



## Media Information

### The new ID.7 GTX Tourer

GTX Workshop, February 2024

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In brief

## The new ID.7 GTX Tourer<sup>1</sup>: with an output of 250 kW, the most powerful Volkswagen estate ever built

- GTX product campaign: the ID.7 GTX Tourer<sup>1</sup> expands the GTX range with the first estate car. The new ID.7 GTX<sup>1</sup>, ID.3 GTX<sup>1</sup> and ID. Buzz GTX<sup>1</sup> will also be launched in parallel
- GTX spaciousness: with a luggage compartment capacity of 605 litres, the ID.7 GTX Tourer offers space for the luggage of five people. The maximum volume is 1,714 litres
- GTX punch: the ID.7 GTX Tourer delivers maximum power and torque in a fraction of a second when accelerating
- GTX-4MOTION: 210 kW electric drive motor on the rear axle and 80 kW motor on the front axle are combined to form an electric dual-motor all-wheel drive system
- GTX insignia: the ID.7 GTX Tourer is characterised by new bumpers, new 20-inch aluminium wheels, illuminated Volkswagen logos and a customised interior

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**Wolfsburg – For Volkswagen, 2024 starts with a GTX product campaign. Just one month after the world premiere of the new ID.7 Tourer<sup>1</sup> with 210 kW (286 PS), the 250 kW (340 PS) ID.7 GTX Tourer<sup>1</sup> is now making its debut. The new ID.7 GTX<sup>1</sup> as a fastback saloon, the equally new ID.3 GTX<sup>1</sup> and the ID. Buzz GTX<sup>1</sup> from Volkswagen Commercial Vehicles are being launched at almost the same time. The market introduction of a new generation of the ID.4 GTX<sup>2</sup> and ID.5 GTX<sup>3</sup> already took place in autumn 2023. The GTX is increasingly establishing itself as an independent Volkswagen product brand in the style of the iconic GTI models. The ID.7 GTX Tourer additionally comes with a unique selling point: it is the most powerful Volkswagen estate car ever built. The extended standard equipment package includes details such as the electric dual-motor all-wheel drive (4MOTION) and IQ.LIGHT LED matrix headlights plus 3D LED tail light clusters and illuminated Volkswagen logos on the GTX-specific front and rear. Pre-sales start in the spring.**

**GTX sustainability.** The ID.7 GTX Tourer paves the way for a new type of sporty mobility by combining the spaciousness of a large estate with the performance of a sports car and the sustainability of electric mobility. A fascinating feature is the instantly felt punch from the two electric drive motors, which provide maximum power and torque in a fraction of a second. Thanks to its new high-efficiency drive and first-class aerodynamics, the ID.7 GTX Tourer will be able to cover long distances between two charging stops. A new lithium-ion battery with an energy content of 86 kWh (net) contributes to the high efficiency. This can be charged with up to 200 kW<sup>4</sup> at DC quick-charging stations. This means the battery can be charged from 10 to 80 per cent in significantly less than 30 minutes under ideal conditions.

**GTX enhancements<sup>5</sup>.** The front of the ID.7 GTX Tourer is distinguished from the 210 kW models in the product line by a distinctive bumper with honeycomb grille and light graphics characteristic for GTX models. All black elements additionally have a high-



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gloss finish. This also applies to the side sills and the lower area of the rear bumper in GTX design. The outer roof frame strips are also completely black and otherwise have a contrasting matt silver finish. The new 20-inch Skagen<sup>5</sup> alloy wheels are matched to the GTX design. A new 21-inch alloy wheel<sup>6</sup> will follow as optional equipment. The interior is refined by features such as customised seats (heated at the front) with perforated GTX lettering in the backrests, a GTX-specific multifunction steering wheel with red decorative stitching, red piping on the seats as well as red seams on the cockpit and door panels.

**GTX spaciousness.** The new ID.7 GTX Tourer combines maximum sportiness with maximum stowage space. A volume of 1,714 litres up to the backrests of the first row of seats (loaded roof-high with luggage partition net) is available. With five people on board, the capacity is 605 litres when loaded up to the height of the rear seat backrest (rear seat backrest in upright cargo position). The luggage compartment floor measures 1,075 mm in length up to the rear bench seat. When the rear seat backrests are folded down, the largely flat load area length increases to 1,948 mm. The maximum width between the wheel arches is exactly 1,000 mm. With this load capacity, the new ID.7 GTX Tourer has enough space for all kinds of equipment.

**GTX with panoramic sunroof<sup>6</sup>.** As for the ID.7 fastback saloon, the optional panoramic sunroof with smart glass is available for the new ID.7 Tourer and thus also for the GTX version. The transparent roof can be made opaque or transparent electronically by means of a polymer-dispersed liquid crystal (PDLC) layer integrated in the glass.

**GTX standard equipment<sup>5</sup>.** In addition to the GTX customisation features, the extended standard equipment<sup>5</sup> in the ID.7 GTX Tourer includes IQ.LIGHT LED matrix headlights as well as illuminated Volkswagen logos at the front and rear and 30-colour background lighting. The ID.7 GTX Tourer always comes as standard with details such as an enhanced augmented reality head-up display, App Connect Wireless for Apple Car Play and Android Auto, the IDA voice assistant, a two-zone automatic air conditioner (optional equipment: three-zone automatic air conditioner Air Care Climatronic), the keyless locking and starting system Keyless Access and an anti-theft alarm. Optionally available are assist systems such as the new exit warning system (warning about traffic approaching from behind when exiting the vehicle<sup>6</sup>), Connected Travel Assist with online data (assisted lateral and longitudinal guidance including assisted lane changing<sup>6</sup>) as well as Park Assist Plus with memory function (automated parking over a distance of up to 50 metres<sup>6</sup>).

**IDA and ChatGPT.** The new IDA voice assistant is operated using natural language. Within the system limits, this not only enables control of many vehicle functions, but also answers specific questions on all conceivable subjects by accessing online databases and includes ChatGPT integration (artificial intelligence, AI) as a new feature. ChatGPT will be available as an update at a later point in time.

**New Wellness app<sup>6</sup>.** The Wellness app is new in the ID.7 range. This allows various vehicle functions to be adjusted via preconfigured programmes to enhance well-being during the journey or breaks. Depending on the vehicle equipment, the app does this using features such as the background lighting, sound, air conditioning, the panoramic sunroof with smart glass as well as seat air conditioning and seat massage function. Sound composers have specifically developed acoustic sound tapestries for the



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Wellness app. The new in-car app is launched using the infotainment system. The following three wellness modes are planned: Fresh Up, Calm Down and Power Break. An example: with just one click, Fresh Up activates a stimulating sound, refreshing air conditioning (by means of the automatic air conditioner and seat ventilation), an invigorating back massage and blue and turquoise zones of the background lighting, which therefore also has a fresh colour appearance; the illuminated trims in the dash panel and door panels and the narrow light strips arranged underneath change from blue to turquoise and vice versa at calm intervals. A blue light animation runs in parallel in the ID. Light below the windscreen. The mode can also be customised according to individual preferences: the current radio station or a Spotify playlist can be used instead of the pre-programmed sound, for example. It is also possible to switch the seat massage and seat air conditioning on and off at any time. If the Volkswagen is stationary, the infotainment system screen also shows animations to complement the mood. Fresh Up and Calm Down are automatically deactivated after 10 minutes, Power Break after 20 minutes. The Wellness app is part of the optional Interior Plus Package. It is also planned that it can be activated later on as optional equipment by means of an upgrade.



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Key aspects

## THE GTX EXTERIOR IN DETAIL

**GTX colour.** As a characteristic GTX colour, the new Kings red metallic<sup>6</sup> paint finish will be available for the most powerful ID.7 Tourer in the product line. The red is a tribute to the paintwork of the first Golf GTI, as the new colour composition references the classic solid Tornado red of the icon. The lower body area, GTX lettering and the entire roof of the new ID.7 GTX Tourer are generally finished in high-gloss black. Like all ID.7 models, the exterior mirror housings are painted black. As an alternative to Kings red metallic<sup>6</sup>, the ID.7 GTX Tourer can be ordered in Glacier white metallic<sup>6</sup>, Scale silver metallic<sup>6</sup>, Grenadilla black metallic<sup>6</sup> and Moonstone grey solid.

**GTX front.** The new ID.7 GTX Tourer is recognisable from the front by its striking and independently designed bumper. On the left and right, the sides of the aerodynamic front feature new daytime running lights that come as standard – they comprise two LED triangles positioned on top of each other to create an arrowhead shape and are now part of the visual insignia of all the new GTX models. In the centre at the front, there is a new GTX air intake grille in a honeycomb design that identifies the ID.7 Tourer as a GTX model. The bumper is aerodynamically designed to combine low aerodynamic drag with a high front axle downforce. The front of the ID.7 GTX Tourer is also visually enhanced by the illuminated Volkswagen logo<sup>5</sup> as standard.

**GTX rear.** The rear of the ID.7 GTX Tourer also has unique features. Here, a honeycomb grille extends across almost the entire width of the bumper in the lower area and identifies the Volkswagen as a GTX. A diffuser serves as a finishing element towards the ground. The honeycomb grille and diffuser are visually separated by a narrow red reflector strip. All black elements here have a high-gloss finish. This also applies to the GTX lettering on the boot lid, which is used instead of the ID.7 lettering on the ID.7 GTX Tourer. The sporty flagship model is furthermore equipped as standard with customisable 3D LED tail light clusters, including a red illuminated Volkswagen logo<sup>5</sup>.

**GTX alloy wheels.** The newly designed 20-inch Skagen alloy wheels immediately identify the most powerful ID.7 Tourer as a GTX from the side. The new GTX wheel rims can optionally be ordered completely in high-gloss black; the standard variant also has black inner surfaces but features diamond-cut and thus light aluminium-coloured outer surfaces. A new 21-inch alloy wheel will be available as an option.

**GTX with smart glass<sup>6</sup>.** The ID.7 GTX Tourer is available with the panoramic sunroof with smart glass as an option. The transparent roof can be made opaque or transparent from one moment to the next by means of a polymer-dispersed liquid crystal (PDLC) layer integrated in the glass. Switchover is activated by touch control in the roof console or by the IDA voice assistant. The electronic PDLC layer is de-energised when the glass is opaque. This causes the crystals in the layer to arrange themselves so that the glass is no longer transparent. In contrast, as soon as an electric voltage is applied to the layer, the crystals then sort themselves so that light is again allowed to pass through. In addition to this switchable glare protection function, layers in the glass also reflect the energy-rich infra-red rays in the sunlight that would otherwise heat up the vehicle interior in sunny weather. The radiation from the



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heating is also reflected by the smart glass and thus retained in the interior. This creates a high level of comfort for passengers, especially in winter.

### THE GTX INTERIOR IN DETAIL<sup>5</sup>

**GTX-specific standard seats.** The perfect balance between comfort and sportiness is ensured in the ID.7 GTX Tourer by very ergonomically designed seats in the GTX-specific design. The seat centre panels and outer surfaces are finished in fabric, while the seat inside bolsters, shoulder areas and head restraints are covered in ArtVelours Eco microfleece. A leatherette that is pleasant to the touch is additionally used between the seat bolsters and outer surfaces. The seats are enhanced by red decorative seams and perforated red GTX lettering in the backrests. The GTX design is rounded off by red piping in the cockpit and door trims. The cross-stitching on the multifunction steering wheel and the inner surface of the lower steering wheel spoke are always finished in red. The GTX lettering is incorporated there in chrome.

**GTX-specific ergoActive seats.** As an option, the sporty Tourer model can be equipped with custom GTX-specific ergoActive front seats. The inner surfaces of the seats and the head restraints are covered with ArtVelours Eco microfleece. The outer seat surfaces are covered in textile fabric and a high-quality leatherette. The seat backrests feature perforated red GTX lettering. The GTX enhancements also include red piping between the inner and outer surfaces of the seats. The ergoActive front seats offer electric 12-way adjustment, a memory function, convenient entry (seat is automatically moved back when getting in and out) and seat depth adjustment (adjustable thigh support). In addition, the seats are equipped with a sophisticated pressure point massage function in the backrest, alternating raising of the seat cushion to activate the back muscles and innovative air conditioning. In addition to the individual temperature settings (cooling and heating), the driver and front passenger can alternatively activate an automatic mode. Here, temperature and moisture sensors in the seats detect the cooling and/or heating requirement and control the climate accordingly. Three special modes can also be selected: maximum heating, maximum ventilation and maximum drying. The bolsters of the seat cushions and backrest are also heated and ventilated. All activated seat air conditioning and massage functions switch off again automatically after a predefined time. The ergoActive front seats are part of the Interior Plus Package, which also includes a 700-watt sound system from Harman Kardon and seat heating for the rear.

### THE GTX EQUIPMENT IN DETAIL<sup>5</sup>

**Additional GTX equipment.** In addition to the custom visual exterior and interior features, the extended GTX standard equipment package includes the following: the electric dual-motor all-wheel drive (4MOTION), DC charging with up to 200 kW, a specifically tuned chassis, sporty progressive steering, IQ.LIGHT LED matrix headlights, LED tail light clusters with dynamic turn signals, dark privacy glass in the rear, 20-inch Skagen alloy wheels with diamond-cut surfaces (front tyres 235/45 R 20, rear tyres 255/40 R 20) and 30-colour instead of 10-colour background lighting.



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**GTX interior.** Further standard equipment – for both the GTX and Pro models – includes the enhanced augmented reality head-up display (the active navigation of a mobile phone connected via Apple CarPlay or Android Auto is now integrated into the augmented reality route display), App-Connect Wireless for Apple CarPlay and Android Auto, the IDA voice assistant with the integration of ChatGPT, a two-zone automatic air conditioner (optional equipment: three-zone automatic air conditioner Air Care Climatronic), the keyless locking and starting system Keyless Access and an anti-theft alarm.

**State-of-the-art assist systems.** The ID.7 GTX Tourer will be launched with a wide range of state-of-the-art assist systems. The optionally available systems include Park Assist Plus with memory function. The memory function enables fully automatic parking<sup>7</sup> over a distance of up to 50 m – for example, in the carport at home. Available as an option, Connected Travel Assist with online data (including Lane Assist, Adaptive Cruise Control ACC and Emergency Assist) with assisted longitudinal and lateral guidance<sup>7</sup> has also been enhanced. The latest version has even more human-like response characteristics than its predecessor and now supports assisted lane changes<sup>7</sup> on motorways. An exit warning system<sup>7</sup> is a new development that is an extension of the Side Assist lane change system. Within the system limits, it can protect against one of the doors from being opened if a vehicle (including bicycles) approaches from behind. The optionally available system<sup>7</sup> issues an acoustic and visual warning and, in the event of acute danger, briefly prevents the door(s) in question from being opened. On board as standard is the new-generation traffic hazard alert function. The Car2X system supports the driver by providing information on what is happening on the road and is therefore able to give an early warning of situations such as roadworks, accidents, the end of traffic queues or emergency vehicles<sup>6</sup>. The other assist systems equipped as standard include the autonomous emergency braking system Front Assist and Dynamic Road Sign Display.

### THE GTX DRIVE IN DETAIL

**GTX drive.** The ID.7 GTX Tourer, which is electronically limited to a top speed of 180 km/h, is equipped with the electric dual-motor all-wheel drive system (4MOTION) as standard. A separate electric drive motor in each case powers the front and rear axles. Together, both drive motors provide a system output of 250 kW (340 PS) – 40 kW (54 PS) more than on the rear-wheel-drive ID.7 Tourer Pro<sup>1</sup>. With an output of 210 kW (286 PS), an APP550 permanent magnet synchronous motor (PSM) provides powerful propulsion at the rear axle. The PSM system is extremely efficient and makes its full performance potential available from a standing start. Depending on the power requirement and driving situation, the front electric motor is activated in fractions of a second. This is an asynchronous motor (ASM) with the designation AKA150. It develops a maximum output of 80 kW (109 PS). In standby mode, the ASM system hardly consumes any energy – a special feature of asynchronous motors that makes them ideal as an auxiliary drive. Power distribution is controlled by a modified all-wheel drive controller as well as by interventions by the electronic differential locks (XDS+). All this together leads to increased vehicle stability, improved load change reactions and ultimately to more driving pleasure. The holistic GTX dynamics have been extended to the limit range and the spread between the individual driving modes –





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from maximum comfort to maximum sportiness – has been increased. The electric 4MOTION all-wheel drive system enables good traction and offers neutral handling that is very easy to control. In addition, the maximum towing capacity (braked with eight per cent gradient) has been increased from 1,000 to 1,400 kg thanks to 4MOTION.

**GTX punch.** A special feature of the GTX drive is control of the power requirement: in contrast to a combustion engine, it is possible to vary the response characteristics almost infinitely with electric drive motors. In the ID.7 GTX Tourer, Volkswagen has developed a setup that converts the maximum system output and highest torque of the drive into propulsion within milliseconds at the start of an acceleration phase. In the world of combustion engines, only high-performance sports cars, if at all, can offer such immediate power delivery – the punch. In spite of these dynamic characteristics, the ID.7 GTX is also extremely efficient.

**GTX charging.** Both motors are powered by a new lithium-ion battery – Volkswagen's largest to date, providing an energy content of 86 kWh (net); the gross energy content is 91 kWh. In comparison, the ID.7 Tourer Pro<sup>1</sup> with rear-wheel drive has a 77 kWh battery (net). Compared with the 77 kWh battery, the 86 kWh battery is equipped with 13 instead of 12 battery modules, among other things. The battery system is integrated into the underbody. In detail, the battery assembly comprises the underbody guard, the all-round frame of the battery housing, a base plate with its own integrated cooling system, the battery modules, a battery management system, a cell management controller, the upper housing section and a network of lines and connectors. The new battery of the ID.7 GTX Tourer is charged with up to 200 kW at DC quick-charging stations. Under ideal conditions, battery charging from 10 to 80 per cent takes significantly less than 30 minutes when charged with 200 kW.

**GTX journeys.** On journeys, an innovative charging and thermal management function makes sure the battery is conditioned ahead of the next DC charging stop. Thanks to this electronic preparation, the ID.7 GTX Tourer is supplied with energy again as quickly as possible on long journeys with one or more charging stops. The battery is heated to the ideal temperature before the charging stop so it can be charged at maximum power. This enables the charging time to be reduced by several minutes, particularly in winter. When route guidance by the optional navigation system with the Electric Vehicle Route Planner is active, pre-conditioning is started automatically on the way to the next quick-charging station. Without active route guidance, the function can also be manually activated using the charging menu in the infotainment system. Routes with up to ten charging stops and ten stopovers can be planned on a smartphone or on the web portal and then transferred to the infotainment system of the ID.7 GTX Tourer. The software automatically integrates the ideal charging stops into the route guidance of the navigation system – the driver does not have to search for the charging points first, but only has to follow the suggestions of the infotainment system.

### THE GTX RUNNING GEAR IN DETAIL

**Agile running gear and precise steering.** The running gear has been specifically tuned to the very high output of the GTX drive system and equipped with stronger stabilisers. The sporty progressive steering system is additionally used as standard, providing



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outstanding steering precision and highly predictable steering characteristics. The ID.7 GTX Tourer<sup>1</sup> is optionally available with the modified adaptive chassis control DCC. The DCC running gear is controlled via a newly parametrised Vehicle Dynamics Manager, offering a wide range of customisation options for vehicle handling. The dynamics can be further enhanced by means of the manually activated ESC Sport mode. With its newly tuned running gear, the ID.7 GTX Tourer<sup>1</sup> confidently transfers the wide spread between high comfort and sporty performance to the road. This provides the driver with a sporty and precise driving experience at premium class level.

### NOTES

1. Near-production concept vehicle
2. ID. 4 GTX – Power consumption combined in kWh/100 km: 18.7-16.7; CO<sub>2</sub> emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not in accordance with NEDC are available for the vehicle. Where ranges are stated, the values for consumption and CO<sub>2</sub> emissions depend on the selected vehicle equipment
3. ID. 5 GTX – Power consumption combined in kWh/100 km: 18.6-16.2; CO<sub>2</sub> emissions combined in g/km: 0; only consumption and emission values in accordance with WLTP and not in accordance with NEDC are available for the vehicle. Where ranges are stated, the values for consumption and CO<sub>2</sub> emissions depend on the selected vehicle equipment
4. Maximum possible charging capacity. The charging behaviour of different charging stations can differ, even if their kW capacity is the same. In addition to a charging station's kW output, the maximum charge current also influences the amount of energy that flows. Furthermore, the ambient temperature, battery temperature and charge level influence the maximum possible charging capacity. The specified maximum charging capacity is calculated under WLTP conditions at a temperature of approx. 23 °C and a charge level from five per cent. If these variables change, the charging capacity may deviate from the specified standard value
5. All equipment specifications apply to the German market. Changes are possible in other markets
6. Optional equipment
7. Within the system limits: the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention