



Marseille, October 2017

The new Tiguan Allspace

Notes:

This press kit as well as images and videos on the new Tiguan are available online at: www.volkswagen-media-services.com. User-ID: NewAllspace10 / Password: Marseille17

Features and technical data of production models apply to the model range offered in Germany. Details for other countries may vary.

** = Luggage capacity of the five-seater Tiguan Allspace, movable rear bench seat (second row) in forward-most position, loaded up to top of seatbacks and all five seats occupied.*

¹ = 1.4 TSI ACT / 110 kW (150 PS) / 6-speed / front-wheel drive:
6.1 l/100 km consumption / 137 g/km CO₂ emissions / Efficiency class B

² = 2.0 TSI / 132 kW (180 PS) / 7-speed DSG / 4MOTION:
7.6 l/100 km consumption / 172 g/km CO₂ emissions / Efficiency class C

³ = 2.0 TSI / 162 kW (220 PS) / 7-speed DSG / 4MOTION:
8.1 l/100 km consumption / 185 g/km CO₂ emissions / Efficiency class D

⁴ = 2.0 TDI SCR / 110 kW (150 PS) / 6-speed / front:
5.0 l/100 km consumption / 131 g/km CO₂ emissions / Efficiency class A

⁵ = 2.0 TDI SCR / 110 kW (150 PS) / 7-speed DSG / front:
5.1 l/100 km consumption / 132 g/km CO₂ emissions / Efficiency class A

⁶ = 2.0 TDI SCR / 110 kW (150 PS) / 6-speed / 4MOTION:
5,7 - 5,6 l/100 km consumption / 150 - 147 g/km CO₂ emissions / Efficiency class B

⁷ = 2.0 TDI SCR / 110 kW (150 PS) / 7-speed DSG / 4MOTION:
5.9 l/100 km consumption / 153 g/km CO₂ emissions / Efficiency class B

⁸ = 2.0 TDI SCR / 140 kW (190 PS) / 7-speed DSG / 4MOTION:
5.9 l/100 km consumption / 153 g/km CO₂ emissions / Efficiency class B

⁹ = 2.0 TDI SCR consumption / 176 kW (240 PS) / 7-speed DSG / 4MOTION:
6.5 l/100 km consumption / 170 g/km CO₂ emissions / Efficiency class C



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Wolfsburg / Marseille, October 2017

The space giant among the SUVs Tiguan Allspace with up to seven seats

To the point

Key facts – the Tiguan Allspace in brief

- **More choice:** New Tiguan Allspace closes the gap between compact Tiguan and premium class Touareg.
- **More from axle to axle:** Tiguan Allspace has a wheelbase 109 mm longer (Long Wheelbase / LWB) than the Tiguan (Normal Wheelbase / NWB).
- **More from end to end:** The Tiguan Allspace (at 4,701 mm) is 215 mm longer than the Tiguan (NWB).
- **More seats:** New Volkswagen SUV can be ordered with five and optionally seven seats.
- **More room:** With 5 passengers on board, the luggage capacity increases thanks to the extra length by 145 litres to up to 760 litres*.
- **More capacity:** Loaded roof high up to the first row of seats, the Tiguan Allspace (five-seater) provides luggage capacity of 1,920 litres.
- **More features:** Added standard features – including Composition Colour and multifunction steering wheel – even on the Trendline.
- **More variety:** Striking 'Allspace' design with custom front section and modified window line.
- **More power:** Even the new Tiguan Allspace's efficient base specification engine has power output of 110 kW / 150 PS¹.
- **More performance:** From 132 kW / 180 PS and above², all Tiguan Allspace models are fitted as standard with DSG and 4MOTION.

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Summary – more space for life in motion

Wolfsburg / Marseille, October 2017. Volkswagen is adding to its SUV range with the new Tiguan Allspace – a stand-alone variant of the most successful SUV 'Made in Germany'. With up to seven seats, more space for



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luggage and great flexibility. A wheelbase extended by 109 mm to 2,787 mm and total length increased by 215 mm (4,701 mm in total) make the Tiguan Allspace a space giant among SUVs of its class. The new Volkswagen is therefore an ideal charismatic alternative for all drivers whose previous only option tended to be a larger, more functional vehicle due to their need for maximum space and flexibility. Families will be delighted by the two additional seats available as an option in the back, which mean they can chauffeur half a football team to training, complete with sports bags. Meanwhile, people with friends who like to go off together or parents with teenagers in tow will appreciate the Tiguan Allspace being able to master what otherwise only larger, more functional vehicles can cope with: taking five grown-ups to the airport, large suitcases and all (up to 760 litres of luggage space with 5 people on board).

Thanks to its great flexibility, the new SUV can be used many varied ways. Folding down the second row of seats using the standard remote unlatching function from the luggage area (or directly by the backrests) increases the storage capacity to up to 1,920 litres. The cargo space length is then 1,921 mm – enough space even for surfboards. The boot lid can optionally be opened via an Easy Open function (fitted as standard on the Highline); all that is needed is a move of the foot. The boot locks automatically after 20 seconds.

Extra features. Additional features of the new Tiguan Allspace include expanded standard features; highlighting its positioning between the Tiguan with normal wheelbase (NWB) and the exclusive Touareg. Even in the Trendline base version there are additional features compared to the Tiguan with NWB, such as the roof railings (in black), the Composition Colour Media System together with the Connectivity Package (phone and USB interfaces), a multifunction steering wheel, sophisticated trapezoidal trims integrated into the diffuser, and a variable cargo floor. A bigger jump up still is made by the Comfortline and Highline versions. Extra Comfortline features include electrically operated rear hatch and silver roof rails, while



the Highline adds to that such extras as full-LED headlights and the Keyless Access lock and ignition system. On top of that, the SUV range is launching with a new generation of infotainment systems, including the top version, Discover Pro, which has gesture control.

Six engines starting at 150 PS. In keeping with its higher positioning, correspondingly enhanced set of standard features and extra size, the power output range of the six engines begins at 110 kW / 150 PS¹ (rather than 85 kW / 115 PS with NWB). The three turbocharged (TSI) petrol engines develop 110 kW / 150 PS¹, 132 kW / 180 PS² and 162 kW / 220 PS³. Three TDI engines are available with output of 110 kW / 150 PS^{4/5/6/7}, 140 kW / 190 PS⁸ and 176 kW / 240 PS⁹.

Tiguan Allspace with balanced proportions. The Tiguan and the new Tiguan Allspace were developed at the same time. Accordingly, the two body versions consistently exhibit a confident stance on wheels sized at least 17 inches. Marco Pavone of the Volkswagen Design Team is responsible for the exterior of the Tiguan. "We have designed the rear doors of the Tiguan Allspace to be longer. The bonnet was also raised up at the front above the radiator grille to adapt the proportions to the longer overall length," says the exterior designer. Pavone goes on to say: "A unique, defining line accentuates the side window design that rises behind the C-pillar."

Tiguan Allspace similar to Atlas model in the USA. The bonnet and silhouette show deliberate parallels to another new Volkswagen SUV: the Atlas developed for the USA. At the front, there is the newly designed radiator grille with its chrome trim strips, some of which extend into the headlights and suggest a visual bridge between the Tiguan Allspace and the Atlas. Particularly striking: the upper chrome strip that stretches across the entire front end. Tiguan Allspace vehicles are also all equipped with granite grey underbody protection as standard. The roof itself has also been redesigned: striking structural lines are being used for the first time instead of a smooth roof surface – in homage to classic SUVs.



Two front sections. Just like the "classic" Tiguan, the Tiguan Allspace is also available in on-road and off-road versions of the front section. The latter can be ordered with an optional "off-road package" together with special engine underbody protection that extends to the bumper for off-road driving. The off-road front section improves the vehicle's ramp angle by 7 degrees.



Key aspects

Interior – space giant with digitised instruments

Up to 760* litres of luggage space. The Tiguan Allspace offers more space than many other SUVs in its class. This is facilitated by its "long wheelbase" (LWB) as it is known internationally, as opposed to a "normal wheelbase" (NWB). It has grown from 2,681 to 2,790 mm. The total length of the Tiguan Allspace is 4,701 mm (up by 215 mm). The difference between the increases in wheelbase and exterior length indicates that another dimension has changed: the rear overhang. It has grown by 106 mm. This, in turn, has improved luggage space immensely. In the case of the five-seater Tiguan Allspace it results in an extra 145* litres. If the standard rear bench, longitudinally adjustable by 180 mm, is in its foremost position, the new SUV can take up to a formidable 760* litres, loaded to the upper edge of the seatbacks of the rear seats.

Up to 1,920 litres of load space. So the Tiguan Allspace can manage transport tasks that many other SUVs simply cannot. A classic example: transporting four or five adults, including large suitcases to the airport. Even jobs that usually only vans can do are no problem for the Tiguan Allspace: folding down the second row of seats using the remote unlatching function from the luggage area (or directly on the backrests) opens up a cargo space length of 1,921 mm with up to 1,920 litres of storage capacity (gain of 265 litres).

As much space in the back as in a large touring saloon. Cargo and passenger compartment space benefit equally from the new wheelbase and extended rear section. Thanks to the larger wheelbase, passengers in the second row can enjoy 54 mm of additional knee room. The rear seating area is essentially just as comfortable as in a large touring saloon.



5+2 seater. Any parent who has to transport half a football team of juniors on a regular basis will also be delighted with the optional third row of seats. This turns the Tiguan Allspace into a 5+2-seater. Even in the configuration with seven seats, there is sufficient space for the team's sport bags (230 litres to height of backrests). When not in use, the third row of seats can be folded down and integrated in the cargo floor. Then, the cargo capacity increases to 700 litres (to height of second row backrests). The maximum storage capacity of the Tiguan with its seven seats – loaded to roof height and to the first row backrests – is 1,775 litres. Depending on the Allspace configuration, the boot capacities are as follows:

Model / Load situations	Tiguan Allspace 5-seater / LWB*	Tiguan Allspace 7-seater / LWB*	Tiguan 5-seater / NWB*
Up to first seating row, roof-high	1,920 litres	1,775 litres	1,655 litres
Up to second seating row, seatback-high	760 litres	700 litres	615 litres
Up to third seating row, seatback-high		230 litres	

* LWB = Long Wheelbase / NWB = Normal Wheelbase

Digitised and connected. The new Tiguan Allspace offers not only a great deal of space, but cutting-edge configuration and connectivity of this space as well. The Volkswagen can, for instance, be ordered with an Active Info Display (fully digital instruments) and a Head-up Display. In addition to that, four different infotainment systems are available. As standard, all Tiguan Allspace models are fitted with the Composition Colour radio system. The Composition Media radio system is available as an option and can have the Discover Media navigation functionality added. In addition, Volkswagen is also offering the Discover Pro navigation system. Depending



on the infotainment system fitted, the "Car-Net Security & Service" and "Security & Service Plus" online services and Car Net "Guide & Inform" online information functions are also included. The optional App Connect function connects the Infotainment system with all popular smartphones via MirrorLink™ (Android), CarPlay™ (Apple) and Android Auto™ (Google).

The Active Info Display in detail. The instruments are created virtually by software on the large Active Info Display (31.2-centimetre screen). In general, there are five different info profiles, via which the type of information and graphics displayed in certain areas changes. The driver chooses either the Classic, Consumption & Range, Efficiency, Power & Driver Assistance or Navigation profile. A good example of the interactive elements of the Active Info Display is shown by the Navigation profile. Here, the speedometer and rev counter are relocated to the sides to make more room for the navigation map in the middle. Information on driving, navigation and assistance functions can be integrated into the graphic areas of the speedometer and tachometer as needed. Elements such as CD covers can also be displayed in the Active Info Display.

Head-up Display. The Head-up Display projects key information such as vehicle speed or navigation pictograms directly into the driver's primary field of vision. This projection lets drivers keep their eyes focussed on the road while looking at data such as speed. Via the infotainment system's menu, drivers can decide for themselves what information is to be displayed: current speed, permitted speed, navigation advice, assistance systems information and/or warning messages. The Tiguan Allspace Head-up Display is a "combined solution": the data is projected onto an extendable glass panel in front of the windscreen. When not in use, the display retracts into the instrument panel.



Specification – many added standard features on the Allspace

Trendline, Comfortline and Highline. The Tiguan is one of the safest, most comfortable, most versatile and most successful SUVs of its class. In Germany, for example, the all-round vehicle has taken first place for SUV registrations for years. Throughout Europe it has established itself in the top five. With the second-generation Tiguan (launched in 2016) and the new Tiguan Allspace, Volkswagen is now aiming to cement and enhance these positions respectively. The intention is that the Tiguan Allspace should conquer to the top end of its class, doing so with its extra space and added standard features. While the specifications of the Tiguan and Tiguan Allspace differ, the model line names have remained the same: Trendline (base version), Comfortline (mid-level) and Highline (top version). Regardless of this, all Tiguan Trendline models – including those with NWB – leave the factory with features such as air conditioning, leather steering wheel, LED tail lights, automatic anti-dazzle interior mirror, rain sensor, proactive occupant protection system, Automatic Post-Collision Braking System, Lane Assist, the area monitoring system Front Assist with City Emergency Braking function and Pedestrian Monitoring, plus the Composition Touch Infotainment system. Differing standard features in Germany: 17-inch alloy wheels and the Composition Colour infotainment system.

Tiguan Allspace Trendline. Entry level? Base model? Neither, really. Available with the 110 kW / 150 PS engines, the Tiguan Allspace Trendline is entry level only in terms of price. It offers so much more in terms of features. Compared to the NWB, the Tiguan Allspace Trendline has the following extras:

- Composition Colour with eight loudspeakers for all markets
- Connectivity package (phone and USB interfaces)
- Roof console (large version)
- Roof rails in black



- Remote release for the rear seat backrests (second row)
- Silver front spoiler
- LED daytime running lights
- 17-inch alloy wheels for all markets
- Multifunction steering wheel
- Torch (rechargeable, integrated into the luggage compartment)
- Chrome trapezoidal panels for exhaust system tailpipes
- Front underbody protection in granite grey
- Variable cargo floor

Tiguan Allspace Comfortline At Comfortline level and above the Tiguan NWB features, among other items, black roof rails, side sills with chrome trim strips, chrome-ringed side windows, Park Pilot, split and sliding rear seats, folding tables with cup holders on the backs of the front seats, backrest remote release mechanism and the Driver Alert System. In addition to this, the Allspace Comfortline offers yet more. Compared to the Allspace Trendline it is also additionally available with output of 132 kW / 180 PS (TSI) and 140 kW / 190 PS (TDI). In addition to the features of the Comfortline (NWB) and Tiguan Allspace Trendline, this version offers the following:

- Silver roof rails
- Silver diffuser
- Electrically opening and closing boot lid
- Leather-trimmed multifunction steering wheel and gear knob

Tiguan Allspace Highline The top-of-the-range model is the Tiguan Allspace Highline. As a petrol version it starts from 132 kW / 180 PS and as a diesel, the same as the other specification versions, with an output of 110 kW / 150 PS. The Allspace Highline can exclusively also be configured with the two most powerful engines (162 kW / 220 PS and 176 kW / 240 PS). Even on the Tiguan NWB, the Highline features already include 18-inch alloy wheels, a silver front spoiler, silver roof rails, base



version LED headlights, full-LED tail lights, ambient lighting, leather multifunction steering wheel and gear lever knob as well as Adaptive Chassis Control (DCC). Also included in Germany: Adaptive Cruise Control (ACC) and Air Care Climatronic. Over and above this, the Tiguan Allspace Highline has further features added:

- Air Care Climatronic with three zones for all markets
- Keyless Access
- Easy Open/Close function for the boot lid
- Full-LED headlights with advanced LED functions

Engines – six efficient TSIs and TDIs

High-tech efficiency. In keeping with the exclusive positioning of the Tiguan Allspace, the range of three petrol (TSI) and three diesel – turbo four-cylinder direct injection – engines (TDI) begins one step higher than in the case of the Tiguan with NWB for both petrol and diesel engines. The TSI engines develop 110 kW / 150 PS, 132 kW / 180 PS and 162 kW / 220 PS. The three TDI engines are available with output of 110 kW / 150 PS, 140 kW / 190 PS and 176 kW / 240 PS. All TDI models are equipped with an SCR catalytic converter and 12-litre AdBlue tank.

As of 132 kW with 4MOTION and DSG as standard. The new Tiguan Allspace is available with front- or all-wheel drive. The front-wheel drive versions of the SUV can comfortably accommodate large trailer loads of up to 2,200 kg (braked on 8% incline) depending on the engine version; in the all-wheel drive models this figure increases to 2,500 kg. The Tiguan Allspace 1.4 TSI with 150 PS and Active Cylinder Management (ACT) is available as front-wheel-drive only. 4MOTION all-wheel drive including 4MOTION Active Control with driving profile selector is available as an option for the 150-PS TDI version of the SUV. All other Tiguan Allspace models have 4MOTION as standard. The same applies to the dual-clutch



gearbox (DSG). An overview of the drive system versions with their fuel consumption and CO₂ figures:

The petrol engines (TSIs)

- 1.4 TSI ACT / 110 kW (150 PS) / 6-speed / front-wheel drive:
6.1 l/100 km consumption / 137 g/km CO₂ emissions / Efficiency class B
- 2.0 TSI / 132 kW (180 PS) / 7-speed DSG / 4MOTION:
7.6 l/100 km consumption / 172 g/km CO₂ emissions / Efficiency class C
- 2.0 TSI / 162 kW (220 PS) / 7-speed DSG / 4MOTION:
8.1 l/100 km consumption / 185 g/km CO₂ emissions / Efficiency class D

The diesel engines (TDIs)

- 2.0 TDI SCR / 110 kW (150 PS) / 6-speed / front:
5.0 l/100 km consumption / 131 g/km CO₂ emissions / Efficiency class A
- 2.0 TDI SCR / 110 kW (150 PS) / 7-speed DSG / front:
5.1 l/100 km consumption / 132 g/km CO₂ emissions / Efficiency class A
- 2.0 TDI SCR / 110 kW (150 PS) / 6-speed / 4MOTION:
5,7 – 5,6 l/100 km consumption / 150 - 147 g/km CO₂ emissions / Efficiency class B
- 2.0 TDI SCR / 110 kW (150 PS) / 7-speed DSG / 4MOTION:
5.9 l/100 km consumption / 153 g/km CO₂ emissions / Efficiency class B
- 2.0 TDI SCR / 140 kW (190 PS) / 7-speed DSG / 4MOTION:
5.9 l/100 km consumption / 153 g/km CO₂ emissions / Efficiency class B
- 2.0 TDI SCR consumption / 176 kW (240 PS) / 7-speed DSG / 4MOTION:
6.5 l/100 km consumption / 170 g/km CO₂ emissions / Efficiency class C



4MOTION all-wheel drive – always including 4MOTION Active Control

4MOTION in detail. The all-wheel drive 4MOTION system operates with an innovative multi-plate clutch for seamless power distribution between the front and rear axle. In normal situations, like all other Tiguan Allspace models, the all-wheel drive versions are also driven primarily via the front axle. This saves energy. However, as soon as there is a risk of losing traction, the rear axle is smoothly engaged in a fraction of a second. Therefore, the 4MOTION system is considered to be a permanent all-wheel drive. The distribution of traction to all four wheels is already active before slip occurs. This almost entirely eliminates any loss of traction. There is, therefore, no 'fixed' distribution of drive forces. The distribution is continually adapted to current driving conditions. If slip still occurs at a wheel, power is redistributed to where it is needed at that time.

- **Function of the multi-plate clutch.** As noted, power can be delivered to the rear axle in the blink of an eye if required. And this is how the system works: A control unit continually adjusts the ideal drive torque for the rear axle and controls how much the multi-plate clutch should engage by activating the oil pump. The oil pressure increases the contact pressure at the clutch plates proportional to the desired torque at the rear axle. So, the level of pressure applied to the clutch plates can be used to continuously vary the magnitude of the transmitted torque. Even when driving off at speed and accelerating, the wheels of the Tiguan Allspace 4MOTION are prevented from spinning, because the control unit regulates the torque distribution based on dynamic axle loads. Activation of the multi-plate clutch is based primarily on the engine torque demanded by the driver. In parallel, what is known as a driving status identification system within the all-wheel drive control unit evaluates parameters such as wheel speeds and the steering angle. If necessary, nearly 100 per cent of the drive torque can be directed to the rear axle. During manoeuvring or when driving through



tight bends, mechanical stresses to the drivetrain are avoided by reducing the torque at the multi-plate clutch. The opposite occurs when the accelerator pedal is pressed hard: in this case, the clutch torque is quickly increased accordingly. Meanwhile, at high speeds the pre-control of the coupling, which is based on engine torque, is disabled in order to reduce fuel consumption. In this case front-wheel drive dominates.

4MOTION Active Control in detail. The intuitively operated rotary/pushbutton switch of the 4MOTION Active Control is located on the centre console. The driver uses it to activate four higher-level modes and various pop-up menus. When the driver turns the switch to the left, one of the two road profiles, i.e. "On-road" or "Snow", can be activated. When it is turned to the right, the driver can select one of the two off-road modes, i.e. "Off-road" (automatic setting for off-road parameters) or "Off-road Individual" (variable settings). When the driver presses the control in one of these modes, a pop-up menu appears on the touchscreen of the infotainment system. 4MOTION Active Control lets the driver switch the assistance systems in a matter of seconds with a single manual operation to adapt to the precise driving situation.

- **"On-road" mode.** This is the drive system's standard mode; the Tiguan Allspace automatically controls the distribution of drive forces between the two axles according to driving conditions. If the driver presses the 4MOTION Active Control switch while in "On-road" mode, they call up the driving profile selector. "Normal", "Sport", "Eco" and "Individual" profiles can be selected here. If the Tiguan Allspace is equipped with optional dynamic chassis control (DCC), the "Comfort" profile is also available. The tuning parameters for engine control, the gearbox (with DSG), the steering and the optional ACC (automatic distance control), dynamic



cornering lights and DCC features are varied according to the driving profile.

- **"Snow" mode.** If the all-wheel "Snow" mode is activated, the Tiguan Allspace instantly adapts to driving on snow. It does this as follows: the accelerator pedal characteristic is 'flatter', so unintentional excessive acceleration cannot happen. This ensures that optimal traction is always available. The driver feels noticeably improved responsiveness through the pedals. As well as this, the electronics ensure that the DSG shifts up a gear earlier to exploit the optimal traction characteristics of the Tiguan. The ASR characteristic (traction control) is also adjusted. The ASR communicates with the electronic accelerator pedal; it also uses the wheel speed sensors of the ABS. Once the ASR detects slip at one of the four wheels, the system reduces engine output to optimise traction and driving stability. The ASR reacts to specific operating states of the SUV: if the Tiguan is driving straight ahead in "Snow" mode, the response point of the ASR is elevated, so that sufficient engine power is available. The opposite is the case when driving through bends; here the response point is lowered. The driver feels these responses as an increase in traction when driving straight ahead and better lane holding on bends. Last but not least, in "Snow" mode ACC is switched to the "Eco" defensive driving profile, and the dynamic cornering lights are switched to the fast-response "Sport" profile.
- **"Off-road" mode.** If a trip off the beaten track is on the agenda, the Tiguan Allspace 4MOTION can be tuned to the task via the all-wheel "Off-road" mode; this mode supports the driver with a completely modified and bespoke driving strategy. Its name says what it does. In "Off-road" mode, the engine and gearbox adopt off-road characteristics. Similar to the "Snow" mode, the driver feels an improved responsiveness through the pedals. If the Tiguan



Allspace 4MOTION is equipped with DSG, the dual clutch gearbox shifts up a gear later. When the driver operates DSG manually using the tip gate (+/-), a forced gear shift by the DSG is avoided (can be overridden by kickdown); so the engine brake is available to provide support. The "automatic freewheeling" function (uncoupling of the engine to make use of the car's kinetic energy while coasting) is therefore also deactivated. The steering switches to the more direct "Sport" profile, the DCC (adaptive damping control) to the "Comfort" profile and the dynamic cornering lights to the "Off-road" mode (brighter and wider light cone at close range). The start-stop system is not used in this mode, while ACC is switched over to the "Normal" profile. As described, the accelerator can be operated more sensitively.

- **"Off-road" with Hill Start and Hill Descent Assist.** Another "Off-road" characteristic becomes active for the ESC, inclusive of ABS and EDS. Consider ABS: by changing the ABS regulation interval in "Off-road" mode, the tyres can build up a wedge of stones and sand on loose surfaces during emergency stops, thus reducing the stopping distance. Consider the EDS and ESC: EDS increases the degree of locking and avoids unnecessary intervention by the ESC. Hill Start Assist and Hill Descent Assist are also automatically activated. The latter prevents unwanted acceleration on gradients. When descending a slope with a gradient of more than 10 per cent, driving speed is limited to between 2 and 30 km/h. The driver can vary the speed within these limits at any time by accelerating or braking. Hill Descent Assist becomes inactive as soon as the gradient is less than 5 per cent. Hill Start Assist makes starting from standstill easier when on steep slopes – this is a valuable safety benefit on loose driving surfaces.
- **"Off-road Individual" mode.** When drivers select "Off-road-Individual", they can make several adjustments to the "Off-road"



mode themselves. It is now possible, for example, to keep the "Normal" driving profile for the engine, gearbox, steering and DCC characteristics; the "Sport" profile is also available here for the DCC. In contrast to "Off-road" mode, Hill Start and Hill Descent Assist can be deactivated. Moreover, the EDS can be switched to the normal "On-road" mode. As with the "On-road" mode, the "Normal", "Eco" and "Sport" profiles are available for ACC and Front Assist. The dynamic cornering lights can also be switched to the "Normal", "Eco" or "Sport" profiles.

Off-road pack. The off-road attributes are further perfected with the off-road pack. It contains an engine underbody guard, vehicle-coloured off-road bumper with increased ramp angle, black sills and bumper bottom section and aluminium door tread plates at the front inscribed with the word 'OFFROAD'.

Convenience and assistance systems – intelligently connected

Partially automated driving functions. Even now, with its innovative driver assistance systems the Tiguan Allspace provides some driving functions that are partially automated. Generally fitted as standard on all Tiguan Allspace models: Front Assist with City Emergency Braking and Pedestrian Monitoring, Lane Assist and the Automatic Post-Collision Braking System. Also fitted as standard on the Comfortline and above: Driver Alert and Light Assist. The Tiguan Allspace Highline is equipped over and above this with ACC Adaptive Cruise Control. Numerous optional assistance systems are bundled together in the Driver Assistance Pack and Driver Assistance Pack Plus. An important comfort system, meanwhile, is DCC adaptive chassis control. The individual systems at a glance:

- ACC (Adaptive Cruise Control)
- ACC stop & go (for models with DSG)
- Area View (ambient monitoring by fusion of cameras)



- DCC (adaptive chassis control)
- Dynamic Light Assist (dynamic main beam control)
- Emergency Assist (automatic system to stop the car if the driver is incapacitated, e.g. due to illness)
- Front Assist, including City Emergency Braking and pedestrian monitoring (ambient traffic monitoring system)
- Light Assist (automatic main beam control)
- Driver Alert System
- Multi-Collision Braking System
- Park Assist (park steering assistant)
- Park Pilot (parking assistance)
- 'Pre-Crash proactive occupant protection system'
- Rear View (rear view camera)
- Side Assist (lane change assistant) including Lane Assist (lane departure warning) and Rear Traffic Alert
- Traffic Jam Assist (fusion of Lane Assist and ACC for automated driving in stop-and-go traffic)
- Trailer Assist (partially automated manoeuvring with trailer)
- Area View including Rear View reversing camera
- Dynamic Road Sign Display