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Volkswagen News

**Geneva International Motor Show,  
March 2015**

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\* = All fuel consumption and driving performance data cited in this press kit are estimated values, as of February 2015.

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**Geneva International Motor Show 2015**

› Sport Coupé Concept GTE	<b>07</b>	›
› Touran	<b>43</b>	›
› Passat Alltrack	<b>65</b>	›
› Sharan	<b>87</b>	›
› Golf GTD Estate	<b>103</b>	›
› Golf TSI BlueMotion	<b>115</b>	›

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**World premiere –  
the Sport Coupé Concept GTE  
Four-door coupé marks beginning  
of a new design era at Volkswagen**

Sport Coupé Concept GTE fascinates  
with exclusive sports car design

High-tech concept car with new generation  
interface and plug-in hybrid drive

### Ten key facts about the Sport Coupé Concept GTE:

1. The Sport Coupé Concept GTE is the champion of a new progressive Volkswagen design language.
2. Concept combines exclusive sports car design with four-door body concept and large boot lid.
3. Sport Coupé Concept GTE is positioned above today's Volkswagen CC.
4. Coupé is 4,870 mm long; wheelbase is a generous 2,841 mm which maximises interior length.
5. Active Info Display (digital main instrument) offers three-dimensional graphic in a new high-end quality.
6. Optionally, the navigation system can incorporate biometric data from the driver to calculate route recommendations.
7. Sport Coupé Concept GTE utilises a plug-in hybrid drive (TSI plus two electric motors) with a system power of 380 PS.
8. Coupé with top speed of 250 km/h can be driven at least 50 kilometres in the all-electric E-mode.
9. In GTE mode, the Sport Coupé Concept GTE accelerates to 100 km/h in just 5.0 seconds.
10. Innovative all-wheel drive via electric propshaft.



**Wolfsburg/Geneva, March 2015.** Volkswagen is presenting the Sport Coupé Concept GTE in a world premiere at the 2015 Geneva International Motor Show and is presenting this avant-garde model as the champion of a new, progressive Volkswagen design language. “Evolution and revolution come together in the Sport Coupé Concept GTE. This concept is based on Volkswagen design DNA, which has been visibly sharpened even more. It shows how fascinating the highest-volume brand of our Group is shaping the immediate future,” says Walter de Silva, Head of Design of Volkswagen AG. Dr Heinz-Jakob Neußer, Volkswagen Brand Board Member for Development, explains: “This concept car is a breathtakingly dynamic coupé unlike any other to appear in this class. In the design of the Sport Coupé Concept GTE – that is, in the style of an exclusive sports car that is enriched by the added functionality of a large tailgate and the interior space of a four-seater – we see an impressive alternative to the classic saloons of the B and C segments.” Klaus Bischoff, Head of Design of the Volkswagen Brand, adds

this: “The Sport Coupé Concept GTE is another milestone of expressive design. Unmistakably reinvented, from the first to the last stroke. A stylistic compass. In this concept car, Volkswagen is not only presenting the new design of a new model, but also initial glimpses of a new design era.”

**High-end interface.** The interior of the Sport Coupé Concept GTE is as innovative as its exterior. The extremely clean design, ergonomic perfection and new interactive interfaces between human and machine – including the use of the driver's biometric data and a new Active Info Display with 3D look – combine to create an avant-garde atmosphere inside this coupé that is in complete harmony with its expressive exterior design.

**GTE, the plug-in hybrid from Volkswagen.** Not only is the car's design innovative, its technology is as well. The GTE designation promises revolutionary

drive system technology. Ever since the Golf GTE made its debut, these three letters have been used at Volkswagen to designate a car with a plug-in hybrid drive. The Passat GTE follows this year. These cars can be driven approximately 50 kilometres in an all-electric mode; and yet they can cover very long distances with confidence. This all happens with maximum dynamics; the vehicles are silent gliders, powerful cruisers. GTE versions are conceivable in all vehicle classes, such as in the SUV concept vehicle that was shown at the North American International Auto Show in Detroit. In the Sport Coupé Concept GTE being revealed in Geneva, Volkswagen is adding a new facet to its GTE philosophy – a special avant-garde facet. The 279 kW / 380 PS GTE fastback delivers the long-distance properties of a Gran Turismo while simultaneously enabling zero-emission driving – thanks to its two electric motors and externally chargeable battery. The concept car, with a top speed of 250 km/h, has an average combined fuel consumption of 2.0 l/100 km.

**Its own class.** Volkswagen differentiates between the B, C and D segments in the mid-size and premium classes. The latest Passat, for example, is setting standards in the mid-class, i.e. in the high-volume section of the B segment; the Volkswagen CC is positioned in the upper B segment; and the Phaeton, as a premium saloon, is a typical D segment model. The concept car being presented in Geneva is now breaking out of the upper B segment and into the C segment. Klaus Bischoff once again: “Internally, the Sport Coupé Concept GTE is a car that we position above today's Volkswagen CC. We are enriching this segment with a premium design which is as exclusive as it is dynamic, and which casts the term avant-garde in a new light.” The Head of Volkswagen Design continues: “In developing the concept we had a specific goal in mind: This four-door sports car should be desirable; it should elicit an “I want to have it” feeling.

**Fast proportions.** The engineering basis for the charismatic design of the Sport Coupé Concept GTE is once again provided by the modular transverse matrix (MQB) from Volkswagen. It makes it possible to implement fascinating proportions and ideal package dimensions. The most important of all of these dimensions is the ratio of the exterior length to the wheelbase. The concept car is 4,870 mm long, while the wheelbase measures a phenomenal 2,841 mm. This creates a very comfortable interior length of 1,871 mm and extremely concise body overhangs. The front overhang is 909 mm, and the rear 1,120 mm – each measured from the centre of the axle. At the same time, in this concept car Volkswagen has put a very low (1,407 mm high) and wide (1,865 mm) four-door coupé on large 21-inch wheels. Thanks to the MQB, the use of space in the vehicle is, as implied, excellent: Despite its dynamic dimensions, the Sport Coupé Concept GTE – which is fitted with a panoramic sliding sunroof – offers



impressive front and rear headroom, for instance. The large tailgate – which cannot be recognised as such from outside – gives access to a 480-litre boot. Avant-garde without limits!

### Exterior design

**Charismatic Volkswagen.** The Sport Coupé Concept GTE with its avant-garde appearance is taking the automotive world by storm. If it were to go into production, the four-door sports car would be attractive in price for people who need a car with more than two doors and enjoy perfected design. To develop a design statement like the Sport Coupé Concept GTE as an affordable dream all the way to production readiness is a challenge. But by developing the modular transverse matrix and a highly unique design DNA, Volkswagen has created all of the right conditions for taking this milestone car and turning it into a production car over the mid-term future. “Our entire know-how, a maximum of

creativity, is bundled in the expressive design of the Sport Coupé Concept GTE,” says Klaus Bischoff. The chief designer continues: “A four-door coupé with the charismatic design of a sports car – this car occupies new territory and shows how many rich facets can be expressed by our new design language.” Design details of the Sport Coupé Concept GTE:

**Front end – radiator grille and headlights merge.** In the Sport Coupé Concept GTE, the radiator grille, headlights and VW badge merge into a completely new interpretation of the Volkswagen front end more than ever before. The designers specifically emphasised three-dimensionality in its design and thereby created a body structure that projects an incomparably independent and extremely dynamic image. Towards its outer edges, the radiator grille unit borders the LED dual headlights that are deeply embedded and integrated into the front end. Each of them is framed by a radiator grille cross piece made of aluminium,

whose ends take an upward turn – like the wing tips (winglets) of a modern jet aeroplane. The form of these winglets is repeated at various points of the exterior and interior, running as a common thread throughout the vehicle's design.

› **Distinctive light design.** In the case of the radiator grille, the uppermost cross piece with its winglets frames the inner LED modules (main beam & dot-pattern daytime running lights); the second cross piece wraps around the outer LED modules (dipped beam light & dot-pattern daytime running lights). The winglets also function as daytime running lights thanks to integrated bands of LEDs; the corresponding section of the upper cross piece also performs the turn indicator functionality by alternating its LED colour. The daytime running light signature of the Sport Coupé Concept GTE is completed by the C-shaped LED modules arranged around the lower air intakes (an identifying characteristic of electric and plug-in hybrid models from Volkswagen).

› **Six cross pieces for the radiator grille.** Beneath the two upper radiator grille cross pieces, which extend across nearly the entire width of the front end, four other aluminium trim pieces follow. Each trim piece is narrower than the one above it, and together they form a wide “V” that is framed by body-coloured area of the bumper. To the right and left of this, the distinctive C-shaped signature of the daytime running lights are eye-catching.

**Silhouette.** The Sport Coupé Concept GTE is not a saloon; it is really a coupé with four doors and a tailgate. This approach led to a design that emphasises long, extended lines, a low overall height and an athletic body form. Just how uncompromisingly this conceptual philosophy was implemented can be clearly seen in the car's silhouette: the roofline assumes the shape of a flattened curve extending from the A-pillar that is set far back (resulting in a very long bonnet) into the rear body. Dominating the rear part of the silhouette is the extremely

low-set C-pillar, which develops seamlessly from the roofline. Fine details on the sides: air exhaust vent openings were integrated in the front wings and doors (and similarly in the bonnet); their chrome elements reiterate the stylistic theme of the winglets. Look further and they are also reflected in the 21-inch five-spoke wheels.

› **Side line and bonnet become one.** Just how precisely the design of the concept car was created and executed is illustrated by two examples in the car's silhouette. First, there is the line of the window sill. This line, which looks as though it were carved into the body is continued as a sharp edge into the wings, where it then merges into the winglet of the upper radiator grille cross piece and serves as the termination point of the four lower chrome trim strips in the radiator grille. Second, there is the character line. It runs below the window sill and is the most important line on the vehicle. At the rear, it is

designed as what is known as an undercut. Here, the character line is drawn slightly outward; this is how the designers emphasise the strong shoulder section and generate a light-refracting edge. This undercut reduces gradually as it runs towards the front of the car. Here the character line extends into the front wheel arch. At the same time, it develops into the edge of the large bonnet, which even includes the front wings and the upper area of the wheel arches. When the bonnet is opened, the picture is one familiar from motorsport; in many sports cars, when the bonnet is opened, nearly the entire engine area is revealed. A pretty detail: fully recessed door handles.

**Rear section.** The precision and attention to detail that went into the design of the Sport Coupé Concept GTE is illustrated well by a look at the side of the rear section. Here it can be seen that the roof line, including the line of the C-pillars – which projects an imaginary line through to the trailing edge of the



tailgate – transitions directly into the vertical surface of the rear section. This is a stylistic characteristic of classic sports cars. The trailing edge, or rear spoiler, respectively, visually lengthens the car; laterally, the lower edge of the rear spoiler is continued above the rear lights and directly into the character line, and in this way it also extends into the shoulder section. It is the expressive image of a classic sports car that lends the four-door car its unique charisma here. The roof section tapers from front to rear, and this inward tapering creates space for a muscular shoulder section, which in turn transitions into the powerfully flared and uniform surfaces of the integrated wheel arches below the undercut of the character line. A sports car simply must look like this.

- › **Rear lights.** Like the headlights, the trapezoidal LED rear lights are designed with a 3D look; their light signature repeats the theme of the winglets. On each side of the vehicle, the basic lighting unit consists of two glossy black elements,

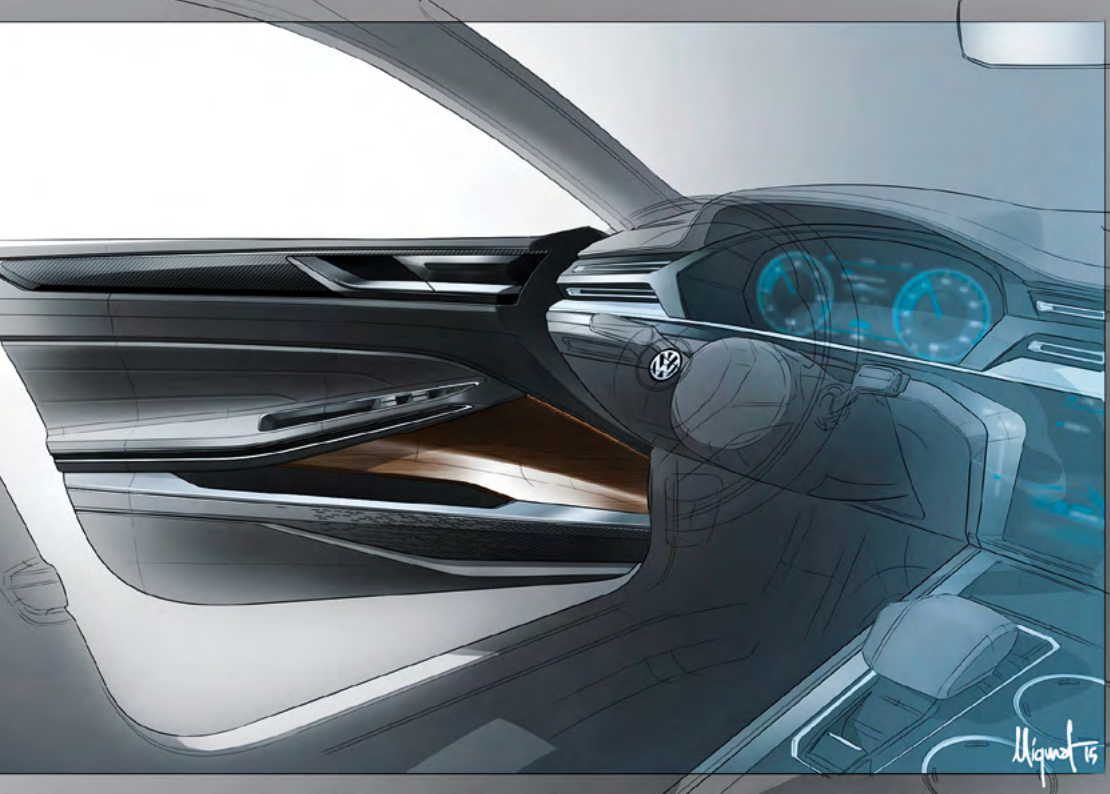
in which the LEDs of the brake light as well as reflectors and LED glass inserts (for the rear lights and indicators) have been integrated. The red covers of the rear lights were executed in a three-dimensional design. At night, the black background surfaces of the basic lighting unit are not visible. This makes the illuminated LED elements appear to hover, and they create an unmistakable light signature.

#### Interior concept

**Active Info Display with 3D visuality.** The new interface modules of the Sport Coupé Concept GTE are appealing to the eye and a high-tech pleasure. The instrument cluster is a prototype of a newly conceptualised Active Info Display with 3D visual effect. The display has a 12.3-inch diagonal and was designed in such a way that the virtual space blends into the real border of the instrument cluster – this is done by a patented ambient light with a three-dimensional effect.

No bordered black panel is visible, rather one sees a free-form surface, which interactively structures the three-dimensional space without perceptible borders. This attains a previously unknown high level of value. In its basic configuration, the digital instrument depicts two round instruments; on the left there is the power meter, on the right the speedometer, and in the middle a field to which a wide variety of information can be assigned for display. The new free-form surface makes the round instruments appear to hover in virtual space. The graphics of the displays change according to the driving mode (E-mode or GTE mode).

**Four displays.** The touchscreen of the central infotainment system has a 10.1 inch diagonal; the area alongside this touchscreen also features sensitive sliders for climate control. Serving as the media control module for the rear seating area is a touchscreen (12.3 inch) that is integrated between the individual seats. It can be used to operate functions including the media library, telephone



and navigation. Rear passengers can also control the two screens embedded in the backrests of the front seats (each 10.1 inch) via this media control unit. In addition, the sliders integrated alongside the 12.3-inch display can be used to operate the automatic climate control system (four-zone climate control).

**Navigation recognises biometric data.** For the first time, Volkswagen is interfacing the car's electronics directly with the driver. Based on the driver's biometric data, the Sport Coupé Concept GTE determines – via a smartwatch or armband for measuring the driver's vital functions – whether to select a route leading to the destination that includes an ambitious and winding country road or a gentle route instead. Monitoring of biometric data begins as soon as the driver inputs the destination by speech control or on the touchscreen – but naturally, only if the driver wants to this data stored in the device be used as input for the navigation system. Time and distance are secondary factors here. In this

navigation mode, which is individually tailored to the driver, the sole purpose is to experience maximum driving enjoyment. The navigation system recommends routes for this. The recommendations are displayed in lists or via Cover Flow; in this case, apps are used to show additional information and images of the individual routes, e.g. from Instagram. The driver can view the selected route in the infotainment system before heading out. Simultaneously, the driver gets detailed information on the type of route and on the traffic, weather and road conditions along the route. To get the most precise real-time information, the system evaluates the anonymised data (car-to-car) of other vehicles that are already driving on the same route ahead of the Sport Coupé Concept GTE. At the same time, the system compares route conditions to the vehicle state and its equipment. So, before the start, the Sport Coupé Concept GTE checks the vitality of the driver, the route conditions and itself.

**Cocoon feeling.** The way in which a line from the dash panel and door shoulders appears to wrap around the four passengers like a cocoon is unique. The dash panel, designed with horizontal elements and leather-trimmed at the top, uniformly transitions into the front door trim panels. In turn, the look of these panels is continued – both stylistically and in material selection – into the rear doors. From there, this cocoon element that surrounds the entire interior extends up to the interior trim beneath the rear window.

**Iconic, cleanly structured dash panel.** The dash panel is designed straightforward, clean and minimalistic. In the upper area, three slender and elegant aluminium slots function as ventilation openings. Beneath them runs a slender accent strip with a black piano paint finish. Another aluminium ventilation slot follows beneath the accent strip. It spans the entire width of the dash panel, and is only interrupted by the main instrument – the Active Info Display. Another

aluminium trim strip that runs across the entire width completes the decor. It is stylistically continued into the door panels where it is transformed into the door handle as a “wing”. Another distinctive line is formed by the ambient lighting. The precise, thin line of light – with its variable colours – wraps around the dash panel (and into the front door panels), the central infotainment system and the centre console that extends into the rear seating area and thereby emphasises the contours in these areas.

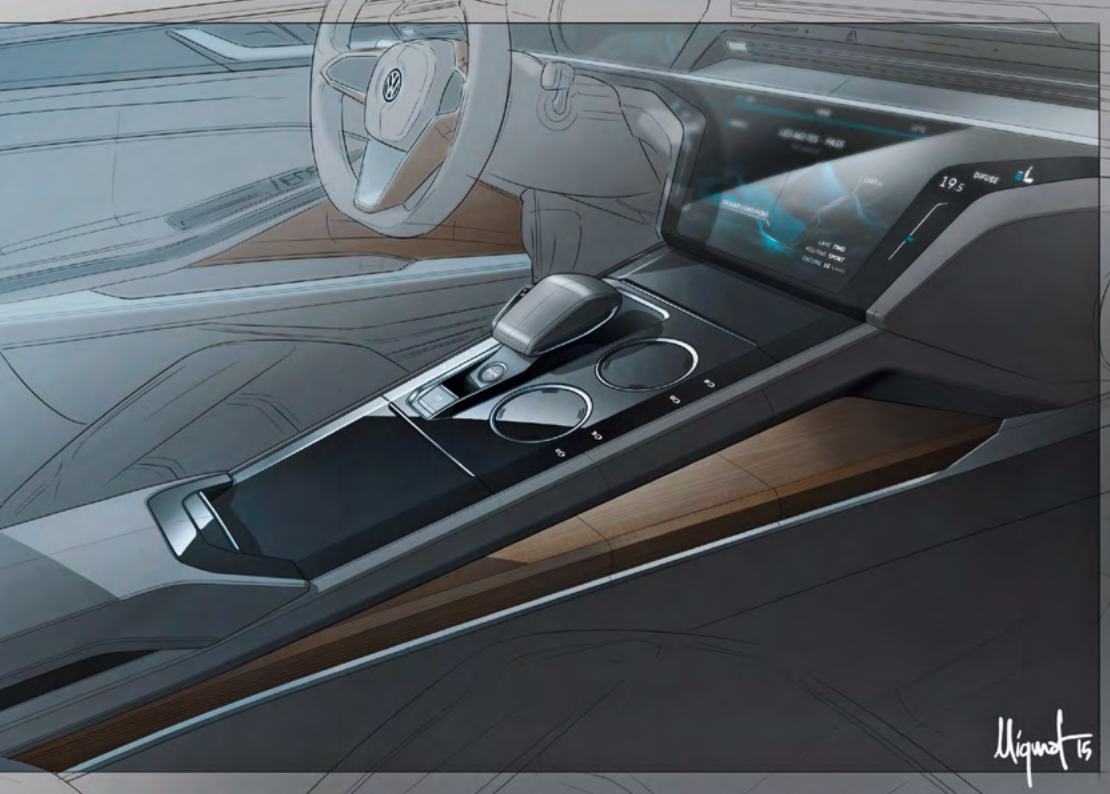
**Sports car centre console.** The centre console rises towards the dash panel, like in a sports car, where it meets the infotainment system. Here too, elegant gloss-black and very thin aluminium surrounds are dominant styling elements. Forming a contrast to this, beneath the “hovering” design of the centre console, is a level that has the look of natural wood. The same material is found on the door panels and on the steering wheel. Practical details: to the right of the DSG

gear knob are cupholders; cups placed in them can be kept warm or cooled. The gear selector lever for the 6-speed DSG is equipped with a shift-by-wire gear-shifting logic. Like a joystick, it normally remains in a central middle position. The R, N and D gear selections are activated by a short kick. The driver selects the P position by pushing a separate button that is integrated in the gear selector lever.

#### Drive system

**Plug-in hybrid drive.** The Sport Coupé Concept GTE is powered by a plug-in hybrid drive system that is both economical and sporty. The combustion engine Volkswagen is using in the concept car is a turbocharged 3.0-litre six-cylinder direct-injection engine (TSI) that produces 220 kW / 299 PS of power and a maximum torque of 500 Nm. The electrical components consist of a lithium-ion battery (in the centre tunnel) and two electric motors – the front electric motor





is integrated in the gearbox case of the 6-speed DSG (DQ400E), and it outputs 40 kW; the rear electric motor develops 85 kW of power. The total available system power is 279 kW / 380 PS. If necessary, the system drive power can be distributed to all four wheels thanks to the rear electric motor and an “electric propshaft”. In sporty GTE mode, the coupé, with a top speed of 250 km/h, accelerates to 100 km/h in just 5.0 seconds. Despite this dynamic performance, the concept car is a frontrunner in fuel economy. Its combined fuel consumption is just 2.0 l/100 km. In addition, the Sport Coupé Concept GTE can be driven all-electrically for a distance of at least 50 kilometres – and therefore with zero emissions. The total driving range of the concept car is over 1,200 km.

**“Hybrid”.** The concept car starts by default in Hybrid mode. The Sport Coupé Concept GTE is a classic full hybrid, which charges its battery via regenerative braking and automatically utilises the right combination of TSI and/or electric motors according to the specific drive situation. As soon as the driver releases the accelerator pedal, and the battery is sufficiently charged, all drive sources are shut off and decoupled from the drivetrain. This is a special form of “coasting”. Zero emissions are produced in this mode. If the driver releases the accelerator pedal or brakes, and the battery is insufficiently charged, the two electric motors operate as generators and feed the energy recovered from braking into the lithium-ion battery. In this case, the TSI is also shut off and decoupled. When the V6 engine is the sole source of propulsion, the concept car is a pure front-wheel drive car. Thanks to the efficient technologies of the car's TSI engine the Sport Coupé Concept GTE is still very fuel-efficient, even in this drive mode.

**“E-Mode”.** In E-mode, which the driver activates by button push, only the 85 kW electric motor at the rear axle provides propulsive power. In all-electric driving, the V6 TSI is decoupled from the drivetrain by disengaging the clutch, and it is shut off. As soon as the six-cylinder engine needs to be used again – due to the battery's charge state or other parameters – it is coupled to the drivetrain again within fractions of a second without any jolts. The lithium-ion battery, which has a capacity of 10.7 kWh, is responsible for supplying energy to the electric motors. The power electronics integrated in the front engine compartment manage the flow of high-voltage electricity to and from the battery and the electric motors. The vehicle's 12-Volt electrical system is supplied with electricity via a DC/DC converter. The battery is charged from external electrical sources or while driving.



**“GTE”.** The driver presses the GTE button to switch to GTE mode, which activates a very dynamic side of the coupé. The accelerator pedal, gearbox and steering characteristics are now even sportier. In GTE mode, the TSI and electric motors also work together in 'boosting' which calls up the full system power and maximum system torque.

**Battery Charge / Battery Hold.** The dual mode Battery Hold (battery's energy content is kept constant) or Battery Charge (battery is charged while driving) is activated from a submenu of the infotainment system. This mode might be used to intentionally enable all-electric E-mode at an urban destination in order to drive with zero emissions there.

**All-wheel drive thanks to “electric propshaft”.** As soon as the situation requires it, all four wheels of the Sport Coupé Concept GTE are driven. In this case (and if battery charge is low), the front electric motor – which is now being supplied with kinetic energy via the V6 TSI – acts solely as a generator and a source of electricity for its counterpart at the rear axle. Since the energy for driving the rear axle flows by wire and not mechanically here, this is referred to as an “electric propshaft”. Because the TSI drives the rear electric motor via the front electric motor, the all-wheel drive system also operates when the battery's charge state is low.

Technical data of the Sport Coupé Concept GTE	
<b>Body / wheels</b>	
Concept	4-door and 4-seat coupé
Length / width / height	4,870 mm / 1,865 mm / 1,407 mm
Wheelbase	2,841 mm
Cargo capacity	480 litres
Wheels / tyres	9.5 J x 21, ET45 / 265/30 R21
<b>Drive</b>	
Drive system	Plug-in hybrid
Drivetrain	All-wheel drive with “electric propshaft”
Petrol engine	3.0 V6 TSI (turbocharged, direct-injection) 220 kW / 299 PS / 500 Nm
Electric motors, front and rear	40 kW / 220 Nm and 85 kW / 270 Nm
System power	279 kW / 380 PS
Gearbox	6-speed DSG (DQ400E)
Battery type	Lithium-ion
Battery energy capacity	10.7 kWh

Technical data of the Sport Coupé Concept GTE	
<b>Performance / fuel economy data</b>	
V/max, hybrid	250 km/h
0-100 km/h	5.0 s
Fuel consumption (NEDC, combined)	2.0 l/100 km
CO <sub>2</sub> emissions (NEDC, combined)	46 g/km
Range, electric	> 50 km
Range, total	> 1,200 km



**World premiere –  
a new all-rounder for the family:  
The new Touran is a miracle  
of space in the world of compact MPVs**

New engines in the Touran are up to 19 per cent\*  
more economical

Five-seater and seven-seater Touran models  
have biggest luggage compartment in their class

Ten key facts about the new Touran:

1. The completely redeveloped Touran is the first MPV to be based on the Modular Transverse Matrix (MQB).
2. Advantage of MQB: it was possible to pass on almost the full increase in overall vehicle length (+ 130 mm) to the wheelbase (+ 113 mm).
3. Longer wheelbase increases the amount of room inside the Touran (including an extra 48 litres luggage space in 5-seater).
4. Five-seater version of the Touran has the biggest luggage compartment (1,040 litres) in its class (when loaded roof-high up to 2nd seat row).
5. Despite significant gain in overall length, weight has been reduced by 62 kg.
6. Newly developed fold-flat seat system in 5-seater or 7-seater MPV is highly versatile and extremely easy to configure.
7. Up to 47 storage compartments and new Pure Air Climatronic system make the 5-seater and 7-seater Touran perfect for everyday use.
8. New spectrum of infotainment systems; MirrorLink™, CarPlay (Apple) and Android Auto (Google) featured for first time.
9. The new Touran boasts the biggest range of assistance and comfort systems in its class.
10. TSI and TDI engines up to 19 per cent\* more economical; Touran 1.6 TDI with DSG consumes just 4.1 l/100 km\*.









**Wolfsburg / Geneva, February 2015.** The Touran is Germany's most successful compact MPV. It's a highly versatile companion for all journeys, characterised by an impressive use of space and meticulous attention to detail throughout. Volkswagen is now launching a new generation; completely re-conceptualised version of this popular all-rounder, which has already hit sales of some 1.9 million units in Europe, Asia and Africa. Dr Heinz-Jakob Neußer, Board Member for development of the Volkswagen brand, says: "The new Touran is the first multi-variable MPV to be built on the Modular Transverse Matrix (MQB) basis developed by Volkswagen. This brings many advantages as far as design and construction are concerned – including, for example, much more powerful-looking exterior proportions and a distinctive long wheelbase with very short body overhangs enabling us to achieve a groundbreaking use of space." At the same time, Volkswagen has succeeded in reducing the weight of the new Touran, as it has already done with other MQB-based models. "And that is despite a

130 mm increase in the overall vehicle length as well as greater demands on safety and comfort,” says Dr Neußer. “We saved up to 62 kg in weight compared with the predecessor.” This weight reduction was achieved through the use of innovative lightweight construction technologies in the drive systems and bodywork.

**Up to 19 per cent\* lower fuel consumption.** The reduction in weight results directly in a drop in fuel consumption. The same is true of the excellent aerodynamics. According to Dr Neußer, “We have succeeded in reducing the drag coefficient to 0.296, an exceptionally good result for a family MPV.” In addition to this, the new or refined and more powerful turbocharged engines contribute to making the 2015 Touran one of the most sustainable and agile MPVs on the market. This is because the engines, three petrol (81 kW / 110 PS, 110 kW / 150 PS, 132 kW / 180 PS) and three diesel (81 kW / 110 PS, 110 kW

/ 150 PS, 140 kW / 190 PS), are now up to 19 per cent\* more economical. The most fuel-efficient diesel model, the 110 PS Touran 1.6 TDI with 7-speed DSG, uses only 4.1 l/100 km\*. “A seven-seater MPV like the new Touran 1.6 TDI with 110 PS that consumes a mere 4 litres per 100 km may well be considered a milestone in sustainability,” says Dr Neußer. The most economical petrol-driven model is the Touran 1.4 TSI, which delivers 150 PS while achieving an average fuel consumption of 5.4 l/100 km\* when combined with the optional 7-speed dual clutch gearbox. All models feature Stop/Start and battery regeneration (brake energy recuperation) systems as standard.

**Powerful design.** Volkswagen has also completely revamped the vehicle’s design, right down to the last detail. Klaus Bischoff, Head Designer for the Volkswagen brand, says: “The Touran’s new powerful and precise design picks up the reductive clarity of the previous model. We refined the design

concept, reinventing it in places to give it a sharper look while retaining a strong underlying continuity. What emerges is an original with a much enhanced light and sporty look thanks to the long side windows and precise lines.”

**R Line packages.** The Touran looks particularly sporty when fitted with the new R Line exterior equipment range from Volkswagen R. The R Line exterior package includes special R Line bumpers among other features. Inside, the R Line interior package contains highlights such as the exclusive seat covers.

**Interior with fold-flat seat system.** The designers have also completely restyled the high grade interior. The design concept here also aimed to achieve a reduction in weight, which was accomplished thanks to the newly developed fold-flat seat system. The second row seats are now much lighter, for example, and can be folded down to merge flat with the luggage compartment floor.

This enables the Touran to provide a maximum amount of space on the smallest footprint. Even with five people on board, this MPV has 1,040 litres of luggage space when loaded up to roof height – so no one need have any reservations about setting off on holiday with five people aboard.

**High-tech for increased safety and comfort.** The front-wheel drive Touran is one of the safest MPVs in the world. This has been achieved through the use of a crash-optimised body which uses high-strength steels (resulting in an increase of 25 per cent in the static stiffness of the body structure), plus up to nine airbags, a very neutral chassis with individual wheel joints, and a pioneering range of new assistance systems in this class. According to Dr Neußer: “The strength of these systems goes beyond the boundaries of this vehicle class and brings unprecedented levels of active and passive safety to the compact MPV segment.” The assistance systems featured for the first time in the Touran include



the Automatic Post-Collision Braking System as standard, the Adaptive Cruise Control system ACC, Front Assist with City Emergency Braking, Traffic Jam Assist, Pre-Crash proactive occupant protection, Side Assist with Rear Traffic Alert and, for the first time in any MPV, Trailer Assist. And a further range of innovative systems is available to bring comfort and convenience up to new levels of excellence, with the Touran acquiring new features including an electric boot lid open/close mechanism, the automatic Easy Open boot lid function (activated by a movement of the foot), driving profile selection and high-performance LED headlights.

**LED lights replacing xenon.** The optional LED headlights in the new Touran will supersede the xenon systems. There are two variants on offer. In the base version the main and dipped beams are generated by LED technology; in addition to this the lights can also be supplemented by a main beam control system (Light

Assist). The LED headlights in the top-of-the-range version additionally feature a dynamic cornering function, LED daytime driving lights and (optionally) a dynamic main beam control function (Dynamic Light Assist).

**Modular infotainment system.** Volkswagen is also offering a completely new range of on-board infotainment systems. The five radio and radio navigation systems offered in this model, all with touchscreens (5-inch to 8-inch), are part of the second generation of the modular infotainment matrix (MIB). The range of devices consists of the 5-inch Composition Touch and Composition Colour systems, the 6.5-inch Composition Media and Discover Media (plus navigation) systems and the 8-inch Discover Pro radio-navigation system. DAB+ digital radio is available for all these systems. The three top devices can also be ordered with a Dynaudio sound system. For these three, Volkswagen will also be offering AppConnect with CarPlay (Apple) and Android Auto (Google) for the first time.

**App Connect with CarPlay and Android Auto.** The launch of the new Touran marks the first time this MPV will be available with MirrorLink™. MirrorLink™ brings a wide array of Volkswagen apps to life in the infotainment system display. MirrorLink™ was developed by a consortium of car and smartphone manufacturers (including Samsung, HTC, Sony and LG). MirrorLink™ is also available in the Polo, Golf, Golf SV and Passat. In addition, and this is another first, Volkswagen is expanding the range of compatible smartphone platforms on board the Touran to include CarPlay and Android Auto at launch. Like MirrorLink™, they also serve to display and control apps via the infotainment system's touchscreen. Volkswagen has consolidated the spectrum of systems covered by CarPlay, Android Auto and MirrorLink™ under the name AppConnect, and so the new Touran thus provides the highest possible level of connectivity.

**MirrorLink™.** MirrorLink™ makes it possible to display and control content and functions from smartphones (Android) on the infotainment system touchscreen, and is intuitive to use: simply connect a smartphone to the car and use the app via the infotainment system's screen. MirrorLink™ makes use of an industry standard set by the Car Connectivity Consortium (CCC) to "mirror" smartphone apps onto the car's touchscreen and link their operation to the infotainment system, as previously mentioned. The MirrorLink™ range will be expanded to include new Volkswagen apps and programmes developed by co-operation partners only.

**Apple CarPlay.** Thanks to CarPlay anyone who owns an iPhone 5, 5C, 5S, 6 or 6 Plus can use a large number of their phone's apps via the infotainment system of the new Touran. This system also "mirrors" the smartphone apps. CarPlay feeds the iPhone's Phone, News, Maps and Music apps into the infotainment system via a USB connection. The apps in the Touran are controlled either from the touchscreen or by voice control via Apple's Siri function.

**Android Auto.** Android Auto was developed by Google for Android smartphones. In exactly the same way as with MirrorLink™ and CarPlay, selected phone apps are displayed on the infotainment system's touchscreen. The interface is a USB port. The many apps which can be integrated include Google Maps, Google Play Music, WhatsApp and Spotify. Many of the Android Auto apps can be operated via Google Voice speech control as well as via the touchscreen (the voice control function is activated on the multifunction steering wheel).

**Ingenious details.** It is not only the driver assistance and infotainment systems that demonstrate the ingenuity of this car's design. Take, for example, the total of up to 47 storage compartments distributed throughout the interior; these include a large removable container in the Jumbo Box under the front centre armrest and the luggage compartment light which can easily be snapped out for use as a torch. All aspects of the air-conditioning system have also been carefully thought-through. The background to this is the introduction of the new optional three-zone automatic climate control system: Pure Air Climatronic. It brings a new filtering technology to bear which features an air quality sensor with an active biogenic filter to maintain air quality at a constantly high level and prevent the infiltration of pollutants, even down to fungal spores and allergens. This is a hitherto unique technology.

**Greater comfort as standard.** The MPV comes in three equipment lines: Trendline, Comfortline and Highline. Along with details such as air conditioning, fold-flat seating and up to nine airbags, the basic Trendline includes a more powerful TSI engine (110 PS instead of the previous 105 PS), black gloss B-pillar panels, ISOFIX child seat fixtures on all rear seats, seatbelt detection in the second and third seat rows as well as at the front, decorative chrome trims for the air vents and instrument cluster, easy-open and roll-up luggage compartment cover, an extensive range of active safety systems (including XDS and Automatic Post-Collision Braking), the new Composition Touch radio system and an electric parking brake that is also a new feature. The Touran Comfortline now comes with Front Assist including City Emergency Braking, the Composition Colour radio system (with media compartment on the passenger side) and 16-inch alloy wheels as standard. For the Touran Highline you can add details such as chrome-framed side windows, 17-inch alloy wheels, ambient lighting

and a new 3-zone automatic air conditioning system (including control unit in the second seat row). The Touran can now also be equipped with LED headlights for the first time. For those after something even more sporty, there are the R Line exterior and interior packages (available with Comfortline and above).

**Market launch in September.** The new Touran will be launched in the first European countries from September. At the same time, production will be ramped up at the Wolfsburg plant so that the Touran can be delivered to the first customers in all the other markets before the end of 2015. The objective is to expand the car's share of the international market, modelled on its performance in Germany, where it has been the leader in its class ever since the launch of the first generation.





**World premiere –  
the new Passat Alltrack**  
**All-wheel drive all-rounder combines the  
best of on-road and off-road driving**

Passat Alltrack: 100 per cent 4MOTION –  
from 150 PS to 240 PS

Superior off-road performance with off-road mode  
and all-wheel drive

Ten important facts about the world premiere of the Passat Alltrack:

1. Permanent 4MOTION all-wheel drive as standard.
2. Distinctive off-road look with new bumpers, underbody protection, door sill and wheel arch trims.
3. Short body overhangs and ground clearance increased by 27.5 mm to optimise off-road handling.
4. In “Offroad” mode, a raft of assistance systems supports off-road driving.
5. The Passat Alltrack combines outstanding off-road abilities with excellent ride comfort.
6. New range of engines covers a performance range from 110 kW / 150 PS to 176 kW / 240 PS.
7. Passat Alltrack is an ideal towing vehicle with a maximum towing capacity of 2,200 kg.
8. Innovative Trailer Assist greatly simplifies manoeuvring with a trailer.
9. Personalisation system lets Alltrack remember individual driver settings.
10. Market launch in Europe from the end of September.





**Wolfsburg / Geneva, March 2015.** A new generation of the all-wheel drive Passat Alltrack will be celebrating its world premiere at the Geneva International Motor Show (3 to 15 March). This Volkswagen is a genuine all-round vehicle: it can be used to drive through snowy passes to alpine ski pistes, along a beach with a boat in tow or to a construction site for a meeting with an architect. The new Passat Alltrack expands the horizons of active people. A touring car, business vehicle, family all-rounder and spacious SUV in one. A “can do” car. The off-road driving modifications – which include underbody protection, superior approach, departure and breakover angles, side sill extensions that are also fitted with underbody protection and rugged wheel arch mouldings – make the body tough and also give the vehicle its own distinctive style. At the same time, state-of-the-art technology ensures that the rugged appearance lives up to its promise: the Passat Alltrack also takes rough terrain in its stride effortlessly and reliably thanks to ground clearance increased by 27.5 mm, a special off-road

driving programme with adapted assistance systems, a modified chassis and 4MOTION all-wheel drive.

**New engines.** Volkswagen offers a choice of five new direct-injection engines for the second generation Passat Alltrack: two turbo petrol engines (TSI) and three turbodiesel engines (TDI). They all comply with the Euro 6 emissions standard. The powerful TSI engines deliver 110 kW / 150 PS and 162 kW / 220 PS respectively. The range of high-torque TDI engines also starts at 110 kW / 150 PS; two additional engines deliver 140 kW / 190 PS and 176 kW / 240 PS. Stop/start and battery regeneration systems are included in the standard specification. Volkswagen offers the 150 PS TSI and TDI engines with a manual 6-speed gearbox. All of the more powerful versions come equipped with a 6-speed dual-clutch gearbox.

**All-wheel drive as standard.** As already mentioned, the new Passat Alltrack is equipped with 4MOTION all-wheel drive as a standard feature. It is based on a fifth generation Haldex coupling and becomes active even before slip occurs to eliminate nearly all loss of traction. In normal driving, only the front wheels are driven, saving fuel. But as soon as there is a risk of losing traction, the rear axle is smoothly engaged in a fraction of a second. Along with the Haldex coupling that acts as a longitudinal lock, the electronic differential locks (EDS) integrated in the electronic stability control system (ESC) act as transverse locks for all four wheels. If a wheel starts to spin, they ensure that drive power is directed to the wheel on the opposite side within fractions of a second. In addition, the Passat Alltrack 2.0 TSI with 220 PS and 2.0 TDI with 240 PS are also equipped with XDS+ on both axles. This system – available as an option on all other Passat Alltrack models – brakes the wheels on the inside of the bend during fast

cornering and thus optimises the steering response. In technical terms, XDS+ is a functional extension of the electronic differential locks.

**Off-road mode.** All Passat Alltrack derivatives offer various driving modes as standard. In addition to the “Eco”, “Normal”, “Sport” and “Individual” driving modes, as seen in other versions of the Passat (in combination with adaptive chassis control DCC), the additional “Offroad” mode is a USP within the Alltrack model range. Pressing a button adapts all relevant driving and assistance systems in the Passat Alltrack to off-road use. Some examples: by changing the ABS regulation intervals in “Offroad” mode, the tyres can build up a wedge of stones on loose surfaces during emergency stops, thus reducing the stopping distance. In addition, Hill Start Assist and Hill Descent Assist prevent the vehicle from rolling backwards on uphill slopes and unwanted acceleration on downhill stretches. The accelerator can be operated more sensitively. Extending

the dual-clutch gearbox to include an additional speed-reduction gearing helps when it is necessary to proceed with caution off-road. At the same time, gear shift points are higher and automatic upshifting is suppressed in manual mode.

**Towing capacity of 2,200 kg.** The Passat Alltrack offers significantly enhanced safety and dynamics with its alliance of EDS, XDS+ and 4MOTION. It is also an ideal towing vehicle: for a twelve per cent gradient, the Passat Alltrack has a (braked) towing capacity of 2,200 kg (exception: the 110 kW / 150 PS TSI has a towing capacity of 1,800 kg).

**Exterior features.** The Passat Alltrack is an independent model within the model series. This means that lots of features have been designed specifically for the all-rounder that are exclusively available on this model. Exterior details include the redesigned bumper and underbody protection in stainless steel look (at the





front with custom fog lights, at the rear with integrated trapezoidal trims for the exhaust system), door mirror housing in “matt chrome”, Alltrack badges on the radiator grille and tailgate, anodised silver roof rails, custom 17-inch alloy wheels (optionally available are custom wheels in 18 and 19-inch format) rugged wheel arch and side sill mouldings in “anthracite”, side sill extensions with underbody protection in “brushed aluminium look” and Alltrack lettering on badges on the front wings.

**Interior features.** Like the exterior, the interior of the Passat Alltrack has been specifically modified to express the independent character of this model. Starting with the very rugged stainless steel door sill plates with embossed “Alltrack” lettering and floor mats with flat felled seam, the customisation extends to “Alltrack” comfort seats. These feature Alcantara on the outer sections and the new fabric decor “7 Summits” on the centre panels. Various leather options,

electric 14-way adjustment, seat climate control and a massage function are available as options. The sturdy pedals come in aluminium look. Furthermore, the Active Info Display has been individualised for the Passat Alltrack. The horizontal ventilation strip is upgraded with custom trim in a “Tracks” design. Further standard equipment includes a coupling box for mobile phones; it connects a smartphone to the external vehicle aerial of the Passat Alltrack; “Alltrack” is embossed on the box lid.

**The eighth generation Passat is the foundation.** As the Alltrack is based on the new eighth generation Passat, and therefore on the modular transverse matrix (MQB), a pioneering range of driver assistance and infotainment systems is available for the all-terrain model. These technologies include an Active Info Display (fully digital instruments), head-up display (for the projection of information), “Media Control” rear seat entertainment system for tablet

computers, Front Assist plus City Emergency Braking function with Pedestrian Detection, Side Assist (lane change assistant), Emergency Assist (stops vehicle in emergency), Traffic Jam Assist, Rear Traffic Alert (detects other vehicles crossing when reversing out of a parking space), a previously unrivalled level of personalisation and Trailer Assist (assisted manoeuvring with a trailer). Details follow on the new personalisation, Trailer Assist (an important feature for the Passat Alltrack) and the new infotainment systems:

**Trailer Assist.** Reversing with a trailer is a challenge even for drivers who are experienced in this. That is why Volkswagen is offering the new Trailer Assist system for the Passat Alltrack, which is frequently ordered with a tow bar. The system makes manoeuvring with a trailer easier than ever before. This is how Trailer Assist works:



- › **Reverse gear.** To back a trailer into an entrance from the street, all the driver needs to do is stop at a suitable spot and engage reverse gear. The system is activated by pushing a button.
- › **Camera-based.** The current and possible steering angles are visualised in the instrument cluster. This is done based on image processing algorithms from the data from the rear view camera, which monitors and analyses the angle between the car and the trailer. The articulation angle that is optically recorded is used to calculate the steering wheel angle independent of any special types of trailers or draw bars.
- › **Mirror adjustment as part of the system.** With the help of the mirror adjustment switch, which serves as a sort of joystick, the driver can adjust the desired driving direction of the car-trailer combination. The Passat Alltrack

responds to the driver's steering commands via the mirror adjustment switch and steers the vehicle; all the driver needs to operate are the brake and accelerator pedals. The driving direction of the Passat is automatically controlled by the electromechanical power steering system. It is always possible to make a correction via the mirror adjustment control.

**Personalisation.** The number of comfort and assistance systems increases with each new vehicle generation, and the new Passat Alltrack is no exception. Many of these systems are individually adjusted and used by different drivers of the car, meaning that drivers frequently have to reactivate their personal settings. Volkswagen has designed a new generation of personalisation that simplifies this process significantly. This involves combining the individual settings for a driver into a user account, which is saved by the vehicle. Drivers can call up user management to activate their individual user account, and thereby implement



their individual settings. Drivers simply identify themselves with their vehicle key; this is done when the vehicle is unlocked. This activates initial settings such as adjusting the seat position on the driver's side. An overview of personalisation options in the Passat Alltrack, which depend on the specific equipment version:

- › Ambient lighting
- › Adaptive Cruise Control ACC
- › Infotainment system (incl. media library, navigation, telephone)
- › Automatic climate control
- › Instrument cluster/multifunction display
- › Lane Assist
- › Light and Sight
- › Memory seat
- › Park Assist

- › Locking/unlocking
- › Side Assist.
- › Mirror adjustment

**Infotainment – welcome Apple and Google.** As mentioned, the infotainment systems in the Passat Alltrack are also new, and they enable maximum connectivity for interfacing to external devices. The various interfaces include integration of smartphones via “App Connect”. This is based on the MirrorLink™ application and – two applications making their debut in Volkswagen cars in 2015 – “CarPlay” (Apple) and “Android car” (Google). These three platforms enable integration into the infotainment systems of the Passat Alltrack for nearly all smartphones and a huge range of apps. The infotainment line-up consists of five radio and radio-navigation systems: the 5-inch display devices “Composition Touch” (standard in the Passat Alltrack) and “Composition Colour”, the 6.5-inch

systems “Composition Media” and “Discover Media” (plus navigation), and the 8.0-inch radio navigation system “Discover Pro”.



Show premiere –  
the technically updated Sharan  
**Volkswagen MPV launches with  
new engines and assistance systems**

Apple CarPlay and Google Android Auto  
available for new infotainment systems

New TSI and TDI engines for the Sharan deliver  
an improvement in fuel efficiency of up to 15 per cent

### Ten key facts about the technical update of the Sharan:

1. The Sharan is launching with a completely new engine range.
2. The new TSI and TDI engines of the Sharan provide an increase in fuel efficiency of up to 15 per cent; all engines conform to the Euro-6 standard.
3. New Blind Spot Monitor and Rear Traffic Alert enhance vehicle safety.
4. New range of infotainment systems, now with Android Auto (Google), CarPlay (Apple) and MirrorLink™.
5. Adaptive Cruise Control (ACC) and Front Assist with City Emergency Braking are available in the Sharan for the first time ever.
6. The new Automatic Post-Collision Braking system is now fitted as standard, as is an Auto Hold function for the electronic parking brake.
7. The Sharan makes its debut with new LED rear lights and new alloy wheels.
8. Interior is upgraded with more sophisticated accents and materials as well as enhanced instrumentation.
9. European market launch of the Sharan begins in July with advance sales starting in Germany in April.
10. At market launch Volkswagen will be offering two exclusive limited edition models: the Sharan Beach and the Sharan Ocean.







**Wolfsburg / Geneva, March 2015.** At this year's Geneva International Motor Show (March 3-15), Volkswagen will be presenting an extensive technical update of the Sharan, of which over 800,000 units have been sold. This includes numerous systems to assist the driver and enhance convenience and comfort, some features being unique to this market segment. In addition, Volkswagen is offering a completely new line-up of infotainment systems. These deliver a maximum degree of connectivity; for the first time, MirrorLink™, CarPlay (Apple), and Android Auto (Google) are also being offered as options. In addition, the petrol (TSI) and diesel (TDI) engines are completely new; they are all as powerful as they are efficient. The turbocharged direct injection engines are now up to 15 per cent more fuel-efficient and all now comply fully with the Euro-6 standard. The two new TSI engines produce 110 kW / 150 PS and 162 kW / 220 PS, and the highest powered petrol engine produces 15 kW / 20 PS more power. The three new TDI engines are available at these power levels: 85 kW /

115 PS, 110 kW / 150 PS (gain of 10 PS) and 135 kW / 184 PS (gain of 7 PS). All engines, except the smallest diesel model, can be combined with an agile 6-speed dual clutch gearbox (DSG), which now provides a coasting function for additional fuel-saving (decoupling of the engine during deceleration). The DSG transmission is standard with the top engine with 220 PS. As an alternative, the 150 PS TDI engine is also available with 4MOTION all-wheel drive.

**New driver assistance systems.** The new driver assistance systems of the Sharan represent a new class level. The Automatic Post-Collision Braking system is installed as standard. The optional Front Assist ambient traffic monitoring system alerts the driver if the distance to the vehicle ahead is too short and applies the brakes as necessary. The integrated City Emergency Braking function automatically initiates an emergency stop at speeds of under 30 km/h if a collision is imminent. For the first time, the Adaptive Cruise Control (ACC)

system is also available on the Sharan. The electronic parking brake system features an Auto Hold function as standard in the case of both manual and DSG gearbox versions; this prevents unwanted rolling of the vehicle. Other new additions to the range of optional features are the third generation Park Assist system (assisted parking and exiting from parking spaces) and the Blind Spot Monitor (alerts drivers to the presence of vehicles in the blind spot when changing lanes) – it also includes Rear Traffic Alert, a system that warns of cross traffic when reversing out of parking places.

**Optimised exterior and interior.** Exterior design details of the Sharan have been sharpened. The rear light cluster in LED technology presents a more concise light signature. The range of wheel selections has also been extended – by the new 16-inch “Jakarta” alloy wheels, among others, and two new body colours are available: “Hudson Bay Blue Metallic” and “Crimson Red Metallic”. The





interior has been optimised as well: the dial graphics in the instrument cluster have been redesigned, as has the steering wheel. Providing the finishing touches to the updated interior are three new trim designs: Platinum Silver (Trendline), Piano Black (Highline) and Mirror Oak (optional for Comfortline and Highline) upgrade the dashboard and the door trim. Modified steering wheels and a massage function for the optional 12-way seats optimise interior ergonomics. In addition, the Sharan can be ordered with high-quality Vienna leather; it features an exclusive embossed diamond pattern.

**Second generation modular infotainment platform.** The line-up of radio and radio-navigation systems range is entirely new; as in new models such as the Passat, the Sharan now benefits from the second generation modular infotainment platform. The optional touchscreen devices for the MPV provide maximum connectivity. Also, the Sharan becomes one of the first Volkswagen

vehicles that can be fitted with App Connect. Various apps can be integrated into the new infotainment system via MirrorLink™, Android Auto (Google), and CarPlay (Apple). The systems also impress with fast processors (for optimised boot-up, quick route calculation, optimal touchscreen performance) and high-resolution displays (in the 6.5-inch systems). The Sharan is available with either the 5-inch “Composition Colour” system or the 6.5-inch systems “Composition Media” or “Discover Media” (with navigation).

**New standards of space access and utilisation.** With access to the rear seating compartment via two sliding doors, which are fitted as standard, the Sharan is one of the most successful MPVs in its class. Key reasons for this are its variability and exceptionally good interior space. The Sharan is available in three basic interior layouts comprising five, six or seven seats. The EasyFold seat design, with its quick-to-use folding mechanism, makes it easy for users to stow the individual

seats of the second and third rows into the floor of the vehicle. This maximises the vehicle's variability. The passenger seats in the second row can be repositioned laterally, and the backs can be adjusted over an angle of 20 degrees. The Sharan is also characterised by the same level of quality, ergonomic perfection and intuitive operability that has made Volkswagen the leading vehicle brand in Europe and China. Features such as two integrated child seats, up to nine air bags and a maximum luggage capacity of 2,430 litres also speak for themselves.

**Especially successful in Europe and Asia.** Thanks to its good all-round capabilities, over 200,000 units of the current generation model have already been sold, and well over 800,000 people have already chosen the Volkswagen MPV since the market launch of the Sharan. Based on its variability, the latest Sharan version will fulfil the requirements of a diverse range of target groups and types of uses. Worth noting is the fact that in China – one of the stron-

gest markets for Sharan sales – the MPV is primarily used as a spacious and sophisticated business vehicle. By contrast, in Germany – the most important individual market – the Sharan is overwhelmingly preferred by families. Other key sales markets for the Volkswagen MPV, after Germany and China, are the United Kingdom, Austria, Japan, and France.

**Two limited edition models at debut.** At its market launch, Volkswagen will also be introducing two high-end customised limited edition models, the Sharan Ocean and Sharan Beach, to supplement the Trendline, Comfortline, and Highline equipment lines. These models will come in “Hudson Bay Blue Metallic” (Ocean) or “Crimson Red” (Beach) – two new colours that are making their debut exclusively in the special edition models. Expanded options for exterior equipment include the newly designed “Jakarta” 16-inch alloy wheels and silver roof rails. Furthermore, the two exclusive versions arrive as

standard with the assistance systems ACC (adaptive cruise control), Blind Spot Monitor with Rear Traffic Alert, Lane Assist (lane departure warning system) and Park Assist (park steering assistant) including Park Pilot. Other standard features include a special seat upholstery design with contrasting stitching coordinated with the body colour, a multi-function steering wheel, gear lever gaiter with coordinated decorative stitching, electric sliding doors for the rear seating areas and the Climatronic automatic climate control system. The package is rounded out by limited edition badges on the wings, the “Ocean” or “Beach” logo on the passenger side dashboard trim and the relevant badge on the door sill plates. The new Sharan will launch in Europe in July, and advance sales in Germany will begin in April.



**Motor show premiere –  
the new Golf GTD Estate  
Sporty Golf GTD makes debut as  
184-PS estate car**

Spacious long-distance express car consumes  
just 4.4 litres per 100 km

Golf GTD Estate accelerates from 0 to 100 km/h in 7.9 seconds

Ten key facts on the premiere of the Golf GTD Estate:

1. First Golf GTD Estate develops 135 kW / 184 PS of power and an impressive 380 Nm of torque.
2. With a top speed of up to 231 km/h, the Golf GTD Estate consumes a mere 4.4 l/100 km with a 6-speed manual gearbox.
3. Equipped with a Stop-Start system, the Golf GTD Estate combines thrilling dynamics with maximum efficiency.
4. Extremely clean long-distance TDI engine with NOx storage catalytic converter meets the Euro 6 emissions standard with ease.
5. Golf GTD Estate is offered with a 6-speed dual clutch gearbox as an option.
6. Bi-xenon headlights, 17-inch alloy wheels, "Composition Touch" radio system and automatic climate control as standard.
7. Sport suspension, XDS+ vehicle dynamics function and ESC Sport ensure superior handling.
8. New Golf GTD Estate accommodates five adults along with 605 litres of luggage.
9. When loaded to the roof, the cargo space of the Golf GTD Estate increases to 1,620 litres.
10. Sport seats, leather-trimmed steering wheel, leather-trimmed gear knob and black headliner are GTD interior features.



**Wolfsburg / Geneva, March 2015.** It was 33 years ago when the first Golf GTD entered the market. It became an icon of all sporty diesels. This was due to the almost unique ability of this long-distance express car of the Golf model range to combine the performance of a sports car with the fuel economy of a small car. Now, for the first time since the debut of the original Golf GTD in 1982, Volkswagen is launching the sportiest of all compact diesels as an estate car. The new Golf GTD Estate is celebrating its premiere at the Geneva International Motor Show. The agile diesel estate is powered by a 135-kW / 184-PS 2.0-litre TDI engine. Combined fuel consumption with a 6-speed manual gearbox: 4.4 l/100 km (equating to 115 g/km CO<sub>2</sub>). Optionally, Volkswagen offers the GTD Estate with an automatic 6-speed dual-clutch gearbox (DSG) – with a low fuel consumption figure of just 4.8 l/100 km (CO<sub>2</sub>: 125 g/km). Among the features ensuring extremely low emissions is an NO<sub>x</sub> storage catalytic converter,

and – as a matter of course – the estate version of the GTD also complies with the Euro 6 emissions standard.

**7.9 seconds.** The Golf GTD Estate has a stop/start system as a standard feature and, in battery regeneration mode, it exploits deceleration phases to charge the battery. The 2.0-litre common rail turbodiesel of the EA288 series is distinguished both by its economy and power. From 1,750 rpm to 3,250 rpm, the engine – which is equipped with two balancer shafts – develops a constant maximum torque of 380 Nm. This turbocharged efficiency lets the new Golf GTD Estate accelerate from 0 to 100 km/h in only 7.9 seconds with either gearbox version. A top speed of 231 km/h (DSG 229 km/h) reveals it to be a sports car among diesel estates.

**Superior handling characteristics.** Further attributes of its special sporting status are standard features such as the XDS+ vehicle dynamics function, ESC Sport (specific response at an extremely dynamic pace), progressive steering that is as direct as it is comfortable, sport suspension (15 mm lower) and 17-inch wheels (“Curitiba” design) with 225 tyres. This combination leads to impressive handling characteristics.

**1,620 litres of cargo space.** Alongside the dynamics, flexibility is another showcase discipline of the new Golf GTD Estate. Thanks to a luggage volume of 605 litres (loaded up to the backrests of the rear seats), the Volkswagen offers remarkably large bootspace even with five people on board. When the vehicle is loaded up to the front seat backrests and up to the headliner, cargo capacity grows to 1,620 litres. To conceal the luggage compartment behind the rear bench seat from prying eyes, it is fitted with a cover as standard; when not

needed, the roller blind, like the net partition, can be stowed under the cargo floor. In addition, the cargo floor can be adjusted in height or removed entirely.

**Exterior with bi-xenon headlights.** The new Golf GTD Estate leaves the Wolfsburg plant with bi-xenon headlights including cornering lights as standard. One distinguishing feature of the GTD is its discreetly elegant chrome strip in the radiator grille; it traces the same sporty lines as its legendary red counterpart in the Golf GTI. The chrome strip extends into the headlights, dividing them into an upper section with bi-xenon elements and a lower part with the indicator. Positioned below this is the bumper specially designed for the GT models, with integrated LED fog lights (optional) on the left and right as well as air guide elements in a gloss black finish and the lower radiator grille insert with black honeycomb structure. From the side, the Golf GTD Estate can be distinguished by its 17-inch alloy wheels and side sill extensions. At the rear, the dual exhaust pipe

mounted on the left-hand side and a GTD badge indicate that this is the sportiest Golf Estate ever with a TDI engine. As with the two-door and four-door versions of the Golf GTD, optional standard paint finishes for the Estate are the three GT exterior colours of “Tornado Red”, “Black” and “Pure White”.

**Interior with sport seats.** Passengers enter the car over stainless steel door sills with white lighting fitted as standard. In both the GTD and GTI, the driver and front passenger sit on sport seats upholstered in the classic GT tartan design “Clark”. The front seats are height adjustable and fitted with a manual lumbar support and seatback storage pockets. Visually, the Golf GTD Estate features a mixture of black, grey and white shades together with chrome work; leather upholstery (“Vienna”) can be ordered as an option. Black headlining rounds off the sporty atmosphere at the top. Beside the automatic climate control system (Climatronic), Driver Alert system and Composition Touch radio system (with



features including SD card slot and AUX-IN interface), standard equipment also includes ambient lighting. Features adding to the exclusive sporty flair inside the new Golf GTD Estate include brushed stainless steel pedal and footrest caps, a three-spoke multifunction leather-trimmed sport steering wheel that is flattened at the bottom, a GTD gear knob and instrument cluster with the extended control settings offered by the optional “Premium” multifunction display. The Golf GTD Estate is equipped with the Driver Alert System and Automatic Post-Collision Braking System as standard.

**Additional features.** Optional assistance systems now include Adaptive Cruise Control (ACC), the ambient traffic monitoring system Front Assist plus City Emergency Braking, Lane Assist lane departure warning system and the latest generation of DCC adaptive chassis control (including driving profile selector). A 400-watt sound system by Dynaudio is also ideally customised for use in the

new Golf GTD Estate. Also optionally available for the Golf GTD Estate are 18-inch alloy wheels of the type “Nogaro” and seat covers in Alcantara or leather (“Vienna”). Furthermore, Volkswagen also offers a “Sport & Design” package, which contains features such as driving profile selector, the “Nogaro” alloy wheels with 225 tyres, red brake callipers and up to 65 per cent tinting of the rear windows. Essentially, the entire range of special equipment offered for the model series is also available in this vehicle.



**Motor show premiere –  
the new Golf TSI BlueMotion  
First petrol-engined Golf BlueMotion  
consumes just 4.3 l/100 km**

115 PS, 1.0-litre high-tech engine sets new efficiency standards

The Golf TSI BlueMotion emits less than 100 g/km CO<sub>2</sub> limit

Ten key facts about the premiere of the Golf TSI BlueMotion:

1. Never before has a petrol-engined Golf been more economical than the Golf TSI BlueMotion that is being unveiled in Geneva.
2. Emitting just 99 g/km CO<sub>2</sub>, the Golf TSI BlueMotion is one of the lowest-emission cars in its class.
3. A 7-speed DSG is available as an option.
4. Despite its efficiency, the Golf TSI BlueMotion with a 85 kW / 115 PS engine has a top speed of 204 km/h.
5. The 999 cc high-tech downsized three-cylinder engine of the EA211 series is both refined and responsive.
6. The C<sub>d</sub> value of 0.28 helps reduce fuel consumption.
7. The Golf TSI BlueMotion is available in two equipment trim levels: Trendline and Comfortline.
8. It comes with aerodynamic bodywork details, alloy wheels and tyres with extremely low rolling resistance as standard.
9. The new model can be fitted with a wide range of innovative driver-assistance and convenience systems.
10. The European launch of the Golf TSI BlueMotion will take place this summer.



**Wolfsburg/Geneva, March 2015.** The Golf BlueMotion is one of the most efficient cars of our time. This incredibly economical car is powered by a turbo-diesel direct injection engine (TDI), or – since 2014 – it can alternatively be powered by compressed natural gas with a TGI engine that also features direct injection and turbocharging. The petrol-engined TSI BlueMotion from Volkswagen will make its debut alongside the legendary economical Golf TDI BlueMotion and TGI BlueMotion. It is powered by a state-of-the-art turbocharged direct injection EA211-series engine. The 1.0 TSI – a refined three-cylinder engine – develops an output of 85 kW / 115 PS. In combination with the standard 6-speed manual gearbox, this Golf TSI BlueMotion, which has a top speed of 204 km/h, has a fuel consumption of only 4.3 l/100 km. This equates to CO<sub>2</sub> emissions of just 99 g/km, making the Golf TSI BlueMotion one of the most fuel-efficient and cleanest petrol-engined cars in the world. The new model will also be available with a 7-speed dual-clutch gearbox (DSG) as an option.

**Aerodynamic perfection.** Thanks to a wealth of aerodynamic modifications, the Golf TSI BlueMotion achieves an outstanding  $C_d$  value of just 0.28. The car's excellent aerodynamics make a decisive contribution towards the low fuel consumption. The aerodynamics were perfected, among other things, by a lowered chassis (by 15 mm), a radiator grille that is almost completely closed to the outside (with integrated BlueMotion badge), partially closed air inlet screens in the bumper, optimised cooling airflow and special underfloor panels. Technically, it is the design features such as innovative lightweight design, a stop/start system, battery regeneration mode, modified gearbox and tyres with extremely low rolling resistance, which perfect the new Golf TSI BlueMotion's efficiency.

**High-tech TSI.** The Golf TSI BlueMotion's 999 cm<sup>3</sup> turbocharged direct injection petrol engine is a completely new design. Underlying the development code EA211 is a state-of-the-art family of petrol engines. It is made up of both three-cylinder and four-cylinder engines. The engines of the EA211 series made their Volkswagen debut with the production launch of the up! The high-tech engine that powers the new Golf TSI BlueMotion is the newest and most advanced three-cylinder version.

› **Super-light.** Thanks to an ultra-rigid crankcase made of die-cast aluminium and various other design details, the engine is very lightweight and internal friction was also minimised.

› **Perfect temperature control.** Another highlight is the thermal management system. To make the best possible use of energy in the exhaust gases during the warm-up phase, and yet cool the engine even more effectively at high loads, the exhaust manifold is fully integrated into the cylinder head and fitted with a cooling jacket. The Volkswagen engineers have also designed a dual-loop cooling system. The engine is cooled by a high-temperature loop with a mechanically driven coolant pump, while a low-temperature loop, powered by an electric pump, circulates coolant to the intercooler and turbocharger housing as needed. On top of this it also has a sequential injection oil pump that only draws as much power as it requires at the corresponding operating point.

› **Perfect charging.** Thanks to the design of the exhaust manifold, Volkswagen was able to select a very compact and thus lightweight single-scroll compressor for the turbocharger. In the Golf TSI BlueMotion, the intercooler is integrated in the injection-moulded plastic induction pipe. The advantage of this is significantly faster pressure build-up and a maximum torque of 200 Nm – a figure that makes it one of the best among three-cylinder cars. It is not least down to this that this engine's performance is very dynamic.

**Two equipment levels.** Two versions of the new Golf TSI BlueMotion are available, the Trendline and the Comfortline.

**Golf TSI BlueMotion Trendline.** Specific exterior features of the Golf TSI BlueMotion Trendline include 15-inch "Lyon" alloy wheels, a larger rear body-coloured spoiler and a radiator grille that is almost completely closed to

the outside. The grille consists of a smooth black bar with integrated BlueMotion badge and a chrome stripe below it, which extends as far as the headlights. Other special characteristics of the BlueMotion are the black air inlets in the bumper, optimised cooling airflow, elaborate underfloor panels, sport suspension, which is lowered by 15 mm, and tyres with extremely low rolling resistance.

› **Packed with features.** Further standard interior and convenience features include a 5-inch TFT touchscreen display, multifunction display which offers ECO tips (fuel consumption-related information and tips), electronic parking brake with auto-hold function, Tyre Pressure Loss Indicator, XDS+ electronic differential lock, height-adjustable boot floor and asymmetrically split folding rear seat backrest. Some of the other standard features include daytime running lights, air conditioning,

electric door mirrors, outdoor temperature display, electric windows, rear window wiper with intermittent setting, electro-mechanical servo steering, safety-optimised head restraints, chrome trim around the interior air vents, “Pepper” design seat upholstery, “Dark Silver matt satin” decorative inserts, centre console with storage compartment, height- and length-adjustable steering column, height-adjustable driver's seat, dust and pollen filter, central locking with wireless remote control, seat belt height adjustment and belt tensioners for front seatbelts and green heat-insulating window glass.

**Golf TSI BlueMotion Comfortline.** The Comfortline equipment level also has a ParkPilot parking assistance system, front and rear, a more exclusive instrument cluster, “Plus” multifunction display, “Composition Touch” radio system with SD card interface and Driver Alert System.

› **Extra features.** In addition to the Trendline equipment, the Comfortline also includes as standard comfort seats with “Zoom” design upholstery and lumbar support for the front seats, “Brushed Dark Silver” decorative inserts, load-through cargo opening and centre armrest in rear seat backrest, chrome look rotary light switch and mirror adjustment switches, drawer under the front passenger seat, storage pockets on the backrests of the front seats, storage compartment with cover in roof lining, 12V accessory plug in luggage compartment, illuminated vanity mirror, carpet floor mats, leather-trimmed steering wheel and gear lever knob and 16-inch “Dover” alloy wheels.

**Assistance and convenience systems.** The Golf TSI BlueMotion sports a host of innovative assistance and convenience systems. Among the technological highlights included as standard are the Automatic Post-Collision Braking System and XDS+ electronic differential lock. Optional features include the proactive

PreCrash occupant protection system, Driver Alert System (comes as standard with the “Comfortline”), Lane Assist lane departure warning system, Dynamic Road Sign Assist and the ParkAssist park steering assistant as well as the Light Assist and Dynamic Light Assist automated light functions. Over and above these systems, the full current range of radio and radio-navigation systems is also available in the Golf TSI BlueMotion.



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## IMAGE SOURCES

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