# VW.ID.EV

***With just the ID.Buzz and ID.4 in our market, it's easy to recognize that for VW, ID = EV.***

BY JOE SAGE

We last had the Volkswagen ID.4 in our fleet five years ago. Many another new EV has rolled down the pike since then, and we've driven most all of them. And yet the ID.4 has remained just as fresh in style and spec throughout. In fact, it is a bit of a giant in the field.

Volkswagen recently hit their two-millionth EV sale globally, this on the heels of taking the number one sales spot for full battery-EVs in Europe for 2025. There, they offer an ID.3, ID.4, ID.5, ID.7 and ID.Buzz—ID.Buzz being their VW Microbus reimagined as an EV for the new millennium (our March-April 2025 cover feature). Here in the US, we get the ID.Buzz and the ID.4. Their successes suggest an ever-brighter future overseas, though here in the US, market trends for EVs are less certain.

There are differences from our 2021 sample. It was then built in Germany, now in Tennessee. In 2021, the lineup ranged from $39,995 to $48,175, including the base-trim ID.4 AWD proudly claiming the crown as the most affordable all-wheel-drive EV in the US (at $43,675). The same trims look pricier now at a glance ($45,095 to $54,095), plus there is a new Pro S Plus this year at $57,655, but it's about a 12-13 percent rise, less than general inflation over that timespan. (There is, of course, wider and more complex competition by now.)

Over these five years, battery and powertrain specs are the same, by and large, though output has been tweaked, front brakes are a little bigger, and MPGe is up by a hair. While length and interior dimensions are the same, the wheelbase has shrunk by just one-tenth of an inch, while the turning circle has grown from a remarkable 33.56 feet to a still notable 36.4 feet now—these most likely per battery evolution. Suspension build is the same, though approach-breakover angles are larger, while departure is smaller, presumably from just a bit of body tweaking. This overall sameness can be a healthy approach, as we've often wondered whether there's really still a need to incessantly have new model years, versus just doing it by generations, like computers or phones.

Perhaps this Silicon Valley-think is directly related to a dislike we have with this EV. Many contemporary vehicle interfaces contain smartphone-wannabe cues, and this one goes above and beyond, as you can't really turn it off (you know how even if you think your phone is off, speaking to it can "turn it back on"?). We find it uncomfortable to sit in a car we would normally turn off, but with everything still lit up and running, and the music still playing. You hope no-one is noticing, for security reasons as well as privacy, but all you can do is walk away, hope it locks and ignition is off and hope nobody jumps in and steals it while you're wondering all this. There seems no productive reason for this. We noted it five years ago, too, politely calling it idiosyncratic. But functionally, it's really just different for the sake of being different.

The ID.4 does have a nice mix of style and utility (the latter within the constraints of its streamlined low roof). While more distinctively VW from the front, it's quite handsome also from a rear three-quarter view.

As for the drive, it's everything you love and expect from an EV—quick, quiet and smooth.

Our urge is to say hey, it looks and drives great, why don't you bring it back when you have it working right? And they'll say "Whattaya mean, working right?" as the things we don't like are all done on purpose. So give it a try. Our nitpicks could just as easily turn out to be your favorite features. ■

A Volkswagen North American Charging System (NACS) DC adapter comes standard with the ID.4, allowing access to Tesla's Supercharger network of 25,000 compatible DC fast chargers.

## SPECIFICATIONS

**ASSEMBLY** .....Chattanooga, Tennessee
**CONSTRUCTION**.....unitary / steel
**CLASS / SEATS** .....small SUV / five
**MOTORS** .....dual electric motors (and AWD): **F:** ASM asynchronous; **R:** PSM permanent magnet synchronous
**HORSEPOWER**.....335 hp
**TORQUE** .....**(F/R)** 99 / 402 lb-ft
**BATTERY**.....lithium-ion 82 kWh (gross) w Performance drive unit
**ELECTRICAL**.....AC onboard max rate 11 kW; DC fast charge max rate 170 kW
**DRIVETRAIN**.....AWD
**TRANSMISSION** .....1-spd automatic
**SUSPENSION** .....**F:** Strut-type w lower control arms, coils, telescopic dampers, anti-roll bar; **R:** multi-link w coils, telescopic dampers, anti-roll bar
**STEERING**.....electric rack-and-pinion
**BRAKES**.....**F:** 14.1 x 1.2-in vented; **R:** 11.0 x 2.0-in drums
**WHEELS**.....**F:** 8J x 20; **R:** 9J x 20 alum alloy
**TIRES** ...**F:** 235/50 R20 104T; **R:** 255/45 R20 105T Kumho Crugen HP71 all-season
**LENGTH / WHEELBASE** .....180.5 / 108.8 in
**TURNING CIRCLE**.....36.4 ft
**HEADROOM (F/R)**.....41.1 / 38.4 in
**LEGROOM (F/R)**.....41.1 / 37.6 in
**CARGO CAPACITY** .....30.3 / 64.2 cu.ft
**APPR / DEPART / BRKOVER**.....19.0 / 20.3 / 18.2°
**GROUND CLEARANCE** .....6.9 in
**TOW CAPACITY**.....(braked/not) 2200/1650 lb
**WEIGHT** .....4879 lb
**RANGE** .....est 263 miles
**MPGe** .....108/96/102 (city/hwy/comb)

**BASE PRICE** .....**$54,095**
**PAINT:** Arctic Blue Metallic.....455
**BLACK PKG:** 20-in 5-spoke black alloy wheels; black mirrors, door handles, badging .....695
**DESTINATION CHARGE**.....1475

**TOTAL**.....**$56,720**

*(No Monroney sticker included with vehicle; a couple of easily apparent options included above using info from consumer website).*

## 2026 VOLKSWAGEN ID.4 LINEUP

| | RWD | AWD |
|---|---|---|
| Pro | $45,095 | $48,995 |
| Pro S | 50,195 | ▼ 54,095 |
| Pro S Plus | -- | 57,655 |