

Press Information



Volkswagen

Auto Shanghai 2017

I.D. CROZZ – World premiere



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Notes:

This press kit as well as images and videos on the I.D. CROZZ can be found online at www.volkswagen-media-services.com. User name: shanghai17. Password: vwidcrozz.

Features and technical data of production models apply to models offered in Germany. Details for other countries may vary.

All performance levels, fuel efficiency and emission figures given in this press release are forecasts as of March 2017.



In brief

Volkswagen unveils zero-emissions crossover in China:

I.D. CROZZ combines the worlds of SUV and coupé

Electric concept car with 500 km range, all-wheel drive and autopilot mode

New CleanAir system ensures extremely clean air on board the I.D. CROZZ

Key facts – the I.D. CROZZ in bullet points

1. **SUV and coupé:** the I.D. CROZZ is a crossover utility vehicle (CUV) with the functionality of an SUV and dynamism of a coupé.
2. **Trio:** the I.D. CROZZ is a key pillar of the new I.D. family based on the Modular Electric Drive Matrix (MEB).
3. **DNA of electric mobility:** the avant-garde looks of the I.D. CROZZ feature the newly developed design DNA of electric mobility.
4. **Petrol car range:** the I.D. CROZZ delivers power of 225 kW, has a top speed of 180 km/h and needs to dock with a charging station just once every 500 kilometres (NEDC).
5. **Charged in 30 minutes:** the battery of the I.D. CROZZ can be charged to 80% in just 30 minutes (with 150 kW DC).
6. **Open Space:** the I.D. CROZZ provides an amount of space comparable to the New Tiguan L (China), known as the Tiguan Allspace in Europe.
7. **Digitalised operation:** cockpit with AR Head-up Display, Active Info Display, infotainment tablet and door panel controls.
8. **Fully automatic mode:** in 'I.D. Pilot' mode the I.D. CROZZ drives autonomously. The steering wheel moves forwards into the dashboard.
9. **CleanAir system:** regardless of the air outside, a new ventilation system ensures top quality air on board the concept car.
10. **Light blind:** for the first time it is possible to activate a ceiling of ambient light in the roof via gesture control.

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Summary – world premiere of the I.D. CROZZ in Shanghai

Wolfsburg/Shanghai, April 2017. Volkswagen is developing a new fleet of electric vehicles based on progressive concepts and designed in avant-garde style. Full production will begin in 2020. Right now, at the international 'Auto Shanghai 2017' (19 to 29 April), the German carmaker is providing an important look ahead at this new family of electric mobility vehicles. The I.D. CROZZ is Volkswagen's first electrically powered crossover utility vehicle (CUV) – a four-door coupé and sports utility vehicle (SUV) in one. Following the headline-grabbing presentations of the I.D. (world premiere in Paris in 2016) and I.D. BUZZ (world premiere in Detroit in 2017), the I.D. CROZZ now follows as the third exciting version of the I.D. family. It is, once again, a zero-emissions vehicle with a very long range, charismatic electric mobility design and an interior concept that is completely new. The sportily designed I.D. CROZZ now underlines, as a concrete example of what might be seen in 2020, just how diverse the electrifying spectrum of future Volkswagen electric models is going to be.

All-wheel drive and a range of 500 kilometres (NEDC). I.D. CROZZ – the name says it all. I.D. stands above all for 'Identity' and 'Iconic Design', while CROZZ relates to the new CUV category. A sporty, interactively designed zero-emission all-rounder – with electric all-wheel drive that is equally impressive in the urban jungle as it is on the rough terrain of an adventurous and active life. The I.D. CROZZ delivers power of 225 kW, has a top speed of 180 km/h and can cover up to 500 kilometres (NEDC) on one battery charge. At charging points with power output of 150 kW (DC) the high-performance battery can be 80% recharged by the fast-charging system within 30 minutes.

The MEB is redefining space. The I.D. CROZZ is more compact and has a lower roofline than Volkswagen's latest mainstream SUV, the New Tiguan L (China) / Tiguan Allspace (Europe). And yet the CUV provides just as much space. The key to this in the car's design: like the I.D. and I.D. BUZZ, the I.D.



CROZZ is also based on the newly conceived Modular Electric Drive Matrix (MEB). The MEB models' axle and drive system modules are spread some distance apart; stretched out between them is a long wheelbase. All drive system modules are compact, while the battery is fully recessed within the vehicle floor. The configuration of the seats also offers great flexibility. It creates room that can be put to varied use – a generously proportioned and carefully designed 'Open Space', which defies the normal class distinctions.

Interactive headlights. Dominant visual features at the front of the I.D. CROZZ include the signature lights of Volkswagen electric mobility. The light elements – C-shaped LED daytime running lights and variably controllable LED headlights formed in the middle out of five thin LED strips – merge together to create a single front section with electronic, moving 'eyes' ('Interactive Spotlight'). And this interaction is important. Because the I.D. CROZZ, when driving at the driver's request in fully automated mode, communicates via this 'Interactive Spotlight' with other road users. It also greets its driver this way whenever he or she approaches the car.

DNA of electric mobility. The signature look of the lights is part of a carefully considered electric mobility design DNA. Here, too, the MEB provides an ideal platform, as the wide axles set far apart create dynamic proportions and thus become a springboard for a new era of avant-garde design. Klaus Bischoff, Head of Design for the Volkswagen Brand, explains: *"If it was ever possible to make a one-hundred per cent certain prediction of what the future will look like, it is achieved here. We are showing in 2017 with the I.D. CROZZ how Volkswagen will be transforming the roadscape from 2020. For us, the three prototypes of this new generation of zero-emission vehicles – I.D., I.D. BUZZ and I.D. CROZZ – mark the start of a design and technology revolution that is going to change individual mobility and the Volkswagen brand forever."* Volkswagen's aim is to transfer electric drive systems from start-up niche to high-volume full production by the middle of the next decade. Herbert Diess, Chairman of



the Board of Management, Volkswagen Brand: ***"By 2025, we want to have sales of pure electric vehicles up to one million units a year. The I.D. CROZZ will play a key role in that. Production will start in 2020."***

Design for a new era. The clear and powerful design of the I.D. CROZZ combines the masterful and rugged look of an SUV with the sporting ease of an elegant coupé. The large bonnet with its wings athletically contoured in wide radii is a defining feature. It spreads itself expressively across the full width of the high front of the car. The CUV is painted in a crisp and 'technical' shade of silver ('Silver Spark'), while with the clean surfaces its bonnet and bumper look like a sculpture – seemingly hewn out of a single block of aluminium. Dominantly integrated into the front section are the signature lights of Volkswagen electric mobility. Another illuminated feature is the VW badge integrated centrally between bonnet and bumper. It joins up to the left and right with the interactive LED headlights via a fine, striking line of light. The sharply contoured, visually light rooflines appear stretched, while the transparent roof itself is of high-end quality, with a gloss black finish on the outside. A new feature is a movable light blind in the illuminated panoramic roof that creates ambient lighting both inside and on the exterior. The stylish rear and sportily broad shoulder section look powerful and the width of the car is also emphasised by a gloss black area across the rear section with thin LED matrix segments as rear lights and the illuminated VW badge. A masculine appearance is reinforced by the full silhouette, with its strong wheel arches, the 21-inch wheels and sturdy side sills with a matt, rugged surface texture. Excellence is in the detail: thanks to the innovative design of the wheels the transition between wheel rim and tyre is almost imperceptible and as a result the wheel/tyre combination looks especially big.

Light blind, activated by gesture control. As mentioned above, one new feature is the light blind integrated into the illuminated panoramic roof. This virtual blind is opened and closed by gesture control. A carpet of light produced by LED strips then glides across the roof liner, thus brightening



up the interior. The strips of light in the roof are visible from the outside, too. The gesture control system's commands are similar to those for a traditional sliding roof: a short, sharp movement of the hand opens or closes the blind completely, while a slow gesture on the other hand moves the carpet of light seamlessly until it reaches the desired position.

'I.D. Pilot' for the year 2025. 2020 will be the key year for the global launch of the first Volkswagen MEB models in the style of the I.D. CROZZ. Around five years later, from 2025, fully automated driving will trigger the next revolutionary advance. The CUV concept car being unveiled in Shanghai already has this on-demand autopilot system on board. In the fully automated 'I.D. Pilot' mode the multifunctional steering wheel retracts into the dashboard and fuses there with the digitalised instruments (Active Info Display) to form a single unit. In other words, in fully automated mode the I.D. CROZZ has no traditional steering wheel. Likewise designed as a touchpad is the infotainment system with integrated climate control. In both automatic and manual mode the driver also receives speed and navigation information via an AR Head-up Display (AR = augmented reality with 3D presentation levels).

'Open Space' creates room. Thanks jointly to the compact electric drive system and to the lithium-ion battery being integrated into the vehicle floor the interior has been made into an 'Open Space': a variable, lounge-like spatial concept offering a superior amount of room. Depending on the level of incoming light and the seat position, the way in which the dashpad, upper door trim and door inserts are coloured varies. The driver and front-seat passenger sit on high-quality integral seats (with integrated seatbelt guides). In the back legroom reaches a premium level. Life on board is made even more agreeable by features such as multifunctional control islands in the doors (door panels with capacitive touch fields for the climate and door functions). In addition, the interior of the I.D. CROZZ, with its multifunction seating concept, is highly flexible. Want to take your bike away with you for the weekend, but have no cycle rack? No problem –



simply push it sideways into the back. Large swing/sliding doors and flexible rear seating make this possible, with the seats being tipped up for this purpose, as in the cinema. The passenger compartment doors also retract right back, making loading easy. The fact that the front doors open unusually wide at an angle of 90 degrees and Volkswagen has simply done away with the B-pillars makes it even simpler. All doors, rear hatch and bonnet open electrically.

Clean air. An optimum, customised in-car climate is ensured by Volkswagen's newly developed CleanAir system. Regardless of the ambient conditions, it keeps the air quality inside the I.D. CROZZ consistently high. Via the infotainment unit driver and front-seat passenger are also able to activate preconfigured climate settings. This is because the I.D. CROZZ is equipped with new CleanAir technology, whereby an active filter system constantly ensures top air quality in the interior. The menu provides information on the quality of the air in the car (Air Quality Index) and on the system's current activity. What's more, via pre-saved climate conditions it is possible for driver and front-seat passenger to activate a defined airflow, plus temperature and air humidity level as found in particularly beautiful and climatically pleasant parts of the country (tailored in the case of the concept car to China). It is thus possible, for example, for the I.D. CROZZ to be driven through the centre of Shanghai with an interior climate as fresh as that prevailing in the Himalayas.

Volkswagen User-ID and Digital Key. All individual parameters on board are automatically adapted by the I.D. CROZZ to its driver. This happens via a personal Volkswagen User-ID – an individual profile stored in Volkswagen's own digital eco-system that is activated via smart device, thus transforming itself into a Digital Key. As soon as anyone nears the car with this digital admission ticket, the I.D. CROZZ recognises them. The doors are then unlocked and all personal parameters, extending even to such features as climate settings, are activated.

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Delivery service. Receiving packages not just at home but also out and about could very soon be an everyday occurrence. Serving as the post box for this new delivery service would be the 515-litre boot of the I.D. CROZZ. The delivery agent is able to locate the car by GPS and is granted temporary permission to open the boot via an app. The owner of the I.D. CROZZ is then notified via an app or e-mail as soon as the parcel has been delivered and the boot is then locked again.



Key aspects

Zero emissions – the high-end all-wheel drive system in detail

Textbook package. With the electric drive system everything changes. Design, space, comfort and sustainability are all completely redefined. In this regard Volkswagen has created with the Modular Electric Drive Matrix (MEB) a structural basis to enable progressive utilisation of all the new parameters that arise from the zero-emissions drive system. The I.D. CROZZ illustrates this perfectly: the drive system components – two motors, two gearboxes, the high-voltage battery and the electronics that link everything together – are incorporated into the car's overall package. This gives the designers and engineers some completely new free spaces to work with. All drivers and guests on board the I.D. fleet will get to enjoy these from 2020 onwards.

225 kW of system power. The lithium ion battery holds 83 kWh of power and is housed in the CUV's floor. This creates space, lowers the centre of gravity to sports car levels and ensures ideal weight distribution. The same goes for the two electric motors. They develop system power of 225 kW and directly drive their respective axles. By default the rear axle provides forward propulsion. As soon as driving dynamics make it necessary, an 'electric propshaft' distributes the power between front and rear axle in fractions of a second. The I.D. CROZZ can also be permanently driven with all-wheel drive, for instance off-road or in the snow. At the back the work is done by a compact 150 kW motor, while at the front it is a 75 kW coaxial drive system.

Ideal weight distribution. As a crucial link, the power electronics control the flow of high-voltage power between the motors and the battery. The power electronics convert the direct current (DC) stored in the battery into alternating current (AC). The on-board electronics are meanwhile supplied with 12 volts via a DC/DC converter. The battery being centrally integrated within the CUV and having the two drive system units at the front and rear produces, as already indicated, an ideal distribution of weight between



both axles. The ratio is 48% (front) to 52% (rear). In this way the I.D. CROZZ demonstrates handling characteristics on a par with a Golf GTI. A significant part in this is also played by the suspension with its electronically regulated shock absorbers and newly designed multi-link rear suspension and likewise newly developed McPherson front suspension – in each case with integrated drive system and decoupled subframe. Thanks to this configuration the suspension facilitates an extraordinarily large spread between great handling and top levels of ride and acoustic comfort. The layout of the front axle and the overall package in the front of the car also lead to a very small turning circle of 10.5 metres.

DNA of electric mobility – dimensions and design in detail

On a par with the New Tiguan L. The I.D. CROZZ is 4,625 mm long. Spread between the front and rear section is a long wheelbase of 2,773 mm. The width of the concept car is 1,891 mm and its height is 1,609 mm. The concept car's dimensions – and thus the space it offers – are most closely comparable with those of the Chinese New Tiguan L and its European counterpart, the Tiguan Allspace. The two almost identically built SUVs are seen as providing enormous amounts of space. Just like the CUV. The I.D. CROZZ is, however, 77 mm shorter in length, 47 mm lower in height and 56 mm wider than the two Tiguan models.

Revolution. With the countdown to the launch of the new zero-emissions fleet in 2020, Volkswagen is heralding in a new era in more than just an engineering sense. Along with his team, Volkswagen Head Designer Klaus Bischoff is developing in parallel with this a new, expressive and unique DNA of electric mobility. The I.D. CROZZ now being showcased in Shanghai shows how diverse the spectrum of future variants is going to be.

Design of the 21st century. *Klaus Bischoff: "It is a design that shows great clarity and remains absolutely self-explanatory; a design that unifies form and function in breath-taking fashion; a design that naturally integrates*



our century's digitalised world." In this design, light becomes an interactive means of communication. It 'interacts' with passers-by and the driver. Sensors, through which the I.D. CROZZ is able to 'see' its surroundings and which actually make fully automatic driving possible in the first place, thus coherently become a part of those forms that systematically follow function. ***"All elements combine into a design style with DNA that unambiguously reflects the fact that the I.D. CROZZ is a zero-emissions vehicle of a new generation", explains Klaus Bischoff.***

Stand-alone. The concept car's design is unmistakably linked to the two other concept cars based on the MEB (I.D. and I.D. BUZZ) and yet at the same time has a unique charisma of its own. Like a stand-alone building the I.D. CROZZ rises above the masses with its clean, extremely powerful, masculine and yet avant-garde design. Pronounced wings and strongly contoured wheel arches frame a silhouette like that of a sports car. The bonnet, meanwhile, is sharp cut and muscular. On top of this base is the coupé roof with lines that make the car appear agile and dynamic even when stationary. A fine stripe in the car's body colour borders the roof on each side. The solid roof supports, meanwhile, remain almost invisible. What dominates is transparency. The A-pillars, for example, also appear thin and precise, as only the stripe painted in the car's body colour catches the eye. A much larger part of the pillars and of the side roof support is black and merges in with the middle part of the roof, the panoramic windshield and the rear window. Another stylistically defining feature is the D-pillar, which tapers way back and, on the inside, meets the broad shoulder section rising gently towards the rear. The designers gave the side windows a low, elongated look; the imaginary B-pillar (formed from the door frames) and C-pillar are behind glass and effectively invisible.

360-degree design perspective. If you were to take a camera drone on a 360-degree flight around the concept car, you would notice two further lines – in addition to the stretched-out side lines of the roof – that particularly shape the overall design. Both lines give the I.D. CROZZ a look



of great strength. Visually they also reduce the height of the CUV and thus press it like a sports car onto the road.

- The first of these lines starts at the top edge of the bonnet. From there it shoots left and right out into the wings, marks their contours and upper border and forms a powerful arch over the wheel housings. Near the elegant A-pillars the line merges into the window shoulder, climbs with the side windows towards the rear and finally encircles the rear window.
- With the same flying camera approach, the second line appears much later; when it does, it is on the side of the front wings. There it develops above the camera wing mirrors (e-Mirror) as a sharply drawn character line and runs parallel to line one across the silhouette. In the centre of the back doors it climbs and in so doing forms the outer border of the powerfully shaped shoulder section that contributes to the optimally contoured aerodynamic rear end.

360-degree light show. It is not only the LED headlights of the I.D. CROZZ that are interactive. All around the car and in the roof there are lighting elements that interact and bring the concept car's body to life. These lighting elements change the look of the CUV based on its operating status. Even more than that: the I.D. CROZZ communicates via the light with its surroundings. The LED headlights interactively emulate the human eye (Interactive Spotlight). The lighting scenarios in summary:

I.D. CROZZ parked. When the I.D. CROZZ has all its systems shut down, it looks from the front as if its 'eyes' are closed. All there is to see on the I.D. CROZZ when parked is a thin LED strip in the headlights.

I.D. CROZZ wakes up. If the I.D. CROZZ is 'woken up', it greets its driver and passengers with a 360° light show: first, the glass VW badges (at the front and in the rear hatch) light up in blue and white. Starting from the front logo, a fine white line develops from left to right; it merges into the linear graphic of the LED headlights, with their five thin lines of light now all



active. Fractions of a second later, the 'eyes' of the I.D. CROZZ 'open' (LED dipped beam). It is also possible to set the system so that in this situation the 'eyes' wink at the driver. Compared to the I.D. and I.D. BUZZ the sequences of 'eye' movements have been further enhanced: the 'eyes' can now glide to and fro on the lighting strips, making the sequences appear much more fluid and realistic. In tandem with the dipped beam, the illumination of the laser roof sensors and of the light blind in the roof is also switched on. At the same time, the sensor fields for opening the doors are illuminated. Finally, the linear graphic of the front section and of the light blind in the roof glow strikingly in a blend of magenta and violet. By activating its daytime-running lights, the I.D. CROZZ signals as the concluding step of the process that it is ready to start. When the electric doors are opened, the sensor fields pulsate; as soon as the car drives off, they are dimmed down.

I.D. CROZZ is (manually) driven. In manual mode the LED linear graphic of the front section and roof switches to a 'Light Blue'. In parallel with this, the interior's ambient lighting also adopts this colour, with its clear light helping the driver to operate the car. As the car accelerates, the 'eyes' adjust to the higher speed by adopting a more dynamic light signature, becoming narrower and more concentrated.

I.D. CROZZ drives itself (fully automatically). If the driver activates the fully automatic 'I.D. Pilot' mode, the exterior and interior ambient lighting switches to 'magenta/violet'. On the outside the laser scanners also deploy; lit up in white here is a small ring of light. The exterior ambient lighting is now no longer static, but dynamically animated. If the speed increases, the 'eyes' peer ahead with a sportier look in this mode too. The LED headlights switch in parallel to an interactive mode: if, for example, the I.D. CROZZ wants to turn left or right, the LED headlights look in the direction that the car is going to turn. Even more than that: if the CUV registers anyone at the edge of the carriageway, the car 'looks' at them.



Through this very human form of interaction the I.D. CROZZ makes pedestrians and cyclists more aware of its presence.

Welcome to 'Open Space' – putting the focus on people

Light as a source of information. Thanks to the bespoke compact electric drive system and the lithium-ion battery being integrated into the vehicle floor the interior of this CUV has been made into an 'Open Space', a variable, lounge-like spatial concept offering a superior amount of room that defies the normal class distinctions and puts the focus on people. The fact is that the interior of the I.D. models has been rethought, redesigned and laid out anew. A pure, airy space is the result. The sculpted, flowing structures of the surfaces are inspired by nature – bionic shaping instead of cold engineering. The design, with its organically shaped surfaces and gentle radii, emphasises the impression of space. Life on the move also becomes less complex. That is because replacing switches and steering column levers with new digital solutions leads to a new, intuitive world of operation. Part of this is an animated lighting system in the interior. Via changes in the dynamic interior ambient lighting it enables drivers to notice details even in their peripheral field of vision. If, for example, any pedestrians appear alongside or in front of the I.D. CROZZ, the driver is warned by a change of colour.

Four integral seats. There are four separate integral seats, with the headrests and seatbelts integrated into the backrests. Structurally the seats look light and their proportions are slim. Nonetheless, the individual seats with their soft, ergonomically optimised centre panels provide a high level of comfort. Around the edge of the seats is elegant piping, while their low side supports make getting in and out easy. The rear seats can be completely folded over or, as mentioned above, just the seat cushions tipped up cinema-style.



Display and control elements. A new language of form and the likewise newly developed integration of the display and control elements create the atmosphere of a lounge. The driver's cockpit merges here, especially in 'I.D. Pilot' mode, with the 'Open Space'. The I.D. CROZZ is operated via self-explanatory touch displays, capacitive keypads, voice control and gesture control. The digital hub is formed by the electrically adjustable and retractable multifunction steering wheel, an Active Info Display, an electronic rear-view mirror (e-Mirror), an AR Head-up Display (AR for augmented reality) and a door panel.

Tablet as infotainment system. Integrated in the middle of the instrument panel is a 10.2-inch tablet – an infotainment system with an individually configurable home screen. It can be individually laid out via four different function-related tiles, such as 'Messages', 'Media', 'Telephone' and 'Navigation'. Housing and screen merge seamlessly into one another. A new feature here is the 'CleanAir' menu, via which you can access information on the air quality and activate preconfigured climate settings.

Multifunction steering wheel. Present as usual in the middle of the steering wheel is the Volkswagen logo; in this case, however, it is an illuminated sensory surface with which the driver can switch from manual to fully automated ('I.D. Pilot') mode. This is done by touching the VW logo for three seconds. The steering wheel then retracts into a flush position within the dashpad. Aesthetics and functionality make the electrically adjustable, alcantara-covered multifunction steering wheel a highlight – in terms of technology, look and feel. The fully round shape gives way here to a wheel with six rounded corners. This creates a high-tech steering wheel. Integrated into the bottom section of which is a control island. The driver controls the main vehicle functions from here via illuminated capacitive fields. These functions include the 'P', 'R', 'N' and 'D' gears and operation of the indicator lights. Four further capacitive buttons also adapt to different functions such as taking a telephone call. Via two additional capacitive



sliders the driver can intuitively 'run' through menus, such as the playlist, and adjust the volume of the sound system.

AR Head-up Display. The driver receives all data relevant to driving, such as speed and visual navigation instructions, via an AR Head-up Display. AR stands for augmented reality. Information such as the directions given by the navigation system is projected as virtual images 7 to 15 metres ahead of the car. The effect is astonishingly realistic: direction arrows are projected via augmented reality to show exactly where the driver is heading with the I.D. CROZZ. Thanks to the AR Head-up Display, the navigation instructions – which were originally limited to a display located in the instrument cluster – are now part of three-dimensional surroundings that the driver can experience.

Active Info Display. A 5.8-inch Active Info Display shows information to the driver and can also be used, just like the tablet in the instrument panel, to view standard content such as the media library or satellite navigation map, which can be controlled via the buttons of the multifunction steering wheel. The Active Info Display gives the driver great freedom. For instance, the full area of the display can be turned into a 3D navigation screen. The display uses three transparent layers to display the various types of information. On the bottom, on the first layer there is the navigation map; the digital content retrieved using the Volkswagen User-ID is displayed on the second layer; and the third layer, on the top, is used to display driving data such as the distance to the destination.

e-Mirror. Conventional rear-view mirrors are a thing of the past in the I.D. CROZZ. Instead, where the rear-view mirror used to be there is now a system that looks the same and also performs the same function: the e-Mirror. A monitor here combines the data from the three external cameras. The images are transmitted from the wing mirror cameras on the left and right-hand sides of the car as well as a rear-facing camera.



Door panels. Information and controls that have previously only been available to the driver and front-seat passenger are now available to rear-seat passengers too – thanks to the digital door panels. These white, partially transparent control islands are ergonomically mounted in the trim of the four doors, where they appear to be suspended in mid-air. The door panels are used to operate the electrically opening and closing doors, the central locking system and the electric windows. Each passenger is also able to individually regulate their climate zone. The panels are operated via capacitive buttons and sliders.

Autopilot on board – the I.D. CROZZ in 'I.D. Pilot' mode

Giving the driver a break. Activating the fully automatic 'I.D. Pilot' mode is incredibly simple: as outlined above, all the driver has to do is deliberately touch the VW logo on the steering wheel for three seconds and the I.D. CROZZ assumes control. The dynamic interior ambient lighting then switches from a white light ('Drive') that aids concentration to a warm, relaxed 'magenta/violet'. At the same time, the distribution of ambient lighting is extended to the rear seating area.

Four laser scanners on the roof. By this point, the CUV has long since activated its laser scanners. Four of them emerge from the roof in 'I.D. Pilot' mode. The cleanly styled roof sensors call attention to the fully autonomous mode by indirect lighting. The I.D. CROZZ is able to detect other road users not only by means of its laser sensors, but also with the help of ultrasonic sensors, radar sensors, side area view cameras and a front camera.

Activating manual driving. Fully autonomous mode is deactivated by touching the Volkswagen logo on the steering wheel or by pressing the brake or accelerator pedal.



I.D. CROZZ – technical data

Vehicle body

Length:	4,625 mm
Width:	1,891 mm
Height:	1,609 mm
Wheelbase:	2,773 mm
Track width, front axle:	1,592 mm
Track width, rear axle:	1,594 mm
Wheels/tyres:	245/45 R 21

Interior

'Open Space'	Four integral seats
Boot space (with four occupants):	15 litres

Drive system / range

Front electric motor:	75 kW (102 PS); 140 Nm
Rear electric motor:	150 kW (204 PS); 310 Nm
Total power:	225 kW (306 PS)
Battery energy capacity:	83 kWh
Range (EU; NEDC):	500 km
Charging power:	150 kW (DC)
Charge time up to 80% SOC:	ca. 30 min

Performance

Top speed:	180 km/h
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