



## World premiere: Volkswagen ID.5 and ID.5 GTX

**03 November 2021**

Note: This press release, images and films regarding the ID.5 can be found online at [www.volkswagen-newsroom.com](http://www.volkswagen-newsroom.com)

All equipment specifications apply to the German market.

1) ID.5 GTX, 220 kW / The vehicle has not gone on sale yet.

2) ID.5 Pro, 128 kW / The vehicle has not gone on sale yet.

3) ID.5 Pro Performance, 150 kW The vehicle has not gone on sale yet.

4) Projected WLTP range of up to 480 km for the ID.5 GTX with 77 kWh net battery energy content and all-wheel drive system. WLTP range values for production vehicles may vary depending on equipment.

5) Projected WLTP range of up to 520 km for the ID.5 with 77 kWh net battery energy content and rear-wheel drive system. WLTP range values for production vehicles may vary depending on equipment.

Note: The ranges specified are projected values based on the Worldwide Harmonized Light Vehicles Test Procedure (WLTP). The actual WLTP range values may differ depending on the equipment. The actual range achieved under real conditions varies depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers/load, and topography.



## Contents

### The ID.5 – the elegant new E-SUV coupé from Volkswagen

### The ID.5 GTX – the expressive top-of-the-line ID. model with dual-motor all-wheel drive

In brief:

**ID.5 and ID.5 GTX – highlights from the new ID. model series** **Page 04**

Short version:

**ID.5 and ID.5 GTX. The E-SUV coupés** **Page 06**

Full version:

**The new ID.5 and ID.5 GTX – the E-SUV coupés** **Page 09**

**Positioning** **Page 09**

E-SUV coupés with pioneering MEB architecture  
and premium standards **Page 09**

Sporty, elegant design, maximum efficiency, powerful drive systems **Page 09**

Flagship all-wheel drive model ID.5 GTX **Page 09**

Software generation 3.0 and Over-the-Air updates **Page 10**

Progressive, fully networked assist systems **Page 10**

Milestone in the electric mobility campaign **Page 10**

**A balance of expressive exterior design and efficient aerodynamics** **Page 10**

Confident and elegant **Page 10**

Dynamic roof line **Page 10**

Sporty design details **Page 11**

Drag coefficient from 0.26 **Page 11**

Intelligent aerodynamic details **Page 11**

**Cutting-edge lighting technology, both inside and out** **Page 11**

Like human eyes **Page 11**

As bright as possible **Page 11**

Fibre optic cables in the tail light clusters **Page 11**

Intelligent interior lighting **Page 11**

**Ultra-modern interior – a variety of customisation options** **Page 12**

Large interior with a premium, feel-good ambience **Page 12**



# Medieninformation

A high standard of comfort on board	Page 12
Plenty of space for luggage	Page 12
Interior without any materials of animal origin.	Page 12
<b>Intuitive operation. Voice commands and augmented reality</b>	<b>Page 13</b>
Operating concept with two displays	Page 13
Quicker and more confident voice commands	Page 13
New ID. Light functions	Page 13
Augmented reality head-up display	Page 13
Precision and processing power	Page 13
<b>Connectivity</b>	<b>Page 14</b>
The Infotainment package	Page 14
The We Connect Start navigation services	Page 14
The We Connect Start vehicle-related services	Page 14
New electronics platform	Page 14
<b>Drive system and running gear</b>	<b>Page 15</b>
Three motor options ready for the launch	Page 15
ID.5 Pro and Pro Performance with rear-mounted motor	Page 15
ID.5 GTX with dual-motor all-wheel drive	Page 15
All-wheel drive strategy for optimum dynamics in the ID.5 GTX	Page 15
Maximum efficiency	Page 15
Coasting or recuperation	Page 15
Brake energy recuperation	Page 16
A sporty all-rounder	Page 16
Connected control	Page 16
Up to five driving profiles	Page 16
<b>Battery and charging options</b>	<b>Page 17</b>
Lithium-ion battery with 77 kWh	Page 17
Charging ecosystem	Page 17
Elli: green energy for charging at home	Page 17
Intelligent charging in your garage – optional bidirectional charging	Page 17
Rapid charging while out and about	Page 17
<b>Way to Zero</b>	<b>Page 18</b>
On the Way to Zero	Page 18
Extensive digitalisation	Page 18
Investment in renewable energy	Page 18
<b>Technical data</b>	<b>Page 19</b>
<b>Dimensions</b>	<b>Page 20</b>



In brief

## The ID.5 – the elegant new E-SUV coupé from Volkswagen

## The ID.5 GTX – the expressive top-of-the-line ID. model with dual-motor all-wheel drive

### The highlights

- **The first fully electric SUV coupé from Volkswagen.** Top-of-the-line model suitable for tackling long distances and based on Volkswagen's pioneering modular electric drive matrix with a low centre of gravity for a strong hold on the road.
- **Expressive design paired with outstanding aerodynamics:** An organic, muscular body style with a beefed-up front bumper, painted door panelling in the same colour as the body, and sporty rear spoiler that still delivers a low drag coefficient from 0.26 for a maximum range: up to 520 km as per WLTP.
- **Plenty of space:** Charismatic body is unique from every angle, while its short overhangs create an emotional coupé design with a lounge-style feeling of spaciousness that you would expect from the next class up.
- **A feel-good ambience:** Cosy, premium, functional interior. The ID.5 GTX<sup>1</sup> is equipped with sporty, modern materials on the seats, which feature a perforated GTX logo, helping to create the distinctive look. The extensive background lighting concept highlights the innovative interior design.
- **Innovative assist systems:** Travel Assist includes mass location data for an even more relaxed and safe driving experience, whilst Park Assist Plus with memory function provides personalised parking assistance.
- **Intelligent light:** LED headlights as standard. ID.5 GTX<sup>1</sup> features IQ.LIGHT LED matrix headlights including intelligent main beam headlights and 3D LED tail light clusters.
- **New operating concept:** Touch-sensitive multifunction steering wheel, 12-inch touch display, augmented reality head-up display (optional), adaptive natural voice control.
- **Latest electronics platform with software generation 3.0:** Powerful hardware. Latest generation of software allows for Over-the-Air updates and upgrades. Selected functions can be added at a later date.
- **Power from the rear-mounted motor.** Electric rear-mounted motors with 128 kW (174 PS) in the ID.5 Pro<sup>2</sup>, or 150 kW (204 PS) in the ID.5 Pro Performance<sup>3</sup> deliver impressive power.

#### Volkswagen Communications

##### Product Communications

Jochen Tekotte  
Spokesperson Product Line E-Mobility  
Tel.: +49 5361 9-87057  
[jochen.tekotte@volkswagen.de](mailto:jochen.tekotte@volkswagen.de)

##### Product Communications

Bernd Schröder  
Spokesperson Product  
Tel.: +49 5361 9-36867  
[bernd.schroeder1@volkswagen.de](mailto:bernd.schroeder1@volkswagen.de)

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



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

**ACCELERATE**  
DIGITAL: ENERGIZED



## Medieninformation

- **Dual-motor all-wheel drive system.** Top-of-the-line version ID.5 GTX<sup>1</sup> with an electric drive motor on every axle for maximum traction. 220 kW (299 PS)\*. 0-100 km/h in 6.3 seconds; top speed of 180 km/h.
- **Three motor options, one battery.** Large 77 kWh battery for ID.5 2 Pro, ID.5 Pro Performance and ID.5 GTX<sup>1</sup>
- **A range ready to conquer long distances:** ID.5 with up to 520 km projected range (WLTP<sup>5</sup>). High maximum charging power of 135 kW (standard) for quick charging stops.
- **Balanced sporty running gear:** Drive system and running gear with extensively connected control systems for comfortable, sporty and safe tuning. Optional: Progressive steering and regulated DCC running gear.
- **Intelligent charging – optional bi-directional charging:** Whether you're at home or on the road – intelligent energy management and automatic registration at charging stations. Once an appropriate infrastructure is in place, bi-directional charging will also be possible at home – the ID.5 will become an energy storage unit.
- **Ecosystem of sustainable mobility:** Wall box, ID. Charger and We Charge create an ecosystem of sustainable mobility.
- **Sustainable electric mobility for all:** The ID.5, which is being built at the Zwickau factory in Germany, is handed over to the customer with a carbon-neutral balance sheet.
- **ACCELERATE:** The ID.5 is a new model to expand the ID. family in Europe following the best-selling ID.3 and the global car ID.4. With this addition, Volkswagen is speeding up its electric mobility campaign under the ACCELERATE strategy.
- **Entering a new market segment:** With the ID.5, Volkswagen is opening up the new coupé market segment, giving it access to new groups of customers. The ID. models have already helped Volkswagen to attract large numbers of new customers.
- **Extensive digitalisation:** With the ID.5, Volkswagen is taking the next step on its journey to becoming a software-oriented mobility provider. Innovative assist systems and Over-the-Air Updates provide drivers with maximum comfort and the best possible user experience. Volkswagen is ready for data-based business models.
- **Comfort and safety:** By using mass location data and a wide range of driver assist systems, Volkswagen is starting the next stage towards automated driving in the ID.5.
- **Way to Zero:** One electric model in all key segments by 2025. The last engine-powered vehicle to roll off the production line between 2033 and 2035. Carbon-neutral balance sheet by 2050 at the latest.



## Short version

## **ID.5 and ID.5 GTX: the new E-SUV coupés from Volkswagen that are as expressive as they are elegant**

**Wolfsburg, November 2021.** World premiere for the long-distance-ready E-SUV coupé, the flagship electric model based on the pioneering MEB architecture. The Volkswagen ID.5 is the SUV coupé from a brand new generation of vehicles with premium standards. It will be launched as the ID.5 with a rear-wheel drive system with 128 kW (174 PS) or 150 kW (204 PS) and as an all-wheel drive ID.5 GTX<sup>1</sup> with 200 kW (299 PS)\*. Every model in this product line is a strong character, bringing together the qualities of the ID. family in a unique design that is as elegant as it is expressive. The ID.5 delivers a brand new feeling of spaciousness along with pioneering solutions for operation, human-machine interface (HMI), Infotainment and assist systems. The ID.5 is fully connected and compatible with Over-the-Air updates and upgrades (OTA).

**Electrical efficiency meets elegance.** With its flowing, organic design, the ID.5 makes an ultra-modern, powerful and elegant impression. The roof arch stretches sleekly across the body, dropping down earlier and running into a functional spoiler. The long-distance-ready ID.5 achieves a drag coefficient from 0.26 to make sure the energy stored in the 77 kWh battery is used as efficiently as possible and sets the benchmark for the next generation of SUV coupés: electric, sporty, elegant.

**Software generation 3.0 and Over-the-Air updates:** The ID.5 and ID.5 GTX<sup>1</sup> are equipped with new hardware and the brand new software generation 3.0. Software updates and additional functions can be imported Over-The-Air. As such, the vehicle stays up-to-date at all times.

**Progressive, fully networked assist systems:** The Travel Assist feature with mass location data is activated at the touch of a button and brings together an extensive range of driver assist systems, including new functions. Together with the navigation and Car-to-X mass location data, the interaction between the Adaptive Cruise Control and Lane Assist systems makes driving easier – thanks to partly automated driving – as well as safer and more relaxed.

**Clever economy of space.** The ID.5 is based on the space-saving architecture from the modular electric drive matrix (MEB) from Volkswagen. The hardware doesn't take up much space – which benefits those on board: with an external length of 4.60 metres and a 2.77-metre wheelbase, the interior of the ID.5 offers as much space as a conventional SUV from the next class up. Despite the dynamic roof line, the ID.5 remains a versatile and flexible SUV and impresses with a feeling of spaciousness and plenty of headroom, even for passengers in the second row of seats. The interior colour scheme is modern and cosy, while the materials are finished to a high standard. Customers can choose from a number of interior variants, seats and equipment packages. Depending on the position of the rear seat backrests, the luggage compartment can range from 549 to 1,561 litres. An electrically powered boot lid and electric folding ball coupling are available as options.



## Medieninformation

**Two displays plus Online Voice Control.** The cockpit in the ID.5 is almost completely free from switches and buttons, apart from those that control the most important functions. Controls and displays are concentrated within two screens – one compact behind the steering wheel and one large in the centre that measures 12 inches across the diagonal (standard). The compact screen in front of the driver can be controlled using the multifunction steering wheel. The large Infotainment display in the middle of the dash panel is touch-controlled.

A third level is available – the natural voice control function "Hello ID.," whose Internet connection allows it to benefit from information from the Cloud. With various new functions, the ID. Light, a strip of lights below the windscreen, offers intuitive support to the driver with a number of tasks, such as in hazardous situations or during vehicle navigation.

**Augmented reality head-up display – digital high-tech.** With its augmented reality HUD, Volkswagen is showcasing a high-tech option in the ID.5. Its displays are blended into the real-life surroundings for instance, the turn arrows for navigation instructions are reflected onto the windscreen and appear within the driver's field of vision around 10 metres in front of the vehicle, for the most natural display of information.

**Cutting-edge lighting technology.** The ID.5 is equipped with the most cutting-edge lighting technology – both inside and out. When the driver approaches the vehicle with their key, the ID.5 begins its welcome routine: the headlights and tail light clusters wake up with a lighting sequence; at the same time, projectors in the exterior mirrors beam the ID. family "fingerprint" onto the ground. Both the headlights themselves and the tail light clusters are fitted with the latest LED technology. Volkswagen also offers optional IQ.LIGHT LED matrix headlights with intelligently controlled main beam headlights (standard in the ID.5 GTX 1). The sculpture-like LED tail light clusters with a 3D design (also standard in the ID.5 GTX<sup>1</sup>) glow with an unusual level of intensity. Lighting also plays an important role in the vehicle interior. Ambient lighting in the roof, 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.

The ID. Light feature is a unique element in the ID.5's lighting concept: the intuitive lighting strip below the windscreen is also part of the background lighting system as well as contributing to the human-machine interface (for short: HMI). The ID. Light uses different light pulses to signal whether the car is ready to drive, which direction – according to the navigation system – it should turn next or whether the battery is currently being charged. ID. Light also provides support in potentially dangerous situations. It informs and alerts the driver and occupants with bold lighting signals, for instance when there are vehicles in the blind spot or when the traffic in front of the vehicle is decelerating quickly. Moreover, ID. Light can also back up instructions from the navigation system with lighting signals. For example, it can indicate that the driver needs to move into the inside lane before taking a motorway exit or that they should take their foot off the accelerator in order to "coast" efficiently according to their speed. All colours and animations follow a carefully composed visual language that is friendly, universal and easy to understand, giving drivers the information they need while keeping their eyes on the road.

**Three power outputs. Flagship all-wheel drive model ID.5 GTX.** The E-SUV coupé from Volkswagen will launch in 2022 with three motor options. The ID.5 Pro<sup>2</sup> is powered by an electric drive motor in the rear with 128 kW (174 PS) output. In the ID.5 Pro Performance<sup>3</sup>, the rear-mounted motor delivers 150 kW (204 PS). In the ID.5 GTX<sup>1</sup>, there is one electric motor on the front axle and another on the rear axle. The dual-motor all-



## Medieninformation

wheel drive system delivers a maximum of 220 kW (299 PS)\*. The flagship model accelerates from 0 to 100 km/h in 6.3 seconds and reaches a top speed of 180 km/h.

**From comfortable to sporty.** Whether equipped with a rear-mounted motor or an electric all-wheel drive system – all versions of the ID.5 deliver a comfortable, sporty and safe ride experience thanks to the close integration of control units for the drive system and running gear. With the driving profile selection function (standard), the driver can determine how the electric drive motors and steering system work in several different modes. On request, the customer can equip the ID.5 with progressive steering, the directness of which increases with the steering wheel angle, and a sports running gear. A third option is also available in the form of the DCC electronic damping control – this further extends the range between gentle rolling and a sporty ride. The wheel rim diameter options range from 19 to 21 inches.

**Range of up to 520 km.** All ID.5 motor options use a large, long-distance-ready battery that can store 77 kWh of energy (net). This enables the ID.5 Pro<sup>2</sup> and ID.5 Pro Performance<sup>3</sup> to achieve a projected range of up to 520 km (WLTP<sup>5</sup>). Its central location under the passenger compartment ensures a low centre of gravity and balanced distribution of the axle load. The flagship all-wheel drive model ID.5 GTX<sup>1</sup> has a projected range of 480 km (WLTP<sup>4</sup>).

**Convenient charging – optional bi-directional charging.** The Volkswagen brand for the convenient, connected and sustainable charging of electric cars is known as We Charge. This brand has the ideal charging solution no matter what time it is or where you are – at home, in your local area or on a long journey. The ID.5 models can be charged with a power of up to 11 kW at an alternating current charging station or wall box. When combined with a home energy management system (HEMS), the ID. Charger, Volkswagen's wall box, offers various new functions – such as charging during cheaper periods or using solar power if a photovoltaic system has been installed. Additionally, once an appropriate infrastructure is in place, bi-directional charging will also be possible at home – power that is not needed will be fed back into the domestic grid. While out on the road, the ID.5 models can be charged at direct current quick-charging stations with up to 135 kW. In around 30 minutes, the battery is able to store energy for the next 390 km in the ID.5 or 320 km in the ID.5 GTX<sup>1</sup> (WLTP).

**Ecosystem of sustainable mobility.** The ID.5, which is rolling off the production line at the Zwickau factory in Germany, is handed over to European customers with a carbon-neutral balance sheet. If the vehicle is charged using green power at home or from IONITY's quick-charging network, it can also be driven with virtually zero emissions, too. Volkswagen is the first vehicle manufacturer to support the expansion of renewable energy on a large scale. By 2030, it is aiming to cut carbon emissions per vehicle by 40 per cent, and following its Way to Zero, the company is set to be climate neutral by 2050 at the latest.

**Transformation on the Way to Zero.** The goal of completely electrifying the entire new vehicle fleet combined with the new ACCELERATE brand strategy is also accelerating the company's digital transformation. With the ID.5, Volkswagen is taking the next step on its journey to becoming a software-oriented mobility provider. Here, innovative assist systems and Over-the-Air Updates provide drivers with maximum comfort and the best possible user experience.





## Full version

## The new ID.5 and ID.5 GTX. The E-SUV coupés

### Positioning

**E-SUV coupés with pioneering MEB architecture and premium standards:** World premiere for the long-distance-ready E-SUV coupé, the flagship electric model based on the pioneering MEB architecture. The Volkswagen ID.5 is the SUV coupé from a brand new generation of vehicles with premium standards. Following on from the ID.3 and ID.4, the ID.5 is now the third new vehicle to be launched on the basis of the modular electric drive matrix (MEB) and is the current flagship vehicle in this model range.

The exceptionally spacious SUV coupé combines premium standards with sustainability and elegance with the best possible results: the first electrically powered SUV coupé from Volkswagen delivers a carbon-neutral, sporty performance for a discerning clientèle. The ID.5's package represents the next generation of the SUV coupé and provides passengers with an exceptional amount of space in combination with a dynamic roof line.

To save space, the drive systems are mounted on the rear axle or on both axles (ID.5 GTX<sup>1</sup>), while the short front end houses the radiator and parts of the air conditioning system. The long wheelbase of 2.77 metres creates the foundation for the Open Space – an interior that is as big as any interior in a conventional SUV in the next class up. With a total length of 4.60 metres, the ID.5 offers an unprecedented economy of space to give occupants plenty of room to move around in and to ensure pleasant air conditioning. Even with the ID.5's sporty coupé shape, the headroom for passengers in the rear is just 12 millimetres less than the ID.4. With the ID.5, there is the new software generation 3.0 for an even higher level of comfort and performance.

**Sporty, elegant design, maximum efficiency, powerful drive systems.** The ID.5's muscular, organic coupé design is unique in the segment and also reflects the Volkswagen brand's ecological goals. Improved even on the ID.4, the outstanding aerodynamics of the ID.5 achieve a drag coefficient of 0.26 and above, allowing the energy (77 kWh as standard) stored in the lithium-ion battery to be utilised to the max. A projected range of 520 km according to WLTP<sup>5</sup> and a quick-charging capacity with up to 135 kW underpin the ID.5's suitability for long-distance driving. Large wheels and individual details highlight the ID.5's sporty elegance.

**Flagship all-wheel drive model ID.5 GTX.** While the ID.5 Pro with 128 kW (174 PS) and ID.5 Pro Performance with 150 kW (204 PS) are fitted with a rear-mounted drive system, the all-wheel drive flagship model has an electric motor on every axle. The ID.5 GTX<sup>1</sup>'s total output is 220 kW (299 PS)\*. It accelerates from 0–100 km/h in 6.3 seconds and reaches a top speed of 180 km/h.

The dual-motor all-wheel drive system is designed for maximum traction and extremely stable driving behaviour, particularly in hazardous weather conditions. Like the other ID.5 models, the ID.5 GTX<sup>1</sup>'s drive system is also supplied by a 77 kWh lithium-ion battery. The all-wheel drive flagship model is particularly sporty and is equipped with exclusive design elements reserved for the GTX. The ID.5 GTX<sup>1</sup>'s maximum trailer weight



## Medieninformation

is 1,400 kilograms, which is 200 kilograms more than the model versions with rear-mounted motors.

**Software generation 3.0 and Over-the-Air updates:** The ID.5 and ID.5 GTX<sup>1</sup> are equipped with new hardware and the brand new software generation 3.0. As a result, software updates and other vehicle functions will be able to be imported Over-the-Air in future.

**Progressive, fully networked assist systems:** The driver assist system Travel Assist with mass location data plays a fundamental role within the systems for assisted driving. This system is supported by both ACC Adaptive Cruise Control (longitudinal control) from 0 km/h up to the top speed and the Lane Assist lane keeping system (lateral control), two proven systems that are now fully integrated with one another. Once the driver has pressed the button on the multifunction steering wheel to activate Travel Assist, they still need to keep their hands on the wheel, but only so that they can override the assist system if this becomes necessary.

With the integration of navigation data and traffic sign recognition, the ID.5 will also dynamically adapt to the vehicle's environment. With Car2X communication, Volkswagen is taking safety to a whole new level. Mass location data from compatible vehicles in the Volkswagen fleet and signals from infrastructure within a radius of up to 800 metres can be implemented locally within a fraction of a second and warn the driver about dangerous areas, scenes of an accident and stationary traffic. The ID. Light in the cockpit helps by providing visual warnings. Parking is also now even easier thanks to Park Assist Plus with memory function: as well as helping the driver to locate a parking space and providing steering support when manoeuvring in and out of spaces, the intelligent parking system can reproduce individual, pre-learnt manoeuvres, thus relieving strain on the driver.

**Milestone in the electric mobility campaign.** Together with the ID.4, the ID.5 is launching into the largest market segment in the world – the compact SUV class. As such, the two model series mark a strategic milestone in Volkswagen's electric mobility campaign. The Group is aiming to become the global market leader for electric mobility by 2025 at the latest. By 2050, vehicles and the company itself will become carbon-neutral. In the next five years, the company will be investing around 46 billion euros into electric mobility and the hybridisation of its fleet.

### A balance of expressive exterior design and efficient aerodynamics

**Confident and elegant.** With its concentrated expression, the stripped-back cool air openings and the large painted surfaces, the face of the ID.5 appears independent, confident and friendly from every angle. The exclusively designed air intakes on the ID.5 GTX<sup>1</sup> flagship model give it a more powerful touch than the ID.5 Pro<sup>2</sup>. On the whole, lines on the ID.5 are soft and flowing – but athletic and muscular at the same time. The short overhangs and large wheels enhance the strong appearance. The ID.5 is 4.60 metres long, 1.85 metres wide and 1.61 metres tall.

**Dynamic roof line.** The high front underlines the E-SUV coupé's robust power, while the flat angle of the A-pillars, which have been pulled forwards, adds a new, elegant flow to the roof line – this stretches out close to the body and runs into the extended D-pillars. The athletic shoulder lines make for a powerful, exciting effect. At the rear, horizontal lines emphasise the width, with the lighting strip having a particularly powerful effect.



## Medieninformation

**Drag coefficient from 0.26.** The design of the E-SUV coupé looks as though it has been shaped by the wind – and indeed it has. The ID.5 Pro<sup>2</sup> and the ID.5 Pro Performance<sup>3</sup> achieve a very low drag coefficient of 0.26; in the ID.5 GTX<sup>1</sup> the drag coefficient is 0.27. The decisive factor for the good aerodynamic properties is the body's basic shape with the greenhouse, which drops gently to the rear and becomes increasingly narrow. The air stream flows along the rear window, moves around and then through the spoiler and does not start to swirl until it reaches the area underneath. With this flow pattern, the spoiler, the sculptured shape of the tail light clusters and lifted diffuser insert work together – with the additional goal of reducing down force on the rear axle.

**Intelligent aerodynamic details.** The flush door handles on the ID.5 are also designed to optimise air flow for minimal drag, the same goes for the wheel rims with their flat design. The electric radiator roller blind in the vehicle front end does not open until the power units need cooled air – only then do they need to force air through the cooling channels. In the underbody, small spoilers and trim panels guide the flow of air.

### Cutting-edge lighting technology, both inside and out

**Like human eyes.** The large headlights give the ID.5's face a friendly appearance and use LED technology as standard. The Design package for the ID.5 Pro<sup>2</sup> and ID.5 Pro Performance<sup>3</sup> comes with LED matrix headlights, though these come as standard in the ID.5 GTX<sup>1</sup>. Their modules with the side background lighting are reminiscent of human eyes. 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. The keyless locking and starting system Keyless Access (optional) represents an additional highlight: the vehicle tries to make eye contact with the driver by swivelling its eyes to one side or the other. The car "looks". To complete the welcome sequence, the exterior mirrors project the "finger print" of the ID. family on to the ground. The honeycomb pattern is a common motif that is found in many areas of the ID. family models.

**As bright as possible.** The LED matrix headlights, called IQ.LIGHT, always illuminate the road as brightly as possible without dazzling other road users. Each headlight module is made up of 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, a strip of light connects the headlights to the Volkswagen badge. In the ID.5 GTX<sup>1</sup>, three individual LED units extend the signature light into each of the outer air intakes.

**Fibre optic cables in the tail light clusters.** The rear of the ID.5 shines thanks to the innovative 3D LED tail light clusters (standard in the ID.5 GTX<sup>1</sup>; included in the Design package for the Pro and Pro Performance), which are connected by an LED lighting strip. Each unit contains nine fibre optic cables located freely in the space and made up of several thin layers; these create an arch-shaped tail light in a vivid red. 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. The driver can choose between various animations in the relevant HMI menu.

**Intelligent interior lighting.** The ID.5's lighting architecture is designed to form a unified package and also plays an important role in the interior. Ambient lighting in the roof, on the dash panel, in the doors and in the footwell can be configured in a number of



## Medieninformation

colours to suit the user's preference: in the ID.5, there are 10 colours (30 colours available as an option), while the sporty flagship model ID.5 GTX<sup>1</sup> comes with 30 colours as standard. The ID. Light feature is a unique element in the ID.5's lighting concept: the intuitive lighting strip below the windscreen is also part of the background lighting system as well as contributing to the human-machine interface (for short: HMI).

The ID. Light uses different light pulses to signal whether the car is ready to drive, which direction – according to the navigation system – it should turn next or whether the battery is currently being charged. ID. Light also provides support in potentially dangerous situations. It informs and alerts the driver and occupants with bold lighting signals, for instance when there are vehicles in the blind spot or when the traffic in front of the vehicle is decelerating quickly. Moreover, ID. Light can also back up instructions from the navigation system with lighting signals. For example, it can indicate that the driver needs to move into the inside lane before taking a motorway exit or that they should take their foot off the accelerator in order to "coast" efficiently according to their speed. All colours and animations follow a carefully composed visual language that is friendly, universal and easy to understand, giving drivers the information they need while keeping their eyes on the road.

### Ultra-modern interior – a variety of customisation options

**Large interior with a premium, feel-good ambience.** Thanks to the wheelbase of 2.77 metres and the space-saving architecture of the modular electric drive matrix (MEB), the interior has the spacious feel of a lounge. This added space highlights the new options opened up by electrically powered designs and showcases the body style of the future in the form of the ID.5. Despite the sloping, sporty roof line, the interior is spacious with a modern, cosy and elegant feel. Its design emphasises the overall feel of space: the dash panel appears to float lightly as it is not connected to the centre console. A soft surface covers the top of the dash panel and is divided by a seam. In the dark, the 10 colours in the background lighting system (standard) trace the interior lines – the ID.5's lighting architecture is an integral part of the design concept.

**A high standard of comfort on board.** Getting in the ID.5 is easy, and visibility is ideal because the driver and the passengers – particularly those in the rear – sit comfortably high up. The front seats are equipped with armrests on the inside, which can be individually and flexibly adjusted to the driver and front passenger. In between the two armrests, there is the long centre console, which is particularly versatile. For instance, the customer can individually select the position of the drink holder. While the vehicle is moving, noise levels are very low – the E-SUV coupé unlocks its power almost silently. One reason for this is its sophisticated aero-acoustic concept, while the complex insulating measures in the body are another. Innovative technologies reduce the weight, such as the side sills, which are made from a composite of aluminium and ultra high-strength steel.

**Plenty of space for luggage.** In its basic dimensions, the volume of the ID.5's luggage compartment is 549 litres, making it slightly bigger than the ID.4. When the rear seat backrests are folded down, the volume reaches 1,561 litres when loaded to roof height. The Plus assistance package contains the electric Easy Open & Close boot lid, which can be opened and closed with a mere foot movement. With the optional electric ball coupling, the ID.5 Pro<sup>2</sup> and ID.5 Pro Performance<sup>3</sup> can pull up to 1,200 kilograms (braked, with an 8 per cent gradient), while the ID.5 GTX can pull as many as 1,400 kilograms.



## Medieninformation

**Interior without any materials of animal origin.** The cover materials differ depending on the interior design but are always free from animal products. The textile option comes as standard. The ID.5 GTX<sup>1</sup> has seats featuring a combination of textile and leatherette. Depending on the specification package, the centre seat panels may be trimmed with ArtVelours, a microfibre material that includes recycled materials such as PET bottles. The front seats are immediately recognisable as belonging to the GTX thanks to a perforated GTX logo on the upper section of the backrest.

### **Intuitive operation. Voice commands and augmented reality**

**Operating concept with two displays.** The ID.5'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 (5.3 inches) is controlled using touch controls on the multifunction steering wheel. A large rocker switch on the right-hand side is used to select the driving profiles. The middle of the dash panel accommodates the touch display for the navigation system, telephone functions, media, assist systems and vehicle settings. The screen measures 12 inches across the diagonal as standard. The menu structure is flat and easy to understand; users can quickly get to grip with the contents thanks its streamlined graphics.

**Quick and more confident voice commands.** The adaptive natural voice control function "Hello ID." represents the third operating level. It can process common phrases, while its Internet connection (standard) gives it access to the concentrated knowledge on the Cloud. In terms of recognition, the voice control function has grown even more confident and can now respond even more quickly.

**New features of the ID. Light.** The innovative ID. Light function, another standard feature, is a strip of light beneath the windscreen. It supports the driver in a number of situations by providing easy-to-understand lighting effects – for instance when turning, braking or providing messages from the Eco Assistance function. The ID. Light comes with new features – 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.

**Augmented reality head-up display.** With the augmented reality head-up display, Volkswagen is bringing a new high-end feature onto the market. In addition to information about speed and other vehicle functions, the display offers active and dynamic navigation instructions that are reflected onto the windscreen. For the ID.5's driver, these instructions appear 10 metres in front of the vehicle, for natural integration into the driver's line of sight.

**Precision and processing power.** 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 rays generated by this display onto the windscreen, while special lenses separate the portions for the close and far range display levels. A device known as the AR Creator, a high-speed processing unit, positions the symbols in the display zone, using the data from the front camera, radar sensor and navigation map as a basis. The displays are stabilised with respect to the vehicle's movements and adapted to the geometry of the optical projection system.



## Connectivity

**Digital transformation.** With its ACCELERATE strategy, Volkswagen is now powering forward with three more major issues for the future: software-based products, new business models and autonomous driving.

**The Infotainment package.** The ID.5 and ID.5 GTX<sup>1</sup> are already connected as standard. One component of this is the Comfort mobile phone interface. This pairs the smartphone to the on-board Infotainment system and can charge it inductively if the phone is suitable for this. The standard App-Connect function enables media to be streamed via a smartphone, which can be embedded in its native environment using Android Auto, Apple Car Play and Mirror Link.

**The We Connect Start navigation services.** The Infotainment package also contains the navigation function and services from We Connect Start, which connect the ID.5 to the owner's smartphone and the traffic infrastructure. The most important of these features are the navigation services – including the Online Traffic Information, the Online Map Update and the Charging Stations service, which provides information about nearby charging stations. The Online Route Calculation function in the ID.5 has been updated and improved. On longer journeys, it schedules charging stops so that the destination can be reached quickly, using the current traffic information and forecasts as a basis. Points of interest can be transferred to the car using the free We Connect ID. app. The Internet Radio provides access to a number of stations and podcasts; the music services Spotify and Apple Music are also integrated into the Infotainment system.

**The We Connect Start vehicle-related services.** The second component of We Connect Start is the vehicle-related services that run on the We Connect ID. app. ID.5 owners can use the app to control the charging process, control the electric stationary air conditioning (standard) remotely, and check the battery's charge level and the vehicle's range.

**New electronics platform.** The ID.5's electronic architecture follows a fundamentally new concept. In terms of hardware, two high-performance computers known as ICAS (In-Car Application Servers) are the main components. They bring together a number of tasks that are otherwise spread over a number of small computers – however, basic vehicle functions such as drive system and brake control functions remain on their separate control units. Like on a stationary server, the software architecture is designed to be a broad service platform. This simplifies the exchange of data and functions between the systems without any compromises in terms of security. The new electronic architecture enables the vehicle to remain up-to-date at all times and even be improved in some areas – with Over-the-Air updates over the mobile signal network. For an incredibly simple user experience, Volkswagen makes these available to customers ever twelve weeks, therefore taking the next important step in its transformation into a software-oriented mobility service provider.



## Drive system and running gear

**Three motor options ready for the launch.** The ID.5 will be launched in the European markets in 2022 with three different motor options. The ID.5 Pro<sup>2</sup> has its electric drive motor mounted at the rear with 128 kW (174 PS) of output and 310 Nm torque, while the ID.5 Pro Performance<sup>3</sup> delivers 150 kW (204 PS) and 310 Nm. In the ID.5 GTX<sup>1</sup>, there is one electric motor with 162 Nm torque on the front axle and another with 310 Nm on the rear axle – the dual-motor all-wheel drive system can deliver a maximum of 220 kW (299 PS)\*.

**ID.5 Pro and Pro Performance with rear-mounted motor.** The rear-mounted motor in the ID.5 Pro<sup>2</sup> and ID.5 Pro Performance<sup>3</sup> ensures agile handling and good traction, while also creating a small turning circle of 10.2 metres. The vehicle is powered by a permanently excited synchronous motor (PSM) with a high degree of efficiency: it is 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 1-speed gearbox including differential. Including the power electronics, which process the control signals and switch the currents, the drive unit only weighs around 90 kilograms.

**ID.5 GTX with dual-motor all-wheel drive.** The rear axle of the ID.5 GTX<sup>1</sup> flagship model is also fitted with a PSM electric drive motor. Like the ID. Pro Performance, its key performance figures are 150 kW (204 PS) of power and torque of 310 Nm. An asynchronous motor (ASM) is installed on the front axle with 109 PS and 162 Nm. This is particularly compact and light in its construction, can be overloaded on a temporary basis and only produces minimal drag losses when it runs without generating electrical energy. The sporty ID.5 GTX<sup>1</sup> accelerates from 0 to 100 km/h in 6.3 seconds and continues up to its electronically limited maximum speed of 180 km/h. The projected range is 480 km (WLTP<sup>4</sup>).

**All-wheel drive strategy for optimum dynamics in the ID.5 GTX.** The intelligent control system for the dual-motor all-wheel drive in the ID.5 GTX always aims to achieve the optimum in efficiency, dynamics and ride stability. In many situations, the drive motor on the rear axle is able to power the vehicle all by itself. As soon as the driver wants to shift to a sportier style or needs more traction, the ASM on the front axle is activated. This takes place in just a few fractions of a second and so smoothly that it is unnoticeable for the driver.

**Maximum efficiency.** The ID.5 Pro<sup>2</sup> accelerates from 0 to 100 km/h in 10.4 seconds and its maximum speed is 160 km/h. The projected range is up to 520 km (WLTP<sup>5</sup>). The key performance figures for the ID.5 Pro Performance<sup>3</sup> are: from 0 to 100 km/h in 8.4 seconds, top speed of 160 km/h and a projected range of up to 520 km (WLTP<sup>5</sup>). The figures for the ID.5 GTX<sup>1</sup>: from 0 to 100 km/h in 6.3 seconds, top speed of 180 km/h and a projected range of up to 480 km (WLTP<sup>4</sup>).

**Coasting or recuperation.** Recuperation is an important factor for efficient driving in all ID.5 motor options. Using the rocker switch behind the steering wheel, the driver decides whether the vehicle should coast or recover energy when the accelerator is released. If the D (Drive) position is engaged, the ID.5 will switch to coasting in most situations, while the electric drive motors rotate with almost zero load. If position B (Brake) is engaged on the other hand, then overrun recuperation will generally be activated: the electric motors function as alternators on a temporary basis and feed current back into the battery. Depending on the driver's preference, the Eco Assistance



## Medieninformation

system can manage the coasting and recuperation processes as soon as the vehicle approaches an area with a reduced speed limit. To do this, the system uses information including navigation data.

**Brake energy recuperation.** All gentle and moderate deceleration is also performed by the electric drive motors using recuperation. The highly efficient PSM in the rear normally deals with this deceleration alone, though the ASM can also contribute when braking at a high speed. The ID.5 models can brake electrically alone up to a deceleration rate of around 0.3 g, which corresponds to an energy recovery level of more than 100 kW. The hydraulic wheel brakes do not step in until above this point. This transition is practically unnoticeable for the driver, and recuperation remains active almost until the vehicle comes to a stop.

**A sporty all-rounder.** Nimble in the city, agile on rural roads, laid back and quiet on the motorway: the ID.5 and ID.5 GTX<sup>1</sup> are sporty all-rounders that deliver a confident and safe ride experience. The lithium-ion battery, which is located under the passenger compartment, ensures a low centre of gravity and equal distribution of the axle loads. Thanks to its powerful traction and 16 centimetres of ground clearance, the E-SUV coupé often manages to go even further, beyond the point where the tarmac comes to an end.

**Connected control.** In the ID.5, the control systems for the drive system and brakes are closely connected. The standard Vehicle Dynamics Manager, a high-speed computer, works closely with the ESC stability control and all-wheel drive control (in the ID.5 GTX<sup>1</sup>). When taking corners with a sporty style, the electronic XDS differential lock (or the XDS+ in the ID.5 GTX<sup>1</sup>) also communicates with the vehicle dynamics manager and rounds off the handling experience. The control system in the ID.5 is a lot quicker and more precise than that of a conventionally powered vehicle; what's more, the electric drive motors can implement control signals a lot more quickly than any combustion engine.

**Up to five driving profiles in the ID.5 GTX.** The driving profile selection function is standard in all ID.5 models. With this function, the driver can influence how the electric motors and steering system work as standard in the Eco, Comfort and Sport profiles; in the Sport profile, the front electric motor on the ID.5 GTX<sup>1</sup> is always activated. In the ID.5 GTX<sup>1</sup>, the driver can also opt for the Traction profile, which is designed especially for low speeds on slippery terrain. If the driver wants to achieve a particularly dynamic style on-road, they can switch the ESC stability control to a Sports mode.





## Battery and charging options

**Lithium-ion battery with 77 kWh.** The high-voltage battery plays a decisive role in the ID.5's all-round nature: with its 77 kWh net battery content, it gives the ID.5 Pro<sup>2</sup> and ID.5 Pro Performance<sup>3</sup> models a projected practical range of up to 520 km (WLTP<sup>5</sup>), while the ID.5 GTX achieves around 480 km (WLTP<sup>4</sup>). The housing is made from aluminium profiles and is protected by a solid underbody guard and strong frame. Inside there are twelve 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 around 25 degrees Celsius – this benefits power output, fast DC charging and the service life. After eight years of operation or 160,000 km travelled, the battery still has at least 70 per cent of its original capacity – protected by a Volkswagen warranty.

**Charging ecosystem.** 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 and any location – whether on a long journey, out and about, or at home.

**Elli: green energy for charging at home.** The ID.5 and ID.5 GTX<sup>1</sup>, which are produced in the Zwickau factory in Germany, are handed over to European customers with a carbon-neutral balance sheet. If these customers then charge their vehicles with green energy, they are almost completely climate-neutral. Via Elli, a Volkswagen Group brand, customers can have their garage at home supplied with Volkswagen Naturstrom, which is generated from 100% renewable energy. The Mode-2 cable is used for charging at home (option).

**Intelligent charging in your garage – optional bi-directional charging.** The ID.Charger is also available from Elli. The wall box is available in three designs, each of which delivers up to 11 kW that can charge the ID.5 with alternating current. When combined with a suitable home energy management system (HEMS), the ID. Charger will also offer additional functions in future. For example, it will enable the vehicle to be charged during lower-tariff periods or charged with self-generated solar power if the house has a photovoltaic system. Furthermore, provided there is a suitable infrastructure, bi-directional charging will also be possible at home in future: the ID.5 will be able to feed power that it does not need back into the domestic grid.

**Rapid charging while out and about.** We Charge provides ID.5 drivers with access to one of Europe's largest and fastest growing charging networks, which currently consists of around 250,000 charging points. Using the standard Mode-3 cable, the E-SUV coupé can also be charged with up to 11 kW of alternating current (AC) even when it is out and about. At a direct current (DC) quick-charging station, the battery can store enough energy for the next 390 km or 320 km in the GTX (WLTP) within 30 minutes and achieve a charging power of up to 135 kW. Within the IONITY network, Volkswagen customers with We Charge can charge their vehicles at favourable conditions; frequent drivers can opt for a tailor-made tariff. Whether using AC or DC charging, the We Charge charging card or a smartphone with the Volkswagen We Connect ID. app are all it takes to start the charging process. Charging is set to be even more convenient in future with the Plug & Charge function: the vehicle registers itself at the charging station and activates the station – the charging process then starts automatically. A charging agreement is necessary in order to do this, for example from We Charge.



## Way to Zero

**On the Way to Zero.** By 2030, Volkswagen is aiming to cut carbon emissions per vehicle by 40 per cent, and following its Way to Zero, the company is set to be climate neutral balance by 2050 at the latest. By 2030, at least 70 per cent of Volkswagen's unit sales in Europe is to come from electric-only vehicles, which is equivalent to significantly more than one million vehicles. In North America and China, the goal is that electric vehicles will account for at least 50 per cent of unit sales. To achieve these goals, Volkswagen is launching at least one electric vehicle onto the market every year.

**Extensive digitalisation:** Volkswagen is ambitious. It is taking a forward-looking stance with its new ACCELERATE brand strategy. In the future, the Volkswagen brand not only wants to be the benchmark for electric mobility, but also for the areas of the digital customer experience, vehicle software and autonomous driving. The goal is to enhance the vehicle to become a software-based product. With innovative assist systems and Over-the-Air Updates, our ID. models already provide drivers with maximum comfort and the best possible user experience. The next important step in our transformation into a software-oriented mobility provider.

**Investment in renewable energy.** Volkswagen is investing heavily in Europe's quick-charging network and is working with its partners to create a network of 18,000 charging points by 2025. Volkswagen is also the first vehicle manufacturer to support the expansion of renewable energy on a large scale. Work is underway to construct new wind and solar farms in various regions of Europe by 2025. Collectively, these farms will then generate around seven terawatt hours of additional green power in 2025. The first measures have already been contractually agreed with the energy group RWE.



## Technical data for the ID.5 / ID.5 GTX

	ID.5 Pro
Maximum power*	128 kW / 174 PS
Gearbox	1-speed gearbox, rear
Top speed	160 km/h
0-100 km/h	10.4 s
Range (WLTP)	Up to 520 km
Drag coefficient	$c_d$ 0.26

	ID.5 Pro Performance
Maximum power*	150 kW / 204 PS
Gearbox	1-speed gearbox, rear
Top speed	160 km/h
0-100 km/h	8.4 s
Range (WLTP)	Up to 520 km
Drag coefficient	$c_d$ 0.26

	ID.5 GTX
Maximum power*	220 kW / 299 PS
Gearbox	1-speed gearbox, one in the front, one in the rear
Top speed	180 km/h
0-100 km/h	6.3 s
Range (WLTP)	Up to 480 km
Drag coefficient	$c_d$ 0.27



# Medieninformation

## Dimensions of the ID.5 / ID.5 GTX

	ID.5	ID.5 GTX
Length in mm	4599	4582
Width in mm	1852	1852
Height in mm	1613	1619
Wheelbase in mm	2766	2766

\* Maximum electrical output 220 kW: Maximum output that can be accessed for a maximum of 30 seconds, calculated in accordance with UN GTR.21. Provisional figures.

The amount of power available in individual driving situations depends on various factors, such as ambient temperature and the charge status, temperature and condition or physical age of the high-voltage battery.

The availability of the maximum power requires the high-voltage battery to be between 23°C and 50°C and have a charge level of > 88%.

Deviations from the aforementioned parameters in particular may lead to a reduction in power, through to the complete unavailability of the maximum power.

The battery temperature can be indirectly influenced by the auxiliary air conditioner to a certain extent and the charge level can, for example, be adjusted in the vehicle. The amount of power available at a particular time is shown in the vehicle's power display.

To maintain the high-voltage battery's usable capacity as effectively as possible, a battery charging target of 80% is recommended if the vehicle is used daily (to be switched to 100% prior to long-distance journeys for example).