

Wolfsburg, November 2016

**Golf – the update**

## Key aspects

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### Notes:

You will find this press release and images related to the Golf Update online at:  
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\*= All performance levels, fuel efficiency and emission figures given in this press release are forecasts, subject to the pending type approval, as of November 2016.

### Major update for the most successful Volkswagen ever

#### The Golf is the first compact car to feature gesture control

Premium segment technology: high-end infotainment with the largest display in its class

Efficiency technology: new 1.5 TSI Evo with Active Cylinder Management makes its debut in the Golf

#### Key facts – the Golf update in summary

1. World premieres: Volkswagen presents the updated 2 and 4-door Golf as well as the Golf GTI, Golf GTE and Golf Variant.
2. The “Discover Pro” infotainment system with gesture control sees the interface of the future make its debut in the compact class.
3. The complete range of infotainment systems has been redesigned and fitted with larger touchscreens.
4. Range of online services expanded; “Guide & Inform” as well as “Security & Service” for models with a navigation system.
5. The spectrum of assistance systems in the Golf democratises progress, featuring Traffic Jam Assist and Emergency Assist for the first time.
6. New generation of TSIs: 1.5 TSI Evo with 110 kW/150 PS and Active Cylinder Management makes its debut in the Golf.
7. Added performance for the Golf GTI: 169 kW/230 PS for the standard version and 180 kW/245 PS for the GTI Performance.
8. Newly developed 7-speed dual clutch gearbox (DSG) will

gradually replace all 6-speed DSGs for the Golf.

9. Front and rear sections with new bumpers. Full LED tail lights; animated indicators for the top-of-the-range version.
10. Brand new LED headlights replace all Xenon headlights for the 2017 model year Golf and Golf Variant.

## **In brief – the world premiere of the 2017 model year Golf**

**Wolfsburg, November 2016.** Volkswagen is digitalising the most successful model in the Group's history – the Golf – with a major update. The main focus of the 2017 model year is – alongside new engines, keener design and new assistance systems – a completely new generation of infotainment systems. As a world first in the compact class, the top-of-the-range “Discover Pro” system can be operated by gesture control. With its 9.2-inch screen it forms a conceptual and visual entity with the Active Info Display, which is also new to the Golf. In parallel to this, the range of online services and apps has also been enlarged. The update to the Golf, of which over 33 million have been sold to date, also reflects a new standard for assistance systems in the compact class: technologies such as City Emergency Braking with new Pedestrian Monitoring function, the new Traffic Jam Assist (partially automated driving at speeds of up to 60 km/h) and Emergency Assist, which is also new in this segment, significantly improve safety.

**New TSI engines and a new 7-speed DSG.** The progressive digitalisation is accompanied by the enhanced EA211 TSI engine family. The new Golf initially sees the debut of the new turbocharged petrol engine, the “1.5 TSI Evo” – a 110 kW/150 PS four-cylinder turbo with Active Cylinder Management (ACT). This will be followed by a BlueMotion version producing 96 kW/130 PS. Volkswagen has also boosted the performance of the Golf GTI, the new version of which will produce 169 kW/230 PS and 180 kW/245 PS (GTI Performance) and a new 7-speed DSG (dual clutch gearbox) will gradually replace the 6-speed DSG as a high-efficiency gearbox for the Golf.

**Powerful, more refined design and new LED lights.** Volkswagen presents the update to the two- and four-door Golf, the Golf Variant and the sporty Golf GTI and Golf GTE at Volkswagen's headquarters in Wolfsburg. The more refined

design of all new versions of the Golf makes a more powerful impression than ever before. The modifications include new bumpers at the front and rear, new halogen headlights with LED daytime running lights, new full LED headlights instead of xenon headlights, new front wings, new full LED tail lights – which come as standard for every version of the Golf – as well as new wheels and colours, and the interior of the 2017 model year Golf is finished off with refined new decorative trims and fabrics. The range of equipment versions of the Golf remains unchanged.

### **The design in detail – a charismatically enhanced icon**

**Confident Golf front section.** New details give the Golf's iconic design yet more unmistakable clarity, in particular the combination of the radiator grille and the headlights, which round off the original stylishly. The lower chrome strip on the radiator grille extends to the left and right as a chrome element (painted red on the GTI and blue on the GTE) and LED daytime running lights out to the headlights (the LED headlights, which either comes as standard or as an optional extra, depending on the equipment version, replace the xenon headlights in the new Golf). The cooling openings in the lower part of the bumper, which have also been redesigned, accentuate the width of the Volkswagen even more than before. The interplay of the new details make the Golf even more striking. Another optical highlight for the versions with Adaptive Cruise Control ACC and/or Front Assist including the City Emergency Braking function with new Pedestrian Monitoring is that the radar sensor for these systems on the TDI, TSI, LNG, GTD and GTI versions will no longer be located (visibly) in the lower cooling air intake in the bumper, but will instead now be hidden behind the VW logo in the upper radiator grille.

**Full LED tail lights as standard.** The back of the car has also been made more charismatic: from now on, all versions of the

Golf and Golf Variant will come with full LED tail lights. In contrast to many standard LED tail lights, none of the functions of the Golf's new tail lights will use conventional light bulbs. Also, the top-of-the-range version of the full LED tail lights (available for the 2 and 4-door Golf) will have animated flowing indicators. This version can be recognised by a translucent white LED stripe that turns orange when indicating. Last, but not least, the top-of-the-range version is set apart by a visually striking switch-over between the LED tail light and the LED brake lights when the brakes are applied.

**Refined interior.** For the interior of the Golf, Volkswagen's design division "Colour & Trim" has come up with new decorative trim panels in the doors, the dash panel and the centre console, as well as new seat covers.

**Golf GTI.** The sporty GT versions are set apart by colour applications to match the character of the specific Golf version, instead of the chrome strip in the radiator grille and headlights. One of the most important Golf GTI insignias – the red stripe in the radiator grille – is now extended as an even more distinctive feature. The crossbar in the radiator grille and little winglets at the side of the standard dual LED headlights are also red. The back of the 2017 model year Golf GTI is distinguished not only by the new bumpers and the full LED tail lights, but also by the enlarged cross-section of the chrome-plated exhaust pipes.

**Golf GTE.** Similar to the Golf GTI, with its red design elements, the latest Golf GTE features the characteristic blue design elements of the plug-in hybrid version. The blue winglets in the GTE's new LED headlights, which also come as standard, visually emphasise the dynamism of this efficient Volkswagen.

**Golf Variant.** The diverse model range of the Golf has traditionally included the Golf Variant. The latest version of this all-rounder is also celebrating its world premiere. A new rear bumper makes the Golf Variant appear even more elongated and elegant. The full LED tail lights, which also come as

standard with this version, suit this look perfectly. Just like the Passat Variant, the Golf Variant is also available with sophisticated trapezoidal chrome trim panels, which are directly integrated into the diffuser, as an option.

### **Digital Golf – Active Info Display, gesture control and online services**

**Digital instrumentation and gesture control.** The update of the Golf is most readily visible inside, because the 2017 model year offers a new and increasingly digital display and control concept. It is based on the new Active Info Display and the first infotainment system with gesture control to be offered in a Volkswagen. Along with this, Volkswagen has updated its whole range of infotainment systems. Its most important characteristic is the sophisticated new design, larger touchscreens and, as outlined above, – in the case of the top-of-the-range “Discover Pro” model – gesture control, which is implemented here for the first time in the Golf’s compact car class.

#### **Active Info Display – the full digital cockpit**

**Instrumentation for a new generation.** The Golf’s Active Info Display is a fully digital instrument cluster with numerous interactive functions. All of the instruments are displayed virtually on the 12.3-inch colour display. The navigation information can be displayed in 2D or 3D. Its resolution of 1,440 x 540 pixels enables extremely precise and sophisticated interactive display of all the details. There are five different information profiles, in which the kind of information and graphics displayed in certain areas changes. The driver can select from one of the following profiles: “Classic”, “Consumption & Range”, “Efficiency”, “Performance & Driver Assistance” or “Navigation”. The “Navigation” profile is a good example of the interactive features of the Active Info Display: here, the speedometer and rev counter are moved to the sides to make more room for the map in the middle. Information on

driving, navigation and assistance functions can also be integrated into the graphic areas of the speedometer and rev counter, as required. Data such as telephone contact images or CD covers can also be displayed on the Active Info Display. Depending on the model, the graphics can be customised: in the Golf GTI, for example, the graphics use GTI red as a contrasting colour, while the Golf GTE uses GTE blue to help the instruments blend in with the look of the plug-in hybrid. The Active Info Display is available as an optional extra for all versions of the Golf, as an alternative to analogue instruments.

### **The latest generation of the MIB – with gesture control for the first time**

**World premiere.** Gesture control celebrates its world premiere in the compact class with its debut in the updated Golf. It will be available with the top-of-the-range version of the modular infotainment matrix (MIB) – “Discover Pro” as soon as the new model year is launched.

**6.5- to 9.2-inch screens.** Volkswagen has replaced all of the existing infotainment systems in the Golf with a new generation of the MIB. The most important feature is that all of the systems now offer a new design and larger touchscreens, although the names of the infotainment systems remain unchanged. The 5-inch “Composition Touch” and “Composition Colour” systems (with a display resolution of 400 x 240 pixels) have been replaced by the new 6.5-inch “Composition Colour” system, with a touchscreen resolution of 800 x 480 pixels, and the black-and-white “Composition Touch” has been discontinued. The next level up, “Composition Media” and “Discover Media” (incl. navigation) have so far had 6.5-inch screens. They have also been replaced by systems with the same names, but with 8.0-inch screens, while the resolution of 800 x 480 pixels also remains unchanged. The 8.0-inch screen of the top-of-the-range “Discover Pro” system (incl. navigation) will from now on

be replaced by a 9.2-inch touchscreen, with the resolution increased from 800 x 480 to 1280 x 640 pixels. The new “Discover Pro” will be the first Volkswagen infotainment system to offer both touch- and voice-command operation with gesture control in addition to proximity sensors – a world premiere in the compact car segment. Volkswagen plans to introduce the new systems in several other product lines in the course of 2017.

**“Discover Pro” in detail.** Not only does the “Discover Pro” version of the MIB have a 9.2-inch display with a resolution that has increased from 117 to 155 dpi, it has also been completely redesigned. In contrast to the previous 8.0-inch system used in the Golf, the entire front is spanned by a stylish glass surface (also applies to the new “Discover Media” system). Conventional buttons and controls are a thing of the past with “Discover Pro”; all haptic operation is performed via the touchscreen and five capacitive panels on the left side of the new infotainment system. This vertical bar on the left comprises the functions: “Menu”, “Home”, “On/Off”, “Volume up” and “Volume down” – in other words the main commands, because the driver needs to have direct access to functions such as the volume control. The same applies to the capacitive panel “Home”, with which the driver can get back to the main menu – and thus the home screen – from any of the sub-menus in an instant.

**Individually configurable home screen.** In contrast to the previous version of the “Discover Pro”, the driver can now also configure the home screen. The navigation function is displayed in a large panel on the left of the screen, while there are two smaller panels arranged vertically on the right. The driver can assign important functions to these two display panels, which are also interactive – for instance the radio or the media library in the top panel and his phone contacts in the bottom panel. Like on a smartphone, as soon as the driver touches the “Home” button – no matter which menu they may currently be in

– , the system will return to the personalised home screen, as outlined above.

**Gesture, touch and voice control.** Another first – as outlined above – is that the “Discover Pro” system is now performed by gesture and touch controls as well as voice control. Of course, the new “Discover Pro” is also equipped with a proximity sensor, thanks to which even more menu functions appear on the display when a hand comes close to the screen. Despite a range of equipment and functions offered by the new infotainment system hitherto unseen in the Golf, the operation of the system – as is typical of Volkswagen – remains intuitive and simple.

**Gesture control.** Gesture control can be used in various different menus. All it takes is a swipe gesture to move the horizontally arranged menu items left or right, allowing the driver to scroll through the main menu, change radio stations, flip through the playlist or browse through the Picture Viewer and albums in the media library (CoverFlow). A 'light flare' indicates which options can be operated by gesture control and operation is supported by visual interactive feedback. Successful swipes are also confirmed by a sound effect, which can optionally be deactivated.

**Fully integrated and with maximum compatibility.** The range of equipment offered with the “Discover Pro” system also includes an amp with an output of 4 x 20 watts, a DVD drive, two USB ports (Apple compatible), two SD card slots, AUX-IN socket, a 10 GB SSD drive, the full range of music playback capabilities, a movie player, jukebox, podcast player, proximity sensor and voice control as well as navigation. Optional are a “Rear View” (reversing camera), DAB+, up to two extra USB sockets as well as two mobile phone interfaces. In the updated Golf the driver or front seat passenger can simply put their smartphone in a redesigned optional storage compartment with an interface for mobile telephones (“Comfort” mobile phone pre-

installation). The highlight here is that the phone can be charged and coupled to the vehicle's external antenna inductively – that is, without cables, (in accordance with the Qi standard). Other optional extras include the Car-Net options “App Connect”, “Security & Service” (new in the Golf) and “Guide & Inform”, while “Media Control” is available as an optional extra for the infotainment functions.

**Media Control.** With the “Media Control” app, Volkswagen offers an infotainment interface for tablets (and smartphones). The app can be used to control many of the functions of the infotainment system conveniently from a tablet or phone. Passengers simply connect their tablet to the “Discover Media” or “Discover Pro” infotainment system using the WiFi hotspot. The systems that can be controlled include the radio, all audio and video sources (e.g. USB, CD, DVD, hard drive) as well as the navigation system. The information shown on the menu includes artist, album name and cover. Standard features in the navigation menu are supplemented by an address-search function that uses the Internet and which can also be used to enter selected search results as destinations. Over and above this, rear seat passengers can also send calendar events and address book entries on the tablet or smartphone to the infotainment system as destinations for the navigation system now, turning “Media Control” into a mobile extension of the infotainment system and an affordable modern-day rear seat entertainment system.

### **Volkswagen Car-Net – apps and online services for the Golf**

**App Connect.** The latest generation of the modular infotainment matrix allows the Golf to connect to current Apple and Android smartphones via App Connect, because, along with MirrorLink™ (Android), App Connect can now also integrate CarPlay™ (Apple) and Android Auto™ (Google) into vehicle infotainment systems.

**Security & Service.** This is the first time that Volkswagen has offered the “Security & Service” package in the Golf. This gives the driver mobile access to assistance in a wide range of situations. The highlights include services such as “Automatic Accident Notification”, “Breakdown Call” and “Service Scheduling” (for making maintenance appointments with your garage). Breakdown Call allows the driver to use the infotainment system to contact the Volkswagen Emergency Call Centre, which can then arrange for prompt assistance or medical attention, while the system already sends the vehicle data and its location to the emergency services when the driver calls for roadside assistance. Over and above this, “Security & Service” offers functions like online monitoring of “Doors & Lights” as well as information on “Parking Position” (by smartphone or web portal). Anyone who has a learner driver in the family will appreciate “Area Alert” (which automatically notifies you if the Golf is driven in or leaves certain areas) and “Speed Alert” (which is activated as soon as a certain speed is exceeded). Another useful feature is the “Online Anti-Theft Alarm”, which will send you a notification via the Volkswagen Car-Net app on your smartphone or by email if an attempt is made to break into the car.

**Guide & Inform.** “Guide & Inform” allows the use of a wide range of online services. It includes an app for the “Discover Media” system and an extended range of apps for the “Discover Pro” system. The services available for “Discover Media” include apps such as “Online POI Search”, “Destination Import”, “Fuel Info” (location and price), “News”, “Parking Info” (location and availability), “Weather”, “Charging Stations” (for Golf GTE and e-Golf) and “Online Traffic Information”. The “Online Traffic Information” service (current traffic situation information) makes it easier to predict how long each journey in the Golf will take, as it feeds data such as traffic density and traffic jams, clearance of traffic jams and other congestion into the navigation system’s dynamic route guidance virtually in real

time, so that it can be taken into account. The messages themselves can be viewed in detail via the “Traffic” menu item, while graphics and coloured marks on the map displayed on the screen permanently provide up-to-date information on the traffic situation. The “Online Traffic Information” service can thus help you to avoid jams in real time. The larger range of apps for “Discover Media” system also includes Google Street View™, Google Earth™, “POI Voice Search” and “Online Map Update”.

## **New assistance systems – increased safety and comfort**

**The Golf protects its driver, passengers and pedestrians.** If there has ever been a model series that has democratised progress, then it is the first seven generations of the Golf. Systems such as ABS, ESC and later the whole broad spectrum of assistance systems came to be taken for granted by millions of people the world over thanks to the affordable Golf. It was, for example, one of the first cars in the compact class with Adaptive Cruise Control (ACC), Front Assist with City Emergency Braking System, Lane Assist, Blind Spot Sensor, Rear Traffic Alert, Park Assist, Driver Alert System, reversing camera (Rear View), traffic sign recognition, Automatic Post-Collision Braking System and trailer stabilisation. The updated Golf continues this tradition. With the 2017 model year Volkswagen is expanding the range of assistance systems, adding Traffic Jam Assist, the new Pedestrian Monitoring for Front Assist with City Emergency Braking, Trailer Assist, which is the first time ever that a trailer manoeuvring system has been available in the compact class, and Emergency Assist. The proactive passenger protection system (PreCrash) has also been refined.

### **Traffic Jam Assist – the Golf is capable of partially automated driving.**

**Semi-automated driving in traffic jams.** Volkswagen has developed Traffic Jam Assist on the basis of Lane Assist (lane departure warning system) and ACC (automatic distance control) for all Golf models with a DSG gearbox. The system makes traffic jams or stop-and-go driving in the Golf much more comfortable. It also makes driving in jams safer, as the assistant helps the driver to avoid the rear-end collisions so typical of traffic jams. By combining various assistance systems the Golf is, for the first time, capable of partially automated driving.

**Lane Assist plus ACC.** Lane Assist provides the basis for this system with adaptive lane guidance even at speeds of below 60 km/h. Not only does the system countersteer to make corrections if the car is about to leave the lane, but, with adaptive lane guidance enabled, it also keeps the Golf in the middle of the driving lane or in the driver's preferred position. ACC is also integrated in Traffic Jam Assist as a second assistance system, because, with ACC, braking and accelerating is automatic even at stop-and-go speeds. ACC and Lane Assist thus merge into Traffic Jam Assist, which means that the system enables assisted lateral and longitudinal guidance. The car steers, accelerates and brakes automatically, within the system's boundaries, but only under the condition that the driver's hands are on the steering wheel and participating in steering, so that the driver can intervene at any time.

### **Emergency Assist – in an emergency, the Golf can stop automatically**

**The Golf notices if the driver is incapacitated.** Another system in which Lane Assist and ACC merge to create a new assistance system is Emergency Assist: as soon as the sensors detect that the driver is not making any steering, braking or acceleration movements any more, the system initiates various escalating actions to alert the driver, and if the driver remains inactive, it initiates an emergency stop. The hazard warning lights are activated automatically and the Golf executes a gentle steering manoeuvre to make surrounding traffic aware of the hazardous situation. ACC prevents the vehicle from colliding with the traffic ahead. Finally, the system brakes the Golf gradually to a standstill to avoid a serious accident, if possible.

### **Front Assist and City Emergency Braking – detects pedestrians**

**Safety in the city.** Front Assist is a system which warns the driver and brakes automatically in the event of an imminent collision. One component of the Front Assist system is the City Emergency Braking function. The latest version of the Front Assist function is not only capable of detecting other vehicles, but also pedestrians who are crossing the street. As soon as a pedestrian is at risk, the system warns the driver and eventually slows the Golf down autonomously.

### **Trailer Assist – partially automated manoeuvring with a trailer**

**Reversing with a trailer is child's play now.** Another novelty in the compact class is Trailer Assist. The idea behind it: Trailer Assist is designed to free the driver of the complicated rethinking needed when reversing with a car and trailer, turning the steering wheel to the left so that the trailer turns to the right – and vice versa. Generally, the goal was also to make reversing over straight and longer distances easier and more exact. Trailer Assist is now capable of doing this almost automatically. To reverse a Golf with a trailer into a parking bay or 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. Then the current driving angle and possible driving angles are displayed on the instrument cluster. This is achieved with image-processing algorithms that use data from the rear-view camera, which monitors and analyses the angle between the car and the trailer. With the help of the mirror adjustment switch, which serves as a sort of joystick, the driver can freely adjust the desired driving direction of the car-trailer combination. The Golf executes the steering commands entered by the driver, who only needs to operate the accelerator pedal and the brake. The driving direction of the

Golf is automatically controlled by the electromechanical power steering system.

### **Park Assist 3.0 – semi-automated parking and manoeuvring**

**Brakes and steers automatically.** Park Assist makes it possible to park in any parking space that is parallel or perpendicular to the carriageway semi-automatically, and the system can also exit from parallel parking spaces. In the case of perpendicular parking spaces, not only is parking in reverse supported for the first time in a Golf, but it is also possible to park in a forward direction semi-automatically. The first generation of Park Assist assisted the driver by performing automated steering for parallel parking. The second generation of Park Assist added automatic steering for reverse parking into spaces perpendicular to the carriageway, and parallel parking spaces could also be smaller. In addition, automatic exiting from parallel parking spaces was also possible. The third generation of Park Assist, which is now available for the Golf, also makes it possible, as outlined above, to park forwards semi-automatically in parking bays. Due to its high functional versatility, Park Assist 3.0 can optimally assist the driver, especially in difficult traffic situations, because it speeds up the parking process.

### **Proactive passenger protection system (PreCrash) – maximum possible safety**

**Be prepared.** The Golf is one of the first cars in its class to feature a proactive passenger protection system (PreCrash). The Golf update includes further refinement of the proactive passenger protection system. It also interacts intelligently with the Front Assist system to react to strong autonomous braking

interventions and acute collision hazards in order to provide the best possible support to passengers in critical situations. How it works: if the system detects a potential accident situation – for example, through the initiation of hard braking because a brake assistant is activated – the front seatbelts are automatically pretensioned to ensure the best possible protection by the air bag and seatbelt system. When a critical and unstable driving situation is detected – such as severe oversteer or understeer with ESC intervention – the side windows and sunroof are also closed, except for a small gap. The reason for this is that when the windows and roof are nearly closed, the head and side airbags offer optimal energy absorption and thereby achieve their best possible effectiveness.

### **Personalisation – individual settings are saved**

**The key serves as your ID.** The number of convenience and assistance systems increases with each new generation of vehicles. As outlined above, this is also true of the new Golf. Many of these systems are individually adjusted, often by different drivers of the car. This means that drivers constantly have to restore 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 open the user management menu to activate their individual user account, and thus implement their individual settings. Drivers simply identify themselves using their car key, which takes place when the Golf is unlocked. This activates initial settings such as adjusting the seat position on the driver's side, which can now be saved using the memory function. An overview of personalisation options in the Golf, depending on the specific equipment version:

- Ambient lighting
- ACC Adaptive Cruise Control

- Front Assist
- Infotainment system (incl. media library, navigation & telephone)
- Automatic air conditioning settings
- Instrument cluster/multifunction display
- Lane Assist
- Light and Sight (“leaving home” and “coming home” functions, rain sensor and automatic dimming rear-view mirror)
- Park Assist
- Locking/unlocking
- Blind Spot Monitor with Rear Traffic Alert
- Driver’s seat (seat with memory function)

### **New engines and gearboxes – TSI petrol engine saves up to 1.0 litre per 100 km**

**New TSI engines and a new 7-speed DSG.** Volkswagen has enhanced the EA211 TSI engine family; the new turbocharged petrol direct-injection engines celebrate its debut in the Golf. It’s roll-out begins with the “1.5 TSI Evo” – a 110 kW/150 PS four-cylinder turbocharged petrol engine with Active Cylinder Management (ACT) and efficient common rail direct injection technology. The new TSI is particularly agile and refined; it develops its maximum torque of 250 Nm at low revs of just 1,500 rpm. NEDC fuel consumption: 4.9 l/100 km\* (equating to 110 g/km CO<sub>2</sub>\*). A BlueMotion version of the 1.5 TSI Evo with 96 kW/130 PS is also in preparation. The NEDC fuel consumption of this version will be 4.6 l/100 km\* (104 g/km CO<sub>2</sub>\*). Among the special characteristics of these high-tech engines are a new combustion cycle (derived from the Miller cycle) and a turbocharger with variable turbine geometry (VTG). The engine develops its maximum torque of 200 Nm at just 1,400 rpm. As a world premiere, the 1.5 TSI Evo with 130 PS also offers an extended coasting function when the engine is

deactivated – completely shutting down the TSI when the driver releases the accelerator. Such engine deactivation has only been seen in conjunction with hybrid vehicles up to now, as systems like the electromechanical power steering and the brake servo still need to be supplied with energy even when the Evo motor is switched off. This is the case in the Golf 1.5 TSI Evo with 130 PS; the extended coasting function, which comes as standard, reduces fuel consumption in real-life operation by up to 0.4 l/100 km. Thanks to the coasting function and the other technical innovations, this 1.5 TSI Evo will offer a fuel consumption advantage of up to 1.0 l/100 km, depending on driving style.

**GTI models with improved performance.** Volkswagen has also improved performance of the Golf GTI models with this update. With 169 kW/230 PS (an increase of 7 kW/10 PS), the standard version is now as powerful as the previous Performance version, while the power output of the new Golf GTI Performance has risen to 180 kW/245 PS.

**New 7-speed DSG.** Volkswagen has also developed a new 7-speed dual clutch gearbox (DSG). The new DSG will gradually replace all of the 6-speed DSGs used in the Golf to date, helping to cut CO<sub>2</sub>.