



The new ID.3^{1,2}

March 2023

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.

¹ID.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 vehicles.

²ID.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.



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In brief

Key facts: upgraded and updated – the new ID.3

- **Comprehensive product revamp: second generation of the ID.3 with interior and exterior at a new level.**
- **Sharpened exterior design: specific new details highlight the distinctive design language of the ID. family.**
- **Higher value in the vehicle interior: customer suggestions have been taken on board and implemented.**
- **State-of-the-art technology: latest software, 12-inch display (30.5 cm), centre console with USB-C power delivery connections**
- **Intuitive, day-to-day usability, customer-friendly: Electric Vehicle Route Planner, Plug & Charge, augmented reality head-up display and intelligent driver assist systems – such as Travel Assist with swarm data – make driving and charging even easier and more convenient.**
- **Focus on sustainability: animal-free materials with a high proportion of recycled materials. Delivery takes place with a carbon-neutral balance⁴.**
- **Custom batteries: lithium-ion batteries with a net energy content of 58 kWh and 77 kWh are available. The range is up to 546 kilometres (WLTP). A smaller battery is planned for the future.**
- **Electric offensive is ongoing: more than 600,000 ID. models have already been delivered worldwide. The range comprises six different models.**
- **The production network is being extended: in 2023, the main plant in Wolfsburg will join Zwickau, Dresden and Anting in South China in producing the ID.3**



In brief

The highlights of the new ID.3

Wolfsburg, March 2023. With the second-generation of the ID.3, Volkswagen is continuing the success story of its ID. family. As part of implementation 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. More than 600,000 ID. models based on the modular electric drive (MEB) platform have already 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 bestseller 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 new look, while the overall appearance is rounded off by the use of top-quality, animal-free and sustainable materials.

Quote

“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 Volkswagen Brand Board of Management responsible for the Sales, Marketing and Aftersales divisions.

As from 2033, Volkswagen plans to produce only electric vehicles in Europe. By as early as 2030, it is planned that at least 70 per cent of Volkswagen’s sales in Europe will come from all-electric vehicles. In the US and China, the company has set itself the goal of achieving an electric share of more than 50 per cent in the same period.

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Volkswagen is continuing its transformation towards electric mobility at a rapid pace: with about 330,000 units, the company increased sales of battery electric vehicles (BEVs) worldwide by 23.6 per cent in 2022 compared with the previous year.

Fresh design: sharper exterior

Specific modified details give the ID.3 an even more striking look. The newly designed front end makes the ID.3 appear more dynamic than before. With the modern, clean-cut contours of the exterior design, the second generation of the ID.3 shows that the iconic appearance of the ID. family remains unmistakable but can also be further enhanced.

Higher value: sustainable interior improvements

The interior of the ID.3 now impresses with even higher value. Numerous suggestions from customers were taken on board and implemented in order to improve product value and enhance the standard equipment package. Among other things, this has resulted in an optimised haptic experience – thanks to improved material quality – as well as a feel-good ambience through the interplay of functionality, look, feel, and structure.

For the new ID.3, Volkswagen has placed great emphasis on sustainability. The interior equipment is completely animal-free as standard. In addition, a high proportion of recycled materials is used. Like its predecessor, the new ID.3 will be handed over to customers with a carbon-neutral balance.

Full connectivity: latest-generation assist systems

With the ID.3, Volkswagen already offers premium technologies and innovations in the compact class. The use of swarm data in the current version of the Travel Assist system represents the next step on the path to highly automated driving. Park Assist Plus with memory function allows



automatic retrieval and use of saved parking manoeuvres. The cloud-based voice control function and the augmented reality head-up display in the new ID.3 also make everyday driving easier.

Up-to-date software and features on demand: the ID.3 as a smart device

The new ID.3 is equipped with the latest software for improved system performance and to allow over-the-air updates. The continuously enhanced ID. software also offers functions that can be activated later on (features on demand). In this way, Volkswagen lets customers react flexibly to their needs and book services and functions as required. Examples include the navigation system and the two-zone automatic comfort air conditioning that electronically controls the air temperature, volume and distribution. Standard functions such as the Electric Vehicle Route Planner, Plug & Charge at quick-charging stations or at home, or the possibility of bidirectional charging (BiDi-ready) make sure the ID.3 is perfect for both everyday driving and long journeys.

Quote

"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. With the use of swarm data in the latest version of Travel Assist, we are taking the next step forward on the way to highly automated driving," explains Kai Grünitz, Member of the Volkswagen Brand Board of Management responsible for Development.



Package and design

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.

The optimised and enlarged air intakes at the front give the ID.3 a muscular and sporty appearance. The aerodynamics are improved by improved 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 0.263⁵. The most important factor for this is the body, with steeply sloping A-pillars, flowing roof line and drawn-in C-pillars.

Clever 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 water deflector strips on the A-pillars and the exterior mirrors mounted on the door shoulders also improve the aerodynamics. They lower the noise level together with the standard windscreen made of acoustic glass. Several components in combination also contribute to flow separation at the rear – the large roof spoiler, its shoulders, the shaped tail light clusters and the diffuser. This finishes the ID.3's almost completely flat underbody with large-area panelling at the rear.



The headlights and tail lights do not just underline the modern ID.3 design, but 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 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 (MEB) platform.

When it comes to 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.

Package and design

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 recycle, a secondary raw material obtained by recycling plastic waste that has previously been disposed of at least once.

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, including soft, foam-backed surfaces in the cockpit that 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 enhance the feeling of value and create a successful combination of futuristic and traditional design in the interior of the ID.3. The high-quality materials increase comfort and driving pleasure.

Quote

“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 Volkswagen Brand Board of Management responsible for the Sales, Marketing and Aftersales divisions.

Spacious interior with a premium, feel-good ambience

Improved material quality – as well as the interplay of functionality, look, feel, and structure – creates a feel-good ambience inside the car. The basis for this is the spacious vehicle interior that 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 (MEB) platform. 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 interior contours and gives the cabin 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 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.

Package and design

Lighting design: state-of-the-art technology

The large headlights give the face of the new ID.3 a friendly appearance. They are designed using LED technology as standard. 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.

State-of-the-art lighting control with IQ.LIGHT

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.

Controls, connectivity and assist 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 5.3 inches (13.4 cm) is operated 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 console accommodates the touch display for the navigation system, telephone functions, media, assist systems and vehicle settings. The screen measures 12 inches (30.5 cm) across the diagonal as



standard. 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 clearer and more informative way.

Quick and reliable voice commands

The natural, adaptive voice control function Hello ID. represents the third operating level. It can process common phrases and its internet connection gives it access to Cloud data. In terms of recognition, the voice control function is now even more reliable and can respond even more quickly than in the past.

High-tech: the augmented reality head-up display

Volkswagen has introduced a high-end feature with the augmented reality head-up display. 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 driver, these instructions appear to be 10 metres in front of the vehicle so they are clear and displayed with the correct perspective.

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.



Controls, connectivity and assist systems

Connectivity

The new ID.3 comes with outstanding connectivity as standard. One component of this is the Comfort mobile phone interface. This pairs the smartphone with the on-board infotainment system and allows inductive charging if the mobile telephone 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 CarPlay™ and MirrorLink™.

We Connect Plus navigation services

The infotainment package also includes the navigation function and the We Connect Plus services. These connect the ID.3 to the owner's smartphone and the traffic infrastructure. The most important features are the navigation services – including the Online Traffic Information, Online Map Update and the Charging Stations service, which provides information about nearby charging stations.

The smart Electric Vehicle Route Planner has been updated and improved in the ID.3. On 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, while the internet radio service gives users access to numerous stations and podcasts.



We Connect Plus vehicle-related services

The second component of We Connect Plus comprises the vehicle-related services that run on the We Connect ID. app. ID.3 customers can use the app to remotely control the charging process and the electric stationary air conditioning – and to check the battery’s charge level and the vehicle’s range.

Controls, connectivity and assist systems

Electronics platform

The ID.3’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 distributed among a large number of small computers. However, basic vehicle functions such as drive system and brake control 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 lets the vehicle remain up to date at all times and even be improved in some areas – with over-the-air updates using the mobile signal network. Volkswagen is thus taking the next important step in its transformation into a software-oriented mobility provider.

Controls, connectivity and assist systems

Assist systems

The driver assist system Travel Assist with swarm data 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 assist system can make use of two proven systems that are now fully integrated with one another.

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 then taps the turn signal, the new ID.3 can independently carry out the lane change. However, the driver is still responsible for vehicle control as before.

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.

With the integration of navigation data and traffic sign recognition, the new ID.3 will also dynamically adapt to the vehicle's environment.

Volkswagen is using V2X technology to take 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.

Parking is also now even easier thanks to Park Assist Plus with memory function. As well as helping 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. The assist system parks the ID.3 with the aid of sensors that monitor the surroundings – it steers, accelerates, brakes and changes gear.



Drive

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 motor 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.

The new ID.3 Pro accelerates from 0 to 100 km/h in 7.3 seconds. Top speed is 160 km/h.

Coasting and recuperation increase the range

Brake energy recuperation is an important factor for efficient driving. Using the rocker switch behind the steering wheel, the driver decides whether the vehicle should coast or recover energy as soon as they take their foot off the accelerator. If the D (Drive) position is engaged, the ID.3 will switch to coasting in most situations – the electric drive motor then rotates with almost zero load. If position B (Brake) is engaged on the other hand, overrun recuperation will generally be activated. The electric drive motor then operates as a generator and feeds the power that is produced by the rolling vehicle back into the battery. Depending on the driver's preference, the Eco Assistance system can manage the coasting and recuperation processes as soon as the vehicle approaches an area with a reduced speed limit. The system uses information including navigation data to do this.



Brake energy recuperation upon braking.

All gentle deceleration and a large amount of moderate deceleration are also performed by the electric drive motor using recuperation. The ID.3 models can brake purely electrically up to a deceleration rate of about 0.3 g. This corresponds to a recuperation power 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 country roads, laid back and quiet on the motorway: the new ID.3 is an athletic all-rounder that offers a superior and safe driving 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. The driving profile selection function is standard in all ID.3 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.

Battery, charging options

Battery

The new 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 predicted 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.

Battery charging options

Charging options

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 electricity for charging at home

The new ID.3 will be manufactured in Zwickau, Dresden and in future also in the main plant at Wolfsburg, and will be handed over to customers in Europe with a carbon-neutral balance. If the vehicle is charged with green electricity, driving the car is then practically climate-neutral. By having a contract with Elli, a Volkswagen Group brand, customers can have their garage at home supplied with Volkswagen Naturstrom, which is generated from 100 per cent renewable energy.

Intelligent charging in the garage – optional bidirectional charging

Elli also offers the ID. Charger. This wall box is available in three versions, each delivering an output of up to 11 kW for charging the ID.3 with alternating current (AC). Bidirectional charging will also be possible at home in the future in combination with a suitable home energy



management system (HEMS). The ID.3 will then be able to feed power into the home network.

Rapid charging while out and about

We Charge provides access to one of Europe's largest and fastest growing charging networks, which currently consists of over 400,000 charging points. 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 with a charging capacity of up to 170 kW. The ID.3 Pro needs 35 minutes with a charging capacity of up to 120 kW 35.

Within the IONITY network, Volkswagen customers can charge their vehicles at favourable conditions with We Charge. Frequent drivers can opt for a tailor-made tariff. All it takes to start the charging process is the We Charge charging card or a smartphone with the Volkswagen We Connect ID. app.

The new ID.3 also offers Plug & Charge capability. This makes charging even more convenient: the vehicle registers itself at a charging station with the Plug & Charge function and activates the station – the charging process then starts automatically. A compatible charging contract is needed for this, for example from We Charge.

Sustainability

Production with climate-neutral balance

Volkswagen is building the ID.3 with a climate-neutral balance. The Zwickau factory, the largest and most efficient electric car factory in Europe, uses 100 per cent green electricity. The site includes a highly efficient combined heat and power plant, which is planned to operate with carbon-neutral gas in the long term. Production of the battery cells, which are externally sourced by Volkswagen, is unavoidably energy-intensive.



That is why Volkswagen has obliged its cell suppliers to use exclusively green electricity for manufacturing.

The measures implemented in Zwickau and at the cell suppliers significantly reduce the CO₂ emissions in production. The remaining emission share is offset by climate protection measures with certified carbon credits.

A clean future

Volkswagen is working on further minimising carbon emissions in the value chain. When the ID.3 reaches the end of its service life, its battery can be reused in second life concepts – or it becomes a source of raw materials after recycling.

Volkswagen is demonstrating what the sustainable and climate-friendly future of mobility can look like with the planned six European factories for battery cell production. With scheduled completion by 2030, it is expected that these will be able to supply battery cells with a total energy content of 240 gigawatt-hours (GWh) each year. The locations include the Skellefteå plant (Sweden) of partner Northvolt in Sweden, which will start production in 2023. At the Salzgitter site, the Volkswagen Group laid the foundation stone for its first own factory in 2022. It is planned to produce the new unified cells for the volume segment here from 2025 onwards. After Salzgitter, the next cell factory will be built in Sagunto, near Valencia (Spain).

Sustainability

Way to ZERO

The goal is to reduce CO₂ emissions per vehicle by 40 per cent as soon as 2030. On its Way to ZERO, Volkswagen intends to become climate-neutral by 2050 at the latest. By 2030, at least 70 per cent of unit sales in Europe



is to come from electric-only vehicles – 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 ten new electric vehicles by 2026.

Extensive digitalisation

Volkswagen is ambitious. With its ACCELERATE brand strategy, the company is looking further ahead. In future, the Volkswagen brand does not just aim to set standards in electric mobility, but also in 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. This is the next important step in our transformation into a software-oriented mobility provider.

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³Equipment specifications apply to the German market. Standard equipment may differ in other markets.

⁴Carbon 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.

⁵Predicted value



Technical data of the new ID.3

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