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electrified!

International driving presentation of the new e-Golf

electrified! – e-mobility weeks by Volkswagen

Berlin, March 2014

Note:

You will find this press release and images of the e-Golf online at **www.volkswagen-media-services.com**.
User name: **e-golf** | Password: **berlin2014**

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Equipment details and technical data apply to the model range sold in Germany. Details for other countries may vary.

* Owners of an e-Golf and e-up! may use a rental car from Volkswagen with a conventional drive system for 30 days per year over the first three years free of charge (including free mileage allowance).

** Germany, as of February 2014, €0.258 per kWh.

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LED headlights and high-tech infotainment system as standard

Practical for everyday zero-emission driving thanks to 190-km driving range

Free* rental car from Volkswagen for the long trips of the year

Ten important facts on the new e-Golf:

1. Full everyday practicality, just like every other Golf
2. LED headlights and LED rear lights as standard
3. High-tech Discover Pro infotainment system as standard
4. Battery charging and climate control activated by smart phone
5. 190 km driving range on a single battery charge
6. 12.7 kWh/100 km energy consumption costs just € 3.28/100 km**
7. Free use of a rental car for long journeys 30 days a year*
8. Accelerates to 60 km/h in just 4.2 seconds
9. Top speed of 140 km/h (electronically limited)
10. Sporty handling due to exceptionally low centre of gravity

Wolfsburg / Berlin, March 2014. At the e-mobility weeks (8 - 21 March) being held at Berlin-Tempelhof under the “electrified!” slogan, Volkswagen will be presenting the new e-Golf – an electric car with a top speed of 140 km/h, a range of up to 190 kilometres, outstanding all-round features and high-tech equipment. Also taking place at the former Berlin-Tempelhof airport during the e-mobility weeks – which include an interactive exhibition related to electric vehicles – are an international driving presentation for journalists and a presentation for car dealers. The Volkswagen AG annual press conference will also be integrated into the e-mobility weeks. What is more, the e-mobility exhibition will open to the public on the weekend of 14 - 16 March. Over 30 international DJs and top acts from the electronic music scene will also perform on eleven evenings at Tempelhof for all interested Berliners and non-Berliners over this time period (advance tickets via www.emobility.volkswagen.de). Volkswagen is organising the e-mobility weeks to inform the public about present and future e-technologies and e-vehicles. The focus is on the new e-Golf – the first version of the most successful European car of all time to be powered solely by electricity.

Top equipment comes as standard. Advance sales of the e-Golf have already begun in Germany. The official market launch will kick off this summer in Europe. Markets in Asia and North America will follow by the end of the year. As a progressive pacesetter for zero-emission mobility, the e-Golf

boasts extensive and customised standard equipment. For example, the electrically powered Golf is the only model of the series to be equipped with the high-end Discover Pro radio-navigation system as standard. Its convenience features include the “Volkswagen Car-Net-e-Remote” app that lets users perform functions from a smart phone, e.g. to remotely start battery charging, activate the standard parking heating/cooling function (during the charging process) or access vehicle data. Other features include the driving profile selector (“Normal”, “Eco”, “Eco+”), a heated windscreen and an automatic climate control system. Exterior features distinguishing the e-Golf include LED headlights and – a visual feature used to identify all Volkswagen cars with an electric or plug-in hybrid drive – c-shaped daytime running lights. All Golf cars with an electric motor also display a blue crossbar in the radiator grille and in the headlight housings (“e-design line”). Further features at no extra charge include LED rear lights and aerodynamic 16-inch alloy wheels.

Driving ranges tailored to commuters. The e-Golf has a range of up to 190 km on a single battery charge (24.2 kWh) based on an average energy consumption of 12.7 kWh per 100 km. Three intuitive driving modes (‘Normal’, ‘Eco’ and ‘Eco+’) and four easy-to-activate levels of regenerative braking (‘D1’, ‘D2’, ‘D3’ and ‘B’) help drivers to get the maximum range out of each charge. Worth noting: Research by the German Federal Ministry of Transport, Building and Urban Development found that around 80 percent of all German car drivers drive less than 50 kilometres a day. So they should be very satisfied with the potential driving range offered by the new e-Golf.

Supplementary mobility. In addition, during the first three years after purchase, all owners of a Volkswagen electric car can get a rental car with a conventional drive system free of charge* (including a defined mileage allowance) for up to 30 days per year from any Volkswagen e-partner (designated dealer with an Euromobil station). This gives drivers even more flexibility for a long vacation trip, for example. The e-Golf, which always comes with four doors, is available at a price of € 34,900 (Germany).

* Owners of an e-Golf and e-up! may use a rental car from Volkswagen with a conventional drive system for 30 days per year over the first three years free of charge (including free mileage allowance).

Outstanding environmental rating. This rating recognises how Volkswagen has made environmental progress in its vehicles and technologies compared to previous models and competitive models. That is, the rating indicates how environmentally-friendly Volkswagen vehicles, components and processes have become. The e-Golf has received this outstanding rating after detailed analyses. It signifies that

the electric vehicle is rated better than conventional vehicles in an environmental life-cycle assessment. All information contained in the environmental rating was checked and certified by the independent inspection agency “TÜV NORD”. The car’s CO_2 emissions were reduced by 99 per cent compared with the 63 kW/85 hp Golf 1.2 TSI, which is already very fuel-efficient when “BluePower” (green electricity) is used in the operating phase. Thanks to its innovative overall technology system, the e-Golf is, as previously mentioned, extremely efficient on the road with an energy consumption figure of 12.7 kWh/100 km.

BluePower makes all the difference. For the first time, electric vehicles are enabling large-scale utilisation of renewable energy sources (wind, solar, hydro) to power automobiles. This is why Volkswagen is offering the perfect electricity for the e-Golf, e-up! and future Golf GTE (plug-in hybrid) – “BluePower”. “BluePower” energy, which is generated without CO_2 emissions, comes exclusively from hydro-electric generating plants in Germany, Austria and Switzerland. Cooperation and sales partners are the German company LichtBlick SE and the Volkswagen Bank.

Silently dynamic. Despite all its environmentally friendly aspects, the e-Golf delivers positively sporty performance. The Golf has always boasted superior running gear, and handling is now even crisper

due to the low centre of gravity of the battery integrated in space-saving manner within the car floor. The newcomer also benefits from a special dynamic characteristic of electric cars: The practically noiseless electric motor generates a level of starting torque from standstill that is otherwise experienced only in cars of much greater horsepower. The e-Golf is powered by a 85 kW/115 hp motor which was developed by Volkswagen itself – as were the single-speed gearbox and the battery. The electric motor achieves a speed of up to 12,000 rpm and makes a maximum torque of 270 Nm immediately available on drive-off. The dynamic results: The front-wheel drive e-Golf sprints to 60 km/h in just 4.2 seconds (0–100 km/h: 10.4 seconds). On motorways, the top speed of the five-seat Volkswagen is electronically limited to 140 km/h.

The automotive revolution known as MQB. With the new e-Golf and the Golf GTE presented at the Geneva Motor Show at the beginning of March, Volkswagen is now the world's first car manufacturer to offer the full range of all relevant modern drive systems in one model series. Volkswagen is taking this approach to exploit the potentials of all drive types. This lets the company offer every customer a Golf tailored to their individual needs. The exceptionally wide variety of drive systems – petrol engine Golf (TSI including GTI), diesel engine Golf (TDI including GTD), Golf with a natural gas engine (TGI), Golf with plug-in hybrid drive (GTE) and e-Golf that is powered purely by electricity – is enabled by the modular transverse matrix, or MQB for short. This modular technology system, which made its debut in the Golf in 2012, has heralded an automotive revolution because the system developed by Volkswagen engineers creates the conditions required to equip a high-volume model like the Golf with any one of several drive systems.

Volkswagen electrifies Europe’s most successful car

As always, entire drive system is a Volkswagen development

Zero-emission e-Golf glides through the day for around €3.30** per 100 km

Electric Golf is also available with high-tech assistance systems

Wolfsburg/Berlin, March 2014. Volkswagen is electrifying Europe's most successful car ever: the Golf. The best seller with sales of over 30 million units to its name thus marches on to become the e-Golf with a drive technology that delivers zero tailpipe emissions. Both agile and efficient, the electric car demonstrates best-in-class qualities from the off, leading the way with a low energy consumption figure of 12.7 kWh/100 km. The Volkswagen car's very innovative technology, improved aerodynamics (c_D = 0.281) and optimised rolling resistance make it 10 percent more energy-efficient than the best direct competitor made of steel. Along with the all-important environmental aspect, the virtually silent e-Golf boasts extremely low running costs in everyday use. Energy costs are approximately €3.30** per 100 kilometres. This Volkswagen is a very safe and comfortable electric car, because practically all of the driver assistance systems in this model series – innovations such as Adaptive Cruise Control (ACC) and City Emergency Braking – are not just available in the conventionally powered models, but in the e-Golf as well.

e-motor and single-speed gearbox

85 kW and 270 Nm. The e-Golf is powered by an 85 kW/115 hp electric motor. The synchronous motor, with the internal designation EEM 85, develops an impressive maximum torque of 270 Nm from a standstill. This results in top performance figures. The Volkswagen reaches a speed of 60 km/h

within 4.2 seconds, and the e-Golf can sprint to 100 km/h in just 10.4 seconds. A fascinating factor here is its drive-off performance, which is extremely comfortable and totally free of any lag time. On the motorway, the car's tops out at 140 km/h, electronically limited.

Made in Germany. The high-performance 12,000-rpm motor and new single-speed gearbox (EQ 270) with integrated differential and mechanical parking brake, also developed by Volkswagen, form a compact modular unit. The motor/gearbox unit is made at the Volkswagen components plant in Kassel, Germany.

Up to 190 km on a single battery charge. Depending on the route profile, driving style and payload, the driving range is between 130 and 190 kilometres; this range may be reduced at very low outdoor temperatures. However, a newly developed optional heat pump ensures good driving range in the winter as well. Offered as an add-on module to the electric heating (high-voltage heater) and electric air conditioning compressor, the heat pump recovers heat from the ambient air and the heat given off by the drive system components. This significantly reduces the high-voltage heater's electric power consumption. When the heat pump is used, this increases the driving range of the e-Golf by over 30 per cent in wintery weather compared to a conventional heating system.

Lithium-ion battery

MQB paves the way ahead of time. The seventh generation of the Golf – which was based on the technology of the modular transverse matrix (MQB) – was developed from the start to be implemented as a version with an electric drive as well. Based on the innovative variability of the MQB, Volkswagen was able to integrate the lithium-ion battery in a space-saving way in a reinforced frame in the vehicle floor (under the front and rear seats and near the middle tunnel). Like the drive system, the battery is also an in-house development.

264 cells output 24.2 kWh. The e-Golf has a DIN unladen weight of 1,510 kg (vehicle unladen weight with 68 kg driver and 7 kg of luggage, determined per RL 92/21/EEC: 1,585 kg); the lithium-ion battery accounts for 318 kg of this amount and is located between the front and rear axles. It consists of 264 individual cells, which are integrated in 27 modules (each with six or twelve cells). The voltages of the cells add up to a nominal voltage of 323 V. The total energy capacity of the battery is 24.2 kWh, of which a portion is reserved to prevent damage by excessively deep battery discharging, for example. The front end of the battery is equipped with what is known as a Battery Management Controller (BMC). It performs safety, diagnostic and monitoring functions and also regulates the battery's temperature in the Battery Junction Controller (interface to energy supply for the motor).

When it is not being used, or in case of a crash, the battery is automatically switched to a de-energised state.

Power electronics

From DC to AC power. A central component of the drive system is the power electronics module. It is a link that controls the high-voltage energy flow between the e-motor and the lithium-ion battery (between 250 and 430 V depending on the battery voltage). The power electronics converts the direct current (DC) stored in the battery to alternating current (AC). The primary interfaces of the power electronics are its traction network connection to the battery, 3-phase connection to the electric motor, connector from the DC/DC converter to the 12-V electrical system and a connection for the high-voltage power distributor.

Charging concept and charging equipment

Electrical socket, wallbox or charging station. As in the smaller e-up!, there are various ways to charge the battery in the new e-Golf. The conventional solution is to use the standard charging cable and plug it into a 230-Volt mains socket. If they were fully discharged, the e-Golf batteries are then charged with alternating current (AC) from the mains at a power level of 2.3 kW in a maximum of

13 hours (100 per cent state of charge of the battery). As an option, Volkswagen offers a wallbox for the garage or carport, which charges at a power of 3.6 kW; this would fully charge the battery in around eight hours. Just like via a wallbox, there are also public charging stations which “fill the tank” at 3.6 kW. In addition, the e-Golf can be prepared for CCS (Combined Charging System) charging with direct current (DC) as an option. In this alternative case, the Volkswagen is charged at up to 40 kW of power from CCS charging stations; they charge the battery to 80 per cent capacity in just around 30 minutes. In the e-Golf, the start time for charging – either immediate or with a programmed time offset – is activated by pushing a button on the charging plug under the “fuel door”.

Energy utilisation

Driving profiles and regenerative braking. Two technologies of primary importance in relation to optimal utilisation of the vehicle’s energy are the two driving profiles designed for conserving energy (‘Eco’ and ‘Eco+’) and the four different levels of regenerative braking (‘D1’, ‘D2’, ‘D3, and ‘B’).

‘Eco’ and ‘Eco+’ driving profiles. The e-Golf is equipped as standard with three driving profiles: ‘Normal’, ‘Eco’ and ‘Eco+’. The Volkswagen is automatically started in ‘Normal’ mode. For drivers wanting to extend the range, the first option is the ‘Eco’ mode. In this case, the electric motor’s maximum power is reduced to 70 kW, and drive-off torque is limited to 220 Nm. In parallel, the electronics reduce the output of the air conditioning system and modify the response curve of the accelerator pedal. In this mode, the e-Golf can reach speeds of up to 115 km/h (in ‘Normal’ mode: 140 km/h) and accelerate to 100 km/h in 13.1 seconds (‘Normal’: 10.4 seconds). In ‘Eco+’ mode, the electronics limit power output to 55 kW and drive-off torque to 175 Nm. At the same time, the accelerator pedal response curve is made flatter, and the air conditioning is switched off. The e-Golf now reaches a top speed of 90 km/h and accelerates at a slower rate. Nonetheless, drivers can still obtain full power, maximum torque and a top speed of 140 km/h in ‘Eco’ and ‘Eco+’ mode by kick-down.

Regenerative braking in settings ‘D1’, ‘D2’, ‘D3’ and ‘B’. In addition to setting a driving mode, driving range can also be influenced using the regenerative braking system. Drivers can choose from five levels: ‘D’ (no regenerative braking), ‘D1’, D2’, ‘D3’ and ‘B’. It works like this: in gear lever setting ‘D’ the driver simply taps the gear lever knob to the left to switch to ‘D1’ (1 tap), ‘D2’ (2 taps) or ‘D3’ (3 taps). Tapping the knob to the right moves down the D levels. If the gear lever is pushed to the right and held there longer, the electronics switch back to ‘D’ in one jump. The driver activates regenerative braking level ‘B’ by pulling the gear shift lever backwards. In an electric car, this number of levels leads to a different way of driving because it is possible to use regenerative braking to intentionally slow the

e-Golf down. Level ‘D1’ regenerates energy and slows down the car the least, while level ‘B’ has the strongest effect. At levels ‘D2’, ‘D3’ and ‘B’, the deceleration via regenerative braking is so strong that the brake lights automatically come on. However, if the battery is fully charged, no braking energy is regenerated. This also reduces effective braking power, which the driver can feel intuitively.

Electromechanical brake servo

A fusion of brake system and motor brake. Volkswagen has developed a special electromechanical brake servo for its electric cars. This optimises the driver’s braking force in the same way that brake servos do in conventional cars. However, with the electromechanical brake servo this happens by what is known as ‘brake blending’ – a process in which low levels of deceleration are produced solely through the e-motor’s braking torque. Stronger deceleration, meanwhile, is achieved by combining the braking torques of the electric motor and the hydraulic brake system.

Aerodynamics and rolling resistance

Air drag reduced by 10 per cent. Volkswagen was able to lower the air drag of the Golf by developing very specific measures such as reducing the volume of cooling air (via a radiator shutter and partially closed-off radiator grille), new underbody panelling, rear body modifications with a rear spoiler and

C-pillar air guides, and by developing new aerodynamic wheels (essentially closing off gaps, making the wheels flush with the car's exterior). Whereas on the standard Golf (1.6 TDI with 77 kW) air drag is 0.686 m², air drag was reduced to 0.615 m² on the e-Golf, which represents a 10 per cent improvement. Correspondingly, the c_D value was lowered to 0.281.

Rolling resistance reduced by 10 per cent. Volkswagen was able to achieve another positive effect on energy consumption and range by optimising the tyres (205/55 R16 91 Q). Reducing the rolling resistance coefficient from 7.2 per 1,000 (Golf BlueMotion) to 6.5 per 1,000 for the e-Golf (likewise an improvement of 10 per cent) also improves the range.

Acoustic perfection

So quiet you could hear a pin drop. Electric drive systems present a challenge in developing their acoustics. That is because very different sources of noise become noticeable when there is no combustion engine. In addition, the scarcely perceptible and yet very specific background noise of the drive system mixes with the sounds and vibrations of the electrically powered auxiliary components. Last but not least, without any fine tuning, wind and rolling sounds are much more noticeable in electric vehicles, as they are in luxury cars.

As quiet as a luxury car. Against this background, Volkswagen implemented an acoustic concept for the e-Golf that is specifically tailored to the characteristics of an electric vehicle, making the zero-emission car into an almost silent cruiser. A few examples: the engine's suspension system was switched to a pendulum mount with modified response characteristics, which greatly enhances the acoustics despite the e-motor's high torque build-up when accelerating. In designing the motor housing unit, Volkswagen was also able to achieve an extremely low level of noise emissions. Furthermore, the highly sound-absorbent and yet very lightweight materials used in the interior produce such a high level of acoustic comfort that occupants in the e-Golf, which is itself a high quality car, feel as though they are riding in a vehicle from the luxury class.

Exterior features

Volkswagen LED headlights as standard. Visually, the unique e-Golf , which always comes with four doors, can be recognised by its black painted and closed-off radiator grille as well as its very energy-efficient LED headlights that are part of the standard equipment. A blue trim strip ("e-design line") is integrated in the radiator grille and the headlights – this is another identifying characteristic of the new Golf models with electric or plug-in hybrid drive. Compared to xenon headlights, the LED system produces more light despite consuming less power. Another general identifying feature of Volkswagen electric cars is the distinctive C-shaped design signature of the LED daytime running lights in the redesigned front bumper. The contours of the daytime running lights transition into a narrow chrome strip beneath the large air inlet and above the front spoiler. In addition, the Volkswagen is of course identified as a zero-emission car by its model badges ("e-Golf") on the front sides of the body, the radiator grille and at the rear, as well as a VW logo with a blue background.

LED rear lights and aerodynamic wheels. At the rear, the e-Golf can be made out as a zero-emission car by such visual characteristics as the lack of exhaust tailpipes. Standard exterior features include a roof spoiler in body colour, dark-red LED rear lights and ideal aerodynamic balance of the 16-inch "Astana" alloy wheels with low rolling resistance tyres, size 205.

Interior features

Exclusive standard features. Distinctive features inside the e-Golf are its special fabric design (seats in "Merlin e-gray"; optional "Vienna" leather in the colours "Marrakesh", "Shetland" or "Titan Black") – and an extremely good range of standard equipment (including the high-end Discover Pro radio-navigation system, automatic climate control, parking heating/ventilation, heated windscreen, leather-trimmed steering wheel and gear shift grip). "Iridium Matrix" accents trim the dashboard on the driver's

side and the door panels, while “Dark Magnesium” inlays give the centre console and the passenger’s side of the dashboard a refined look. As on the exterior, blue features are also used in the interior; they include blue stitching on the leather trim of the steering wheel and gear shift grip and on the borders of the seats and floor mats. The optional ambience package offers another visual pathway to the world of Volkswagen electric mobility. It consists of blue indirect illumination, LED reading lights, blue footwell lighting, blue ambience lighting that highlights interior accents and illuminated door sills, also in blue.

Instruments and special functions.

Power display replaces rev counter. On the left-hand side of the instrument cluster, the rev counter is replaced by the power display (which indicates if the motor is ready, the battery is being charged via regenerative braking or power is being consumed) and the indicator of output availability. Still on the right is the speedometer, which goes up to 160 km/h. Added at the bottom of the speedometer is an indicator showing the charge level of the high-voltage battery. The colour display, which is located between the powermeter and the speedometer (premium multifunction display), now shows: a continuous display of driving range, the regenerative braking level that is active and information on remaining charging time and the connected charging plug. In a separate LED field in the lower

segment of the multifunction display, the 'READY' message also appears after starting the motor, indicating that the car is ready to be driven.

Touchscreen. Every Golf is equipped with a touchscreen. In the e-Golf, the highest-end display of the model series comes as standard – the 8.0-inch touchscreen of the top "Discover Pro" radio-navigation system. In the e-Golf, the system now has many new functions.

Example 1 - Range monitor: this monitor graphically illustrates the vehicle's momentary driving range; it also shows the range potential of any activated auxiliary consumers. That is, the driver can gain extra driving range by deactivating any of the displayed auxiliary consumers that are active.

Example 2 - Energy flow indicator: it uses animated graphics to depicts the energy flow when accelerating (blue arrows) and when applying the brake with regenerative braking (green arrows). Meanwhile, regenerative braking statistics provide information on the amount of energy recovered since the start of the trip.

Example 3 - e-manager: this lets drivers to pre-programme up to three departure and charging times. The vehicle ensures that the preset air conditioning and battery charge levels are reached by the programmed time. Heating or cooling of the interior can also be activated via parking heater/ ventilation (fitted as standard) during the charging process. This offers a way to bring the car to a desired temperature without draining the battery. And that extends the driving range.

Example 4 - 360° range: the current potential driving radius of the e-Golf is shown by the so-called 360° range on the map of the surrounding area. The inner area represents the potential zone for a return trip. The outer area, on the other hand, represents the range for a one-way trip. Charging stations can be displayed and integrated into the route as intermediary destinations.

Volkswagen Car-Net e-Remote. Using the 'Car-Net e-Remote' app, it is also possible to make many settings and information requests from a smart phone or the Car-Net website. Specifically, the app contains these functions:

- **Programming a departure time** – Functions that are scheduled based on a programmed departure time include the parking heating/ventilation function; it is started at a specific time that depends on the outdoor temperature, so that the desired interior temperature is reached by the programmed departure time.
- **Climate control** – Starts or stops the parking heating/ventilation function and displays the outdoor temperature and setpoint temperature for the interior.
- **Battery charging** – Starts or stops the charging process, indicates charger connection status, charge status, charge progress, charge level, charge start time and remaining driving range;
- **Accessing vehicle data** – displays information relating to individual trips (individual trips or cumulative), such as kilometres driven, trip time, power consumption by the electric motor and other consumers such as the air conditioning and radio, use of regenerative braking;
- **Vehicle status queries** – locking status of doors and boot, lights (on/off), charging cable plugged in, position where the e-Golf was last parked (GPS position on a map).

Optional features

Demonstrating that this electric car is a full-fledged all-round car that does not compromise on everyday practicality is the fact that nearly all optional features and assistance systems of other models of this model series can be ordered for it. An overview of key optional features (excerpt):

- Ambience lighting in the door trim panels plus indirect blue illumination, LED reading lights, LED lights in the footwell area, illuminated door handles and door arm rests
- Assistance package with ACC and Front Assist with City Emergency Braking, anti-theft warning system plus, automatic running light switching, Light Assist, speed limiter, automatically dimming rear-view mirror, rain assistant, Lane Assist
- Adaptive cruise control (ACC), Front Assist and City Emergency Braking
- CCS charging socket
- Anti-theft warning system plus
- DAB+ digital radio reception
- Driver's seat with electric adjustment
- Light Assist main beam control
- Windscreen with wireless heating, infrared reflecting
- Cruise control system including limiter

- “Vienna” leather upholstery in three colours
- Light and Sight package with automatic running light switching, automatically dimming rear-view mirror and rain sensor
- Cable for AC charging stations
- MEDIA-IN multimedia port with iPod/iPhone adapter cable
- Premium mobile phone interface including WLAN hotspot
- Multifunction leather-trimmed steering wheel
- Parking comfort package with Park Assist including ParkPilot, the keyless locking and engine starting system Keyless Access, mirrors package and Front Assist ambient monitoring system with City Emergency Braking
- ParkAssist park steering assistant with ParkPilot
- Pre-Crash occupant protection system
- Rear Assist reversing camera
- Keyless locking and engine starting system Keyless Access
- Side airbags and belt tensioners at rear seats
- DYNAUDIO Excite sound system
- Mirrors package
- Lane Assist lane-keeping assistant
- Front Assist ambient monitoring system with City Emergency Braking
- USB interface also for iPhone/iPod including multimedia port
- Winter package with heated windscreen washer nozzles, heated front seats

e-Golf		85 kW (115 PS)
Engine, electrics		
Type of engine		Permanent synchronous motor (PSM)
Power output	kW (PS)	85 (115)
Max. torque	Nm	270
Battery / charging system		
Battery type		Lithium ion
Battery weight	kg	318
Battery location		between the axles
Nominal storage capacity	kWh	24.2
No. of cells / modules		264 / 27
Nom. voltage, V	V	323
Charging time: AC 2.3 kW 100% SOC	h	13
Charging time: AC 3.6 kW 100% SOC	h	8
Charging time: DC 80% SOC	h	0.5
Performances		
Acceleration 0–60/100 km/h	s	4.2 / 10.4
Top speed	km/h	140
Electrical power consumption kWh/100 km		Electrical power
Combined cycle	l/100km	12.7
Emissions (CO_2) combined	g/km	0
Efficiency label		A+

Power transmission		
Gearbox		single-speed gearbox
Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,254/1,799/1,453
Wheelbase	mm	2,632
Track, front/rear	mm	1,549/1,518
Luggage compartment		
Length, rear seat raised/folded down	mm	839 / 1,558
Volume by VDA measurement: rear seat raised/folded down	l	343 - 1,233
Weights		
Unladen weight (DIN, unladen)	kg	1,510
Unladen weight (EU, unladen)		1,585
Permitted gross weight	kg	1,960
Payload	kg	450
Perm. axle load, front/rear	kg	970/1,040
Driving range		
according to NEDC	km	190
pratical	km	130 - 190

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IMAGE SOURCES

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