EV FACT SHEET

Volkswagen ID.Buzz

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Volkswagen ID.Buzz. Image: Volkswagen.

INTRODUCTION

The VW ID.Buzz is the electric reincarnation of the famous VW Kombi van. The ID.Buzz was first teased as a concept car back in 2017, however production did not begin until early 2022. Australia had to wait yet another 3 years before its arrival in early 2025.

The passenger version* of the ID. Buzz is called the ID.Buzz Pro and comes as a short wheelbase (SWB) 5 seater and long wheelbase (LWB) 7 seater.

Built in Germany for the Australian market, the ID.Buzz is built on VW's electric-only MEB platform – which BTW is used for most VW group electric vehicles.

***Note:** the commercial version, named the ID.Buzz Cargo, is covered in a separate Fact Sheet.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

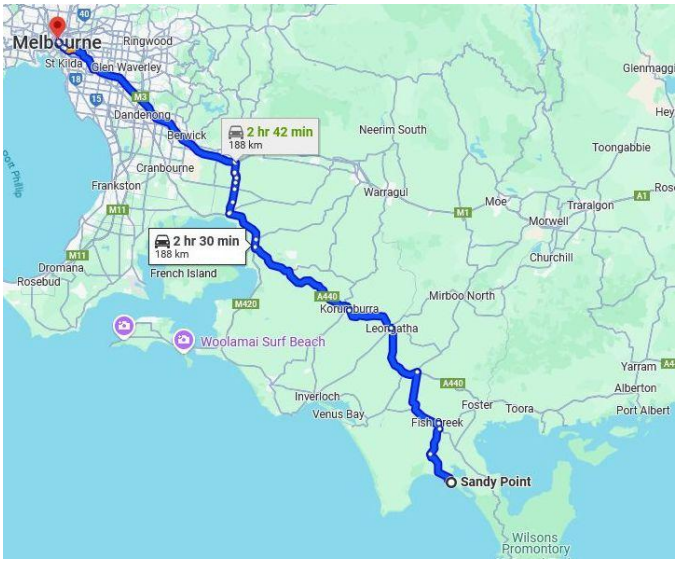
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Short wheelbase	Not rated	422	NA[1]
Long wheelbase	Not rated	452	377

Table 1: Driving range estimates for the VW ID.Buzz.

Using the US EPA rating, the 91kWh LWB version should, at its limit, make a round-trip from the Melbourne CBD to Sandy Point (near Wilsons Promontory on Victoria's south-east coast) – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC top-up charge in at one of the many DC charger sites popping up on this route would be recommended: for further charging options and availability, see: https://www.plugshare.com/



Example VW ID.Pro LWB return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The VW ID.Buzz is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

Notes:

1. SWB version not sold in the US.
2. The VW ID.Buzz can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs. In addition, it will only charge at the single-phase rate on a Type 1 EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the VW ID.Buzz is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)
Three phase: 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the VW ID.Buzz are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (200+kW)
84 kWh: 35h	22h	11h	16A: 7.5h 32A: 7.5h	1h 15m	30m
91 kWh: 38h	24h	12h	16A: 9h 32A: 9h	1h 25m	30m

Table 2: Approx. charging times for the VW ID.Buzz

DC fast charging

The VW ID.Buzz uses the CCS2 DC fast-charge connector and can charge at up to 185 kW DC for the 84 kWh battery and 200 kW for the 91 kWh battery.

V2X capability:

The ID.Buzz has been announced in Europe as supporting V2H/G at up to 10 kW via the DC charging port, however no Australian announcement has been made as to when/if this capacity will be unlocked for use here.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from car outlet)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the VW ID.Buzz, an 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at EVchoice.com.au or read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating:

- 5: short wheelbase
- 7: long wheelbase

Boot volumes in litres (1 litre = 10 x 10 x 10 cm)

- Boot:
  - All seats up: 1,121/306 (SWB/LWB)
  - All seats down: 2,232/2,469 (SWB/LWB)
  - LWB: 2nd row up, 3rd row down: 1,340
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,712/4,962 mm (SWB/LWB)
- Overall height: 1,927/1,924 mm (SWB/LWB)
- Ground clearance: 155/156 mm (SWB/LWB)
- Overall width (edge of doors): 1,985 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 84 kWh (79 kWh usable): Short wheelbase
- 91 kWh (86 kWh useable): Long wheelbase

Energy consumption: (WLTP)

- 20.7 kWh/100km (Short wheelbase)
- 21.1 kWh/100km (Long wheelbase)

Kerb weight:

- 2,484 kg (SWB)
- 2,692 kg (LWB)

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 185/200 kW max. (SWB/LWB)

Charge port location:

- Right-hand rear.

Drive configuration:

- Rear wheel drive (RWD)

Towing: (unbraked/braked)

- 750/1200 kg (SWB)
- 750/1000 kg (LWB)

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
Short wheelbase	210	7.6
Long wheelbase	210	7.9

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.