EV FACT SHEET

Volkswagen ID.5

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Volkswagen ID.5. Image: Volkswagen.

INTRODUCTION

Built on VW's highly flexible BEV-only MEB platform[1], the VW ID.5 is classified in Australia as a medium SUV. It is by the way very closely related to the VW ID.4 – the ID.5 effectively being a fastback version of the ID.4 SUV.

The ID.5 is currently offered in Australia as the all-wheel drive (AWD) GTX variant, with Australian deliveries beginning in Q3 2025.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

Notes:

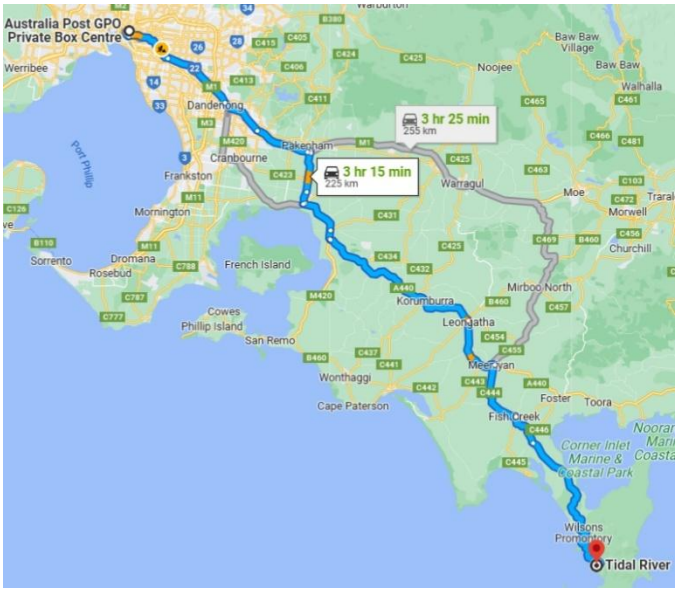
1. The MEB platform is used for most current VW group BEVs, including VW's ID.3, ID.6 (ID.6 not sold here) and ID.Buzz, the Audi Q4 e-tron, plus both of Skoda's EV offerings in Australia - the Elroq and Enyaq.

DRIVING RANGE (continued)

National testing system range estimates: (km)		
NEDC (Aust ADR 81/02)	**WLTP (Euro)**	**US EPA**
Not rated	522	Not rated[1]

Table 1: Driving range estimates for the VW ID.5.

Using the WLTP rating (with an approximate 10% discount for extended highway travel), a VW ID.5 should, at its limit, make a round-trip from the Melbourne CBD to Tidal River (in the Wilsons Promontory nation park) – 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.5 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The VW ID.5 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. The ID.5 is no longer sold in the USA.
2. The ID.5 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.5 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.5 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)
39.2h	26h	12.5h	8.5h	1.5h	31m

Table 2: Approx. charging times for the VW ID.5.

DC fast charging

The VW ID.5 uses the CCS2 DC fast-charge connector and can charge at up 175 kW DC.

V2X capability:

The ID.5 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.5, 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 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: 549
  - Rear seats down, to roof: 1,561
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,584 mm
- Overall height: 1,607 mm
- Ground clearance: 163 mm
- Overall width (edge of doors): 1,852 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 84 kWh (79 kWh usable)

Energy consumption: (WLTP test cycle)

- 17.03 kWh/100km

Kerb weight:

- 2,240 kg

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:

- All-wheel drive (AWD)

Towing: (unbraked/braked)

- 750/1800 kg

Performance:

Max. power (kW)	0 to 100km/h (Sec)
250	5.4

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.