



EV FACT SHEET

Volkswagen ID.4

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Volkswagen ID.4. Image: Volkswagen.

INTRODUCTION

Built on VW's highly flexible BEV-only MEB platform, the VW ID.4 is classified in Australia as a medium SUV.

The ID.4 is currently offered in Australia as two variants: the rear-wheel drive (RWD) Pro and all-wheel drive (AWD) GTX 4Motion. Australian deliveries began in Q3 2025.

Notes:

1. the ID.4 is closely related to the VW ID.5 - the ID.5 effectively being a fastback version of the ID.4 SUV shape. (The ID.5 is covered in a separate Fact Sheet).
2. The MEB platform is used for most current VW group BEVs such as VW's ID.3, ID.6 - not sold here - and ID.Buzz, the Audi Q4 e-tron, plus both of Skoda's EV offerings in Australia - the Elroq and Enyaq.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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, ADR81/02 & NEDC are 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)

National testing system range estimates: (km)			
Version	NEDC (Aust ADR 81/02)	WLTP (Euro)	US EPA
2WD	Not rated	544	468
AWD	Not rated	511	423

Table 1: Driving range estimates for the VW ID.4.

Using the US EPA rating, a VW ID.4 should, at its limit, make a round-trip from the Melbourne CBD to Dunkeld (in the central west of Victoria) – provided the heating or air conditioning are 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.4 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The VW ID.4 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers¹ as well as CCS2 DC fast-chargers.



Notes:

1. The ID.4 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.4 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.4 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 (175+kW)
38.25h	25.5h	12.25h	8.25h	1.5h	30m

Table 2: Approx. charging times for the VW ID.4.

DC fast charging

The VW ID.4 uses the CCS2 DC fast-charge connector and can charge at up to 175 kW DC.

V2X capability:

The ID.4 currently does not have any V2X capabilities in Australia, although the MEB platform has been announced for Europe that it will be capable of V2H and V2G at 11 kW DC.

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.4, an 11kW three phase 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](https://www.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

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

- Boot:
 - All seats up: 543
 - Rear seats down, to roof: 1,575
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,585 mm
- Overall height: 1,640 mm
- Ground clearance: 177 mm
- Overall width (edge of doors): 1,852 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 82 kWh (77 kWh usable)

Energy consumption: (WLTP test cycle)

- 16.69 kWh/100km (2WD)
- 17.21 kWh/100km (AWD)

Kerb weight:

- 2,141 kg (2WD)
- 2,253 kg (AWD)

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 175 kW max.

Charge port location:

- Right-hand rear corner.

Drive configuration:

- Rear-wheel drive (RWD)
- All-wheel drive (AWD)

Towing: (unbraked/braked)

- 750/1000 kg (2WD)
- 750/1800 kg (AWD)

Performance:

Version	Max. power/torque (kW/Nm)	0 to 100km/h (Sec)
2WD	210/545	6.6
AWD	134/545	5.4

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (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.