**Volkswagen is electrifying long-distance journeys:**

**world premiere of the ID.71 with a range of up to approx. 700 km4**

* ID. flagship model: the new ID.71 electric touring saloon is set to be launched first in Europe and China in autumn 2023. North America is scheduled to follow in 2024
* Designed for long distances: according to an initial internal forecast, the ID.7 Pro S2 with 86 kWh battery (net) will permit ranges of up to approx. 700 km4
* New high-efficiency drive increases range: according to an initial internal forecast, the ID.7 Pro3 with 77 kWh battery (net) will achieve ranges of up to approx. 615 km5
* New generation of the Volkswagen cockpit: the ID.7 will make its debut as the first Volkswagen with an augmented reality head-up display as standard
* High level of travel comfort: new seats with climate control and massage function and new air conditioning with interactive smart air vents
* Made in Germany: Volkswagen plans to produce the new ID.7 in the German electric mobility plant in Emden for Europe and North America

**Wolfsburg – By 2030, around 80 per cent of Volkswagen vehicles delivered in Europe are expected to be fully electric. A further milestone on this path is now being launched with the new ID.7, an electric saloon. Thanks to its long ranges, Volkswagen will electrify long-distance journeys with this vehicle. Almost five metres long with an aerodynamic design, the car has a new efficient drive generation on board that delivers an output of 210 kW (286 PS). Also new is the largest Volkswagen battery – with 86 kWh (net). First WLTP range forecast: up to approx. 700 kilometres4. In the interior, the ID.7 makes long journeys shorter thanks to the extremely generous space and an intuitive, smart and fast next-generation infotainment system. Drivers can also look forward to a new cockpit philosophy: the ID.7 will be the first Volkswagen in the world that comes with an augmented reality head-up display as standard. This changes the cockpit architecture because classic instruments become practically superfluous. As a result, the ID.7 becomes a mobile living space for a new era.**

**This is the new ID.7**

**Progressively styled space for travel.** The ID.7 is a large electric Volkswagen for long-distance journeys, as well as for gliding quietly through the city. The aerodynamic design of the fastback saloon is based on flowing, muscular and clearly defined lines. For example, the front end is largely closed. The design is defined here in particular by the sculptured bonnet and the LED headlights with their narrow LED strip for the daytime running lights and turn signals integrated at the top of the housing. From the side view, a defining style element of the elongated design is a feature line located below the long window shoulder with a sharp undercut. This creates powerful and positive tension in the silhouette. At the rear, the width is emphasised by horizontal lines. The most dominant line is a horizontal LED strip, which extends outwards into the wraparound LED tail light clusters.

**Low drag coefficient increases range.** Sophisticated aerodynamics with a drag coefficient of approximately 0.23 (depending on equipment) ensure the vehicle offers little resistance to the wind – the basic prerequisite for low energy consumption and long ranges. The new ID.7 is 4,961 mm long and its large wheelbase of 2,966 mm in particular makes sure there is plenty of space inside the vehicle. The interior has been designed with practicality in mind, down to the very last detail. Above the passengers, a new panoramic sunroof with smart glass is optionally available, the glass layers of which are electronically switched to an opaque or transparent setting. Like many other functions in the ID.7, the roof can also be operated by means of natural voice commands. The front seats are also a new development: for the first time in a Volkswagen, they optionally offer an adaptive seat Climatronic function. A sophisticated new massage function also makes long journeys feel much shorter.

**Cockpit with standard AR head-up display.** A new world of information awaits the driver: the classic instruments have been reduced to the essentials in the ID.7. An augmented-reality head-up display takes over the job of providing information and projects details such as speed into the close range in front of the driver and interactive information such as turn arrows virtually into the real world well in front of the ID.7. Drivers can therefore keep their eyes on the road.

**Convenient assist systems6**. When driving on motorways and similar roads, assist systems such as Travel Assist with swarm data7 take over lateral and longitudinal control of the ID.7 as needed at speeds above 90 km/h. If desired, the ID.7 can also support assisted lane changing on the motorway by means of Travel Assist. The driver monitors all this, but the strain of driving is reduced significantly. When it comes to parking, the electric Volkswagen can independently perform assisted manoeuvres in different ways. One of these is parking with memory function6 over a distance of up to 50 metres. For this, the driver either remains sitting in the ID.7 or monitors the parking procedure using the smartphone app.

**New high-efficiency drive.** The ID.7 will be launched in two equipment and drive versions – Pro and Pro S – and is the first MEB model to be equipped with a drive that has been newly developed by Volkswagen. The system essentially consists of the 210 kW (286 PS) electric drive motor (permanent magnet synchronous motor), the two-stage 1-speed gearbox, and the inverter (power and control electronics). The power and efficiency of the electric drive motor benefit from details such as a rotor with stronger permanent magnets that offer an even higher thermal load capacity, a further-developed stator with a larger effective number of windings in combination with maximum wire cross-section, as well as a water heat sink for the outside of the stator and a new, combined oil and water cooling system that also ensures higher thermal stability. The thermal stability is safeguarded by a new inverter.

**Batteries with 77 kWh and 86 kWh (net).** There will be two battery versions: the
ID.7 Pro3/5 will have a 77 kWh battery (gross: 82 kW). DC charging capacity: 170 kW. The ID.7 Pro S2/4 (to be introduced at a later date) will be equipped with the latest Volkswagen battery with an energy content of 86 kWh (gross: 91 kWh); the DC charging capacity in this case is 200 kW. A new thermal management system preconditions the battery before a charging stop. This preconditioning starts automatically on the way to every charging station when route guidance is active. According to initial internal forecasts, there will be up to approximately 6155 kilometres between two charging stops with the ID.7 Pro and up to about 700 kilometres4 with the ID. Pro S.

**Made in Germany.** Series production of the ID.7 for Europe and North America will start in the German Volkswagen plant in Emden in the second half of the year. The new ID. flagship model is scheduled to be available in Europe this autumn; the start of presales is planned for the summer. The launch in China is also set for 2023. The market introduction in North America is then scheduled to follow in 2024.