. Points of interest can be transferred to the car using the free We Connect ID. app.

The charging menu is now located on the first level of the large touchscreen display with a diagonal measurement of 30.5 centimetres (12 inches).





If swarm data is available, the Travel Assist only requires a recognised carriageway boundary to stay in lane on rural roads.

Assist systems³

The optional Travel Assist with swarm data⁴ has a fundamental role in the systems for assisted driving. In combination with the Adaptive Cruise Control (ACC) for longitudinal vehicle control from 0 km/h up to the top speed and Lane Assist for lateral control, this driver assistance system can make use of two proven systems that are fully integrated with one another in the ID.3.

If swarm data is available, Travel Assist needs just one identified road lane marking to keep the vehicle in lane when driving on country roads.

When driving on motorways, Travel Assist can also actively assist lane changes if desired. From speeds of 90 km/h, the assist system offers the driver an automated lane change in the digital cockpit if the relevant area around the vehicle is clear. If the driver taps the turn signal, the new ID.3 can inde-



» The ID.3 clearly demonstrates how we achieve Volkswagen's goal of offering state-of-the-art technologies and innovations right down to the compact class. This is also reflected by new convenience and assist systems. «

Kai Grünitz

Member of the Board of Management of the Volkswagen brand, responsible for "Technical Development"

pendently carry out the lane change. However, the driver is still responsible for vehicle control as before.

Up-to-date with C2X technology³

With the integration of navigation data and traffic sign recognition, the new ID.3 will also dynamically adapt to the vehicle's environment. With C2X technology, Volkswagen is taking safety to a whole new level. Data from compatible vehicles in the

Volkswagen fleet and signals from infrastructure within a radius of up to 800 metres can be interpreted in fractions of a second, alerting the driver to hazards, accidents and stationary traffic. The ID. Light in the cockpit helps by providing visual warnings.

DRIVE BATTERY CHARGING



ID.3 Pro: Power consumption combined in kWh/100 km: 16.0–15.3; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle.

ID.3 Pro S: Power consumption combined in kWh/100 km: 15.7; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle. Information on power consumption and CO₂ emissions, shown in ranges, depends on the selected vehicle equipment.

- › In the back, the tried and tested electric motor from the first generation of the ID.3 generates 150 kW (204 PS) of power and torque of 310 newton-metres (Nm)
- › The ID.3 is still available with two different sizes of battery: 58 and 77 kWh
- › A charging performance of up to 170 kW means that the battery in the ID.3 Pro S can be charged from five to 80 per cent within 30 minutes



Nimble in the city, agile on rural roads, relaxed and calm on the motorway: the new ID.3 is an all-rounder.

Electric drive motor

The electric drive motor in the ID.3 is located at the rear and delivers an output of 150 kW (204 PS) and a torque of 310 newton-metres (Nm). The rear-wheel drive that already proved itself in the first generation ensures agile handling and good traction, while also permitting a small turning circle of just 10.3 metres. The vehicle is powered by a synchronous motor (PSM) that offers efficiency well above 90 per cent in almost all driving situations. The

electric motor is positioned above the rear axle and sends its torque to a two-stage, one-speed gearbox including differential. Including the power and control electronics, which processes the control signals and switches the currents, the drive unit weighs only about 90 kilograms.

Battery

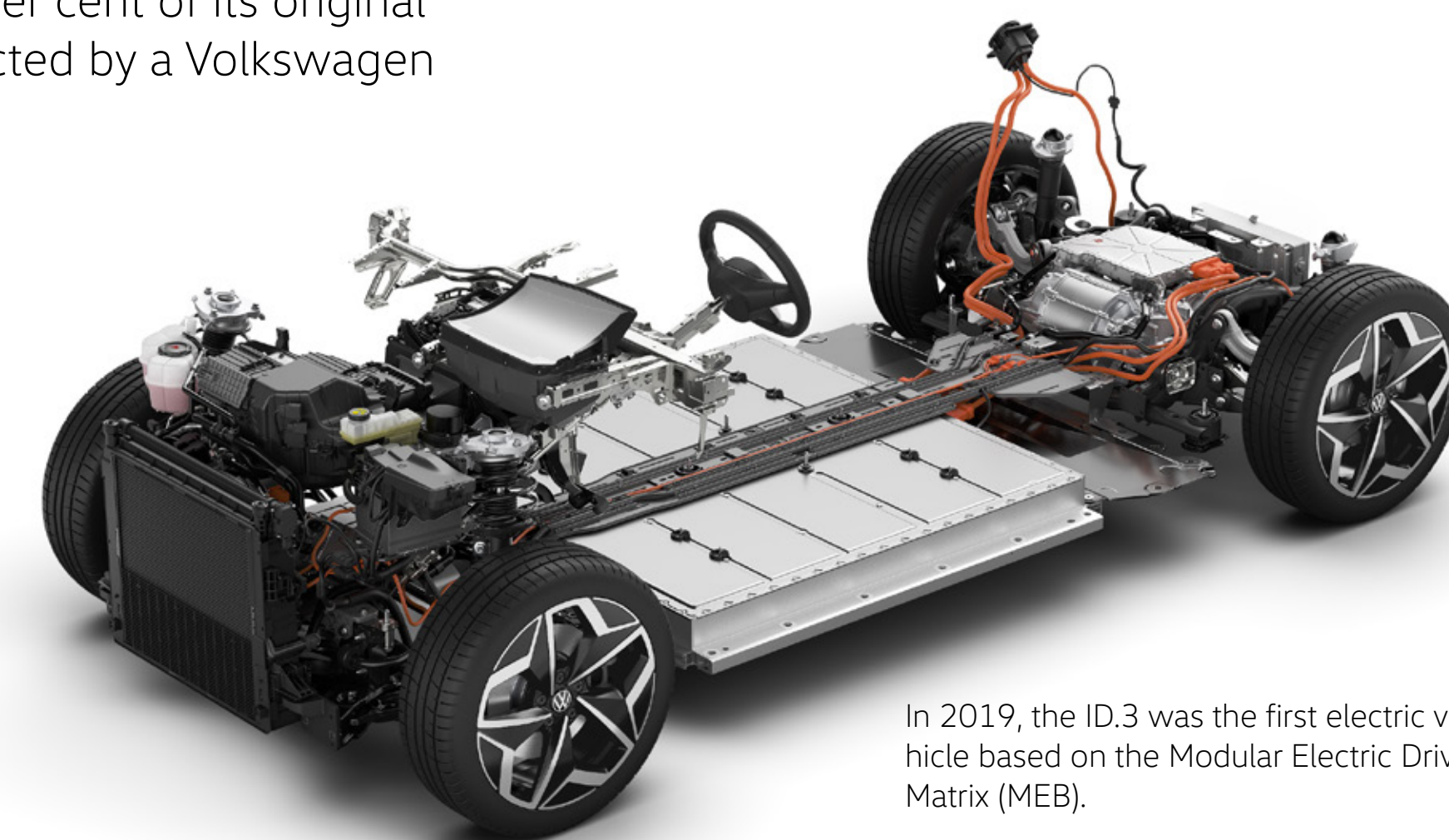
The ID.3 is available with two different battery sizes: 58 and 77 kWh. The lithium-ion

battery plays a decisive role in the ID.3's all-round qualities. With its net energy content of 77 kWh, the large battery gives the ID.3 Pro S a range of up to 546 kilometres (WLTP). In the ID.3 Pro, with a net battery energy content of 58 kWh, the range is up to 426 kilometres (WLTP).

The battery housing is made from aluminium profiles and is installed flat in the vehicle floor where it is protected by a solid underbody guard and strong frame. It accommodates the battery modules, each of which houses 24 cells with a flexible outer shell. A floor plate with built-in water channels keeps the modules at their ideal operating temperature of about 25 degrees Celsius – this benefits power output, fast DC charging and the service life. After eight years of operation or a mileage of 160,000 kilometres, the battery still has at least 70 per cent of its original net capacity – protected by a Volkswagen warranty.

Charging

We Charge is the name of the ecosystem for convenient, connected and sustainable charging of electric vehicles set up by Volkswagen. This offers the ideal solution for any situation – whether on a long journey, out and about, or at home. At a quick-charging station, the battery of the ID.3 Pro S can be charged from five to 80 per cent within 30 minutes at a charging power of up to 170 kW. The ID.3 Pro requires 35 minutes with a charging power of up to 120 kW.



In 2019, the ID.3 was the first electric vehicle based on the Modular Electric Drive Matrix (MEB).

ID.3 Pro: Power consumption combined in kWh/100 km: 16.0–15.3; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle.

ID.3 Pro S: Power consumption combined in kWh/100 km: 15.7; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle. Information on power consumption and CO₂ emissions, shown in ranges, depends on the selected vehicle equipment.

All the other important details



Technology

Electronics platform ↗

Clever battery positioning ↗

Brake energy recuperation for efficient driving ↗

Connectivity: We Connect Plus ↗

Charging

We Charge: fast charging while out and about ↗

Plug & Charge: simple charging ↗

Sustainability

Production with climate-neutral balance² ↗

Elli: green electricity for charging at home ↗

A clean future ↗

Own battery cell production currently being established ↗

Strategy

ACCELERATE brand strategy ↗

way to ZERO ↗

Technical data – the new ID.3

Drive, driving performance and charging

		ID.3 Pro	ID.3 Pro S
Maximum power	kW (PS)	150 (204)	150 (204)
Maximum torque	Nm	310	310
Gearbox		One-speed gearbox	One-speed gearbox
Top speed	km/h	160	160
0–100 km/h	s	7.3	7.9
Battery energy, net	kWh	58	77
Range (WLTP)	km	Up to 426	Up to 546
Length	mm	4,261	4,261
Width (incl. exterior mirrors)	mm	1,809 (2,070)	1,809 (2,070)
Height	mm	1,562	1,562
Wheelbase	mm	2,770	2,770
Drag coefficient (prediction)		0.263	0.263
Luggage compartment capacity	l	385	385

ID.3 Pro: Power consumption combined in kWh/100 km: 16.0–15.3; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle.

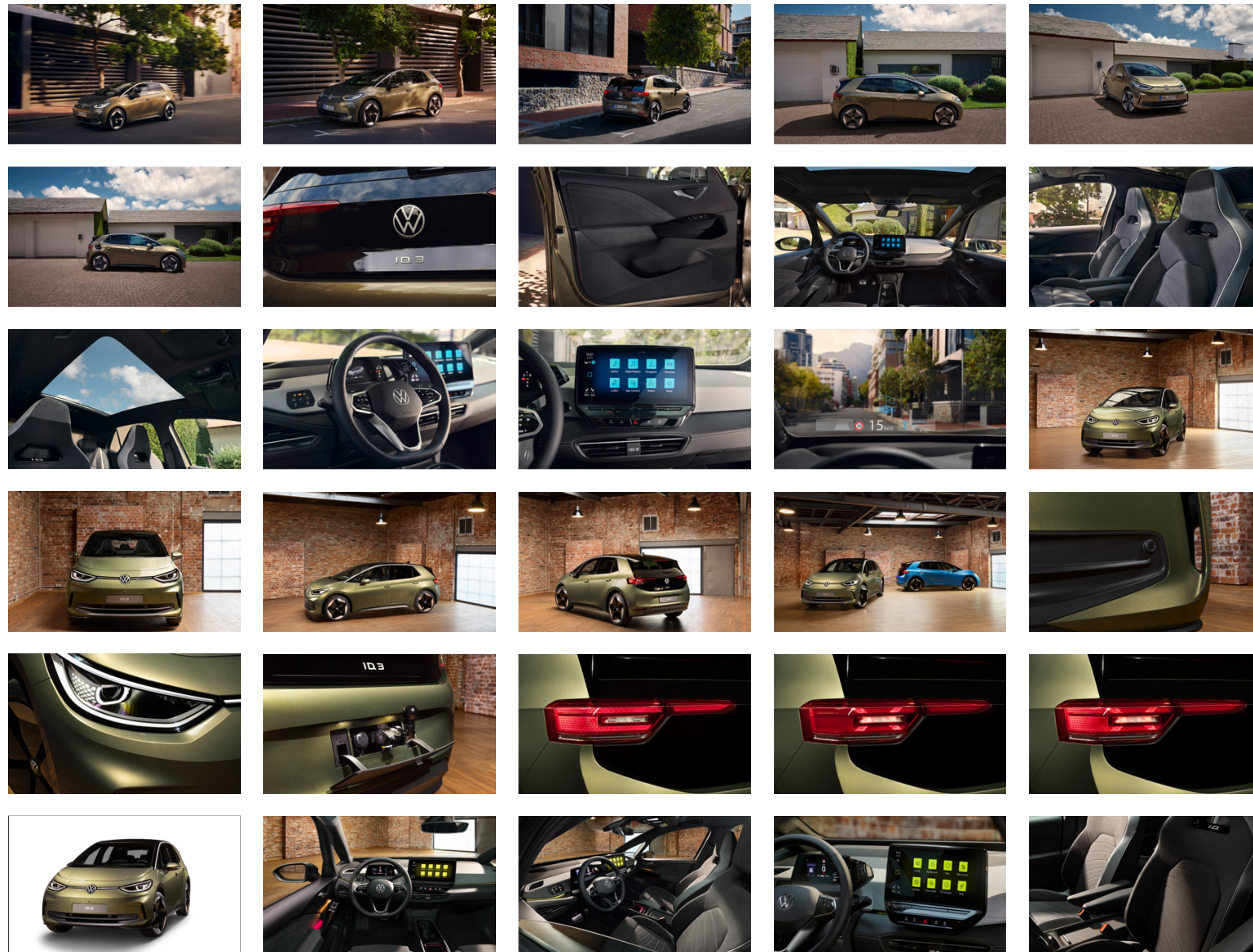
ID.3 Pro S: Power consumption combined in kWh/100 km: 15.7; CO₂ emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not NEDC are available for the vehicle. Information on power consumption and CO₂ emissions, shown in ranges, depends on the selected vehicle equipment.

MEDIA LIBRARY



http://vw.to/ID3_2023

Download all images, videos, infographics and unformatted plain text versions of the press pack here.



Rights of use

The text, image, audio and video documents provided on www.volkswagen-newsroom.com are for information purposes only and may be used for editorial presentations on the social web - or in the case of journalists, influencers and employees of media companies, as a source for their own editorial reporting.

Text, image, audio and video documents may not be used for commercial purposes or passed on to third parties. For all other content, the relevant terms of use apply to the use of www.volkswagen-newsroom.com.

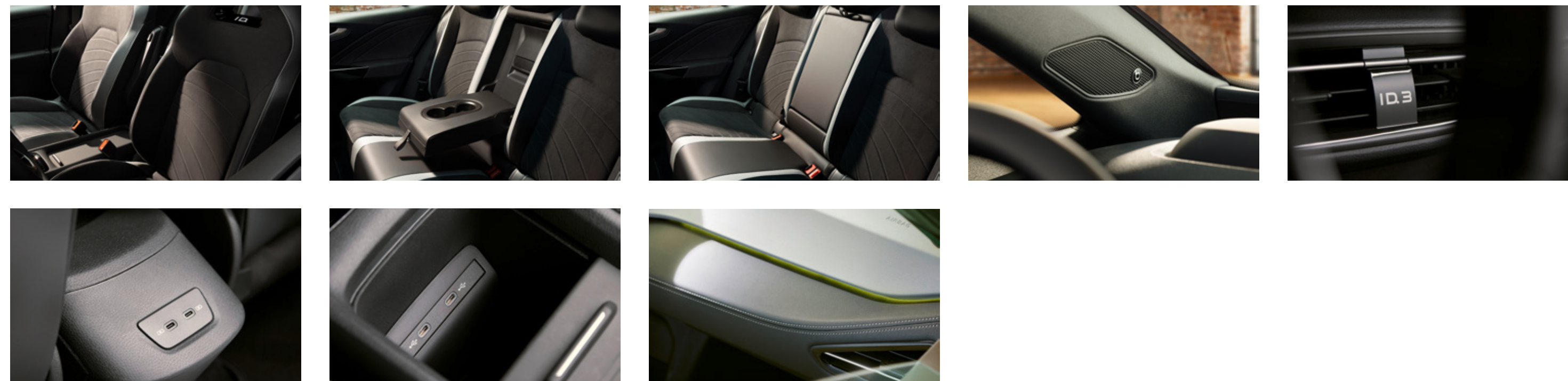


MEDIA LIBRARY

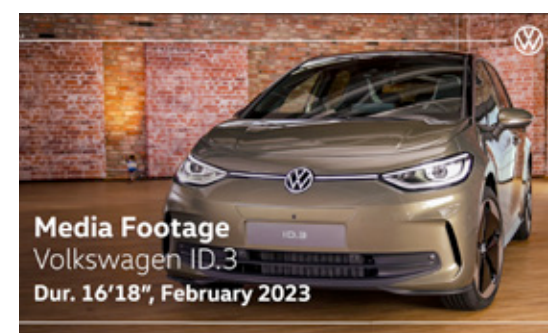


http://vw.to/ID3_2023

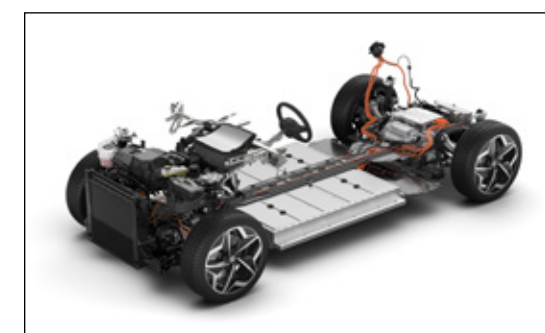
Download all images, videos, infographics and unformatted plain text versions of the press pack here.



Video



Infographics



Plain text versions



Rights of use

The text, image, audio and video documents provided on www.volkswagen-newsroom.com are for information purposes only and may be used for editorial presentations on the social web - or in the case of journalists, influencers and employees of media companies, as a source for their own editorial reporting.

Text, image, audio and video documents may not be used for commercial purposes or passed on to third parties. For all other content, the relevant terms of use apply to the use of www.volkswagen-newsroom.com.

¹ Equipment specifications apply to the German market. Standard equipment may differ in other markets.

² Carbon emissions are avoided and reduced directly at Volkswagen where possible. Upstream suppliers are placed under the obligation to avoid and reduce carbon emissions. Carbon emissions that cannot be avoided or reduced at Volkswagen or in the supply chain by placing upstream suppliers under said obligation, are offset to the same amount by certified projects that mitigate climate change.

³ The driver assist function can only be used within the limits of the system. The driver must be prepared at all times to override the assistance system. These systems do not absolve drivers of their responsibility to drive with due care and attention. The operation can be disabled at any time.

⁴ Travel Assist with swarm data: the system can be used up to the vehicle's top speed. Only in combination with a navigation system. Only in combination with an active We Connect licence. The online components of Travel Assist with swarm data can only be used when there is mobile network coverage and if the relevant privacy settings have been activated. The online component can be disabled at any time in the We Connect ID. app. The online component of Travel Assist is available in the following countries: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain and Northern Ireland, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland. To activate the online functions, you will need a Volkswagen ID user account, and must log into We Connect with your username and password. A separate We Connect contract must also be concluded with Volkswagen AG online. Following delivery of the vehicle, you have 90 days in which to activate the online component of Travel Assist with swarm data. Once this period has expired, the initial 3-year usage period (free of charge) for the online component of Travel Assist with swarm data will start. An integrated Internet connection enables the online component of Travel Assist with swarm data to be used. The related data charges incurred within Europe are borne by Volkswagen AG where network coverage is available. Depending on your mobile phone tariff, transferring data via the internet may incur additional charges (e.g. roaming charges), particularly if you are using it abroad. For the delivery of this service, certain personal data – such as location and IP address of the vehicle – has to be transferred. Further information about data processing is provided in the Privacy Policy for Travel Assist with swarm data. The availability of the individual services described in the packages can vary depending on the country. The services are available for the agreed contract term and may change or be discontinued during this contract term. Further details can be found at connect.volkswagen-we.com and from your Volkswagen dealership. Information on mobile tariffs is available from your mobile provider.

Where ranges are stated, the values for consumption and CO₂ emissions depend on the selected vehicle equipment.

The specified fuel consumption and emission data are determined in accordance with the measurement procedures prescribed by law. 1 January 2022, the WLTP test cycle completely replaced the NEDC test cycle and therefore no NEDC values are available for new type approved vehicles after that date.

This information does not refer to a single vehicle and is not part of the offer but is only intended for comparison between different types of vehicles. Additional equipment and accessories (additional components, tyre formats, etc.) can alter relevant vehicle parameters such as weight, rolling resistance and aerodynamics, affecting the vehicle's fuel consumption, power consumption, CO₂ emissions and driving performance values in addition to weather and traffic conditions and individual driving behavior.

Due to more realistic testing conditions, fuel consumption and CO₂ emissions measured according to WLTP will in many cases be higher than the values measured according to NEDC. As a result, the taxation of vehicles may change accordingly as of 1 September 2018. For further information on the differences between WLTP and NEDC, please visit www.volkswagen.de/wltp.

Further information on official fuel consumption data and official specific CO₂ emissions for new passenger cars can be found in the „Guide to fuel economy, CO₂ emissions and power consumption for new passenger car models“, which is available free of charge from all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de/co2.



Volkswagen Aktiengesellschaft
Berliner Ring 2
D-38440 Wolfsburg

Responsible for the contents:
Volkswagen Produktkommunikation

Picture credit:
Volkswagen Aktiengesellschaft

Date: February 22, 2023

© 2023 Volkswagen Aktiengesellschaft