



PRESS PACK

The all-new Passat

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In brief

New status quo for the business class:
the most state-of-the-art Passat Variant ever has arrived.



New development

Volkswagen has taken the ninth generation of the Passat to a whole new level in terms of technology, quality and appearance.

New combination

with an electric range of about 100 km and a combined range of more than 900 km, the Passat eHybrid combines the best of two drive system worlds.

New concept

The Passat's digital cockpit landscape offers intuitive operation and a voice assistant that accesses ChatGPT.

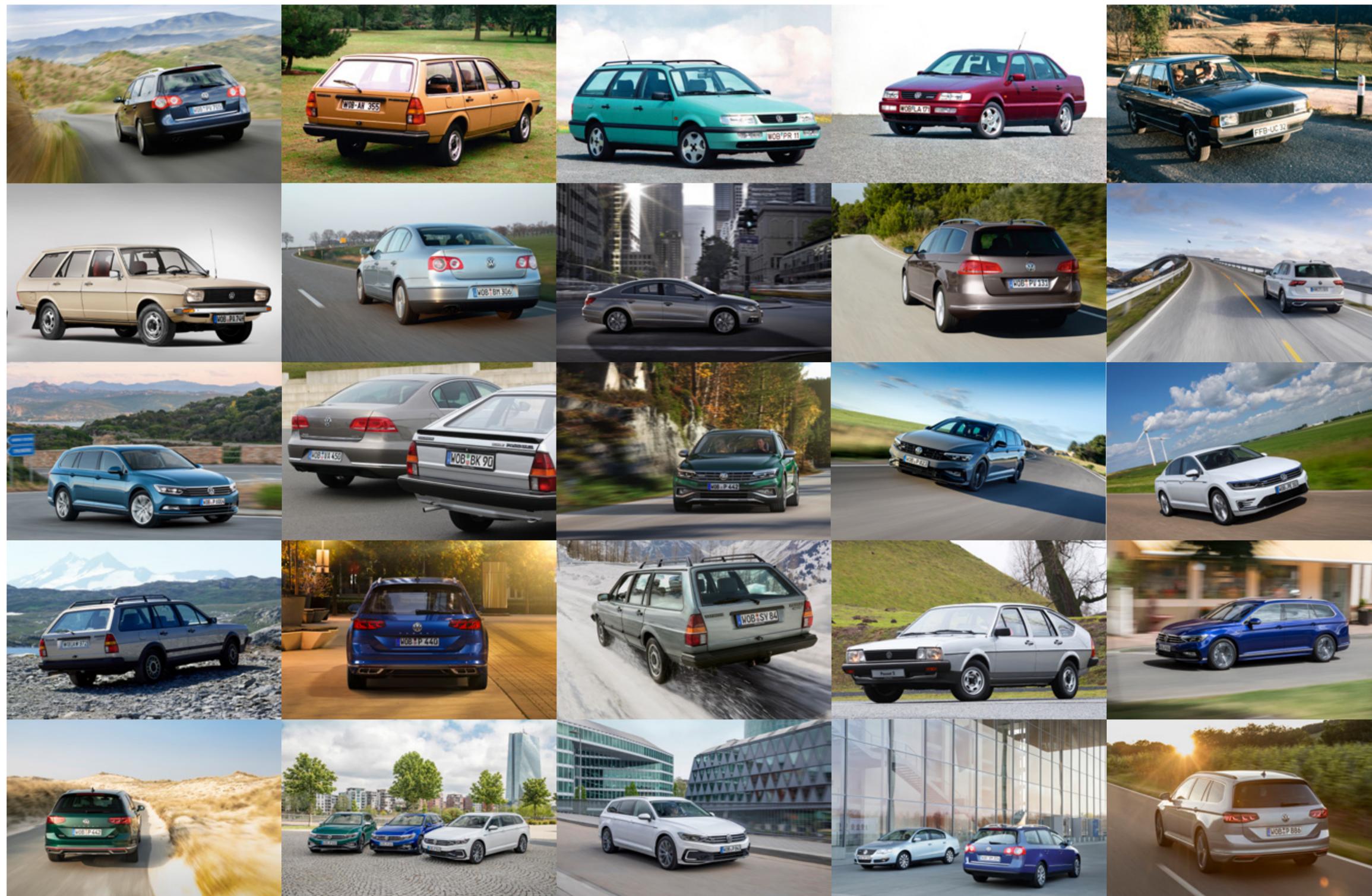
New dimensions

The Passat Variant offers 50 mm more space in the rear, up to 690 litres of luggage space for five passengers and a total load volume of 1,920 litres.

New configuration

With its technology, materials, spaciousness and comfort, the Passat breaks down class boundaries.





More than 34 million customers worldwide have chosen a Passat.

A class of its own

The Volkswagen Passat is a global bestseller. To date, more than 34 million units have been delivered to almost every country in the world. An ongoing success – even five decades after its debut, the Passat is currently one of the three best-selling Volkswagen internationally alongside the Tiguan and Polo (with their derivatives). In Europe, it has always been a steady long-term seller, especially as Variant. Since 2022, Volkswagen has therefore exclusively offered the Passat as an estate version between the North Cape and Gibraltar. And with resounding success. In Germany, for example, the Passat Variant topped the rankings in the mid-size class in 2023, with 45,494 new registrations. The secret to its success is the fact that the Passat Variant is two cars in one – a business class vehicle and a family all-rounder at the same time. Now, a brand-new Passat Variant is being launched that has been developed from scratch. And this time, it is breaking down class boundaries. Even though the Passat Variant – now in its ninth generation – is priced (from 39,995 euros¹) in the mid-size class, its new size, new quality standard and new innovative power mean it can cater to a higher segment.



New status quo

Details that redefine the technical status quo for the Passat segment include a completely new cockpit landscape with an intuitively operated infotainment system, new ergo-Active seats² with a pneumatic 10-chamber pressure point massage function, strikingly high-quality interior materials and surfaces, next-generation Dynamic Chassis Control (DCC Pro²), new IQ.LIGHT LED matrix headlights² with an extremely powerful main beam, the next evolutionary stage of Volkswagen plug-in hybrid drives (approx.

100 km electric range and more than 900 km combined range) as well as excellent aerodynamics (c_d of 0.25 instead of 0.31). This is matched by the outstanding space – 50 mm more legroom in the rear compared with the already generously sized predecessor and between 690 litres (+40) and 1,920 litres (+140) of load capacity. The additional space comes from the wheelbase, which has also been lengthened by 50 mm to 2,841 mm. The new Passat Variant is 4,917 mm long, 1,849 mm wide and 1,497 mm high.



The new Passat Variant R-Line as an eHybrid



Kai Grünitz
Member of the Board of Management of the Volkswagen brand, responsible for 'Technical Development'

» It is the synergy between highly efficient drive systems, imperceptible support from the assistance systems, well-balanced handling, pleasant feel and operability of all elements, high level of comfort and, last but not least, the generous amount of space that make the Passat Variant a particularly well-balanced touring vehicle. «

Plug-in hybrid, reimagined

The two new plug-in hybrid drives (eHybrid) are particularly important for the product line. With electric ranges of about 100 km and theoretical combined ranges of more than 900 km, two drive systems are merged here to create a new philosophy. As an eHybrid, the Passat is an electric vehicle that only activates its high-tech petrol engine (TSI) when a lot of power is needed or on long journeys, thus impressing here with its very low consumption figures. As an inter-

esting side note, a study³ by the German Federal Ministry for Digital Affairs and Transport shows that 95 per cent of all passenger car journeys in Germany are shorter than 50 km and 99 per cent are shorter than 100 km – a scenario that can also be transferred to other European countries. This means 99 per cent of all journeys could be made using electric power alone in a Passat eHybrid.



Electric drive motor plus 1.5 TSI

There will be two output versions of the Passat eHybrid. Both models always start in electric E-Mode (exception: outside temperatures below -10 degrees). This is because the battery, which is almost twice as large at 19.7 kWh, reserves a greater amount of energy than before for this. The Passat switches automatically to Hybrid mode only when the speed exceeds 140 km/h, if the driver requests a large amount of power (e.g. kickdown) or if the battery has too little residual capacity for continuous electric operation; the driver can also make this switch manually if required. In addition, the driver can choose from the four driving modes Eco, Comfort, Sport and Individual. Here, Volkswagen has significantly enhanced and adapted its hybrid strategy. In Eco mode, the Passat is now kept in E-Mode even during strong acceleration; in this mode, the car drives practically like an electric vehicle. The TSI engine is switched on in Eco mode only at almost full load or if the battery level is low. In this mode, this now takes place without the gearbox shifting down a gear, ensuring that the TSI is integrated in a very comfortable and efficient way. However, if

the driver switches to Comfort, Sport or the correspondingly configured Individual mode, they can also activate downshifts spontaneously by means of the accelerator pedal position and access the full power of the TSI. As described above, the electric drive motor is supplied with energy by a new 19.7 kWh battery (net energy content). At DC quick-charging stations, it can now be charged with up to 50 kW⁴.

eTSI⁵, TSI and TDI – multi-faceted efficiency

The range of drive systems is supplemented by a mild hybrid drive (1.5 eTSI⁵), turbocharged petrol engines (2.0 TSI) and turbocharged diesel engines (2.0 TDI). The entry-level version is a 48V mild hybrid drive with an output of 110 kW (150 PS)⁵, which is new in the product line. The power spectrum of the TDI also starts at 110 kW (150 PS)⁶. Depending on the engine output, there will also again be models with the intelligently controlled 4MOTION all-wheel drive; all other Passat Variant models have front-wheel drive.



⁵ **Passat eTSI**, 110 kW (150 PS) – fuel consumption combined: 5.7–5.4 l/100 km | CO₂ emissions combined: 129–122 g/km | CO₂ class: D.

⁶ **Passat TDI**, 110 kW (150 PS) – fuel consumption combined: 5.4–5.0 l/100 km | CO₂ emissions combined: 143–131 g/km | CO₂ classes: D–E.



Superior chassis

The new Passat has a chassis that has been further developed compared to its predecessor. It offers a high level of long-distance comfort with very neutral handling characteristics. This performance can be further increased by the new DCC Pro adaptive chassis control system. Its new two-valve dampers enable a significantly greater spread between maximum dynamics and outstanding comfort. With both the standard chassis and the optional DCC Pro, Volkswagen was able to further perfect the characteristic linear handling of the Passat and improve comfort. The longer wheelbase and the extremely well-balanced steering, particularly in the centre position, contribute to these precise driving characteristics. In conjunction with DCC Pro, the Passat also comes with the newly tuned progressive steering, which offers even more direct response characteristics by reducing the number of steering wheel turns (minus 0.65 turns to 2.1 turns).

Strong design DNA

The completely new exterior design provides suitable visual packaging for the new Passat's technologies. It follows the DNA of this product line, but reinterprets it to powerful effect and in a very individual way,

depending on the equipment. Four lines are available: the Passat entry-level version, the Business line tailored to company car drivers as well as the top-of-the-line Elegance and R-Line versions. Visually, they are distinguished from one another through features such as their design. Eye-catching elements at the front are the new LED headlights and the large air intakes in the bumper. Striking features are the wide, elegant chrome trim on the Passat Business and Passat Elegance as well as the sporty diamond grille with lateral aerodynamic wings in the Passat R-Line. The silhouette is stylishly defined by

the sharp undercut at the height of the door handles, the long window graphic and the powerful wheel housings. The continuous tail light strip catches the eye at the rear. All versions are differentiated by the rear bumper design. Matching the front, the Passat R-Line is characterised here by high-gloss black trim with a diamond pattern and a red reflective strip running across the body. On the Passat Elegance, a horizontal strip with an elegant chrome look is used in this area. The individuality of the R-Line and Elegance lines is additionally shown by specific LED elements (IQ.LIGHT) and a narrow chrome strip.

High-tech cockpit with ChatGPT

The intuitively operated cockpit has an iconic, clear design. With its horizontal layout and fine details such as the neat stitching and illuminated accents, the Passat raises the bar in the mid-size class in this area also. The clearly structured, large display landscape is particularly stylish. The technical basis is provided by the MIB4 – the fourth-generation Modular Infotainment Toolkit. As always in the Passat, it allows intuitive operation. The processing power is also very fast. The standard equipment in the entry-level version already includes the Digital Cockpit Pro (digital instruments) and a 32.8-cm (12.9-inch) touchscreen or the infotainment system. The Discover Pro Max navigation system with a 38.1-cm (15.0-inch) display is available as an option. The new IDA voice assistant² is operated using natural language. This enables many vehicle functions to be controlled and answers specific questions on all conceivable topics. To do this, the system accesses online databases and – as a new feature – ChatGPT² (artificial intelligence, AI). ChatGPT will be available as an update.

The new cockpit landscape of the Passat Variant with 15-inch infotainment screen



Key aspects

The new Passat combines the best of two drive system worlds.



New plug-in hybrid drives enable all-electric ranges of around 100 km and also DC fast charging with a charging capacity of up to 50 kW⁴ for the first time.

Very comfortable travel thanks to generous space, effective noise insulation, new seats and optional 'DCC Pro' adaptive chassis control



Efficient driving

Eight drives for all application scenarios

eHybrid, eTSI⁵, TSI, TDI, DSG

The Passat will be available with eight different drive configurations: a mild hybrid petrol engine (eTSI⁵) version that is new for the Passat, two new plug-in hybrid drives (eHybrid), three turbocharged diesel engines (TDI) and two turbocharged petrol engines (TSI). All drives are combined with a direct shift gearbox (DSG) as standard. The eTSI⁵ delivers an output of 110 kW (150 PS)⁵. In addition to the eTSI⁵, the TDI with 110 kW (150 PS)⁶ can already be configured as well. The other drive system versions will follow in the first half of the year. There will be two output ratings as standard with the 4MOTION all-wheel drive.



The Passat R-Line eHybrid with 'Leeds' 19-inch light-alloy wheels

Day-to-day electric driving

The plug-in hybrid, reimagined

eHybrid

Volkswagen has extensively redesigned the eHybrid with a more efficient and larger battery (19.7 kWh net), a higher charging capacity (up to 50 kW⁴), a high-tech turbocharged petrol engine (1.5 TSI evo2 engine) – used for the first time for the plug-in hybrid models – and a new hybrid strategy. Thanks to the sum of these measures, the all-new Passat Variant eHybrid with an electric range of around 100 km becomes an all-electric car in every-day driving. At the same time, it is able to achieve a combined range of more than 900 km on longer journeys or as a company car that is used for long daily distances (both ranges are forecast values).

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Plug-in hybrid:
1.5 TSI evo2 plus unit consisting of electric engine and transmission





19.7 kWh high-voltage battery

The new Passat eHybrid will enable electric WLTP ranges of about 100 km. Previously, it was up to 57 km. The significant increase in range is achieved thanks to a new high-voltage battery. Its net energy content increases from 10.6 to 19.7 kWh compared with previous versions (gross: 13 to 25.7 kWh). The battery has a new cell technology for the 96 modules and external liquid cooling. Since the lithium-ion battery is also positioned in front of the rear axle, the interaction with the front-mounted drive (electric motor, DSG, TSI) results in balanced weight distribution.

A detailed look at the plug-in hybrid drive components

1.5 TSI evo2

The plug-in hybrid drive consists of two drive modules: the electric drive motor and the turbocharged petrol engine. The previous 1.4 TSI is replaced by the 1.5 TSI evo2. The evo2 is characterised by a number of high-tech features. These include the TSI-evo combustion process and a variable turbine geometry (VTG) turbocharger. The combination of the TSI Miller combustion process and the VTG turbocharger are a unique technical selling point in the area of high-volume petrol engines.

Miller cycle increases efficiency

The TSI evo combustion process already familiar from the first 1.5 TSI evo is also used in the TSI evo2 generation. Alongside optimisation of combustion chamber cooling, the decisive factor here is the symbiosis of the VTG turbocharging and the Miller cycle (early closing of the inlet valves with high compression). Thanks to this combustion process, the 1.5 TSI evo2 operates with a very high efficiency. This minimises consumption and emissions. Other technical parameters include high-pressure

injection with up to 350 bar pressure, plasma-coated cylinder liners (lower internal friction) and pistons with cast-in cooling channels (optimisation of combustion).

Electric drive motor plus six-speed DSG

Volkswagen is using an enhanced hybrid gearbox in the new Passat eHybrid: the DQ400e evo. The electric drive motor with the designation HEM80evo is integrated in this special six-speed DSG. The electric drive motor forms a compact unit together with the new DQ400e evo.



Charging with up to 50 kW⁴

The power flow between the battery and the electric drive motor is managed by new power electronics. This converts the direct current (AC) of the battery into alternating current (DC) for the electric drive motor. In addition, a DC/DC converter supplies the 12V electrical system. A new charger means it is now possible to charge with up to 11 kW instead of 3.6 kW at AC charging points such as a wallbox. With this, a discharged battery is charged to 100 per cent again in 2 hours 45 minutes. For the first time, the plug-in hybrid drives can be charged at DC quick-charging stations with up to 50 kW⁴. In this case, a battery with a charge level as low as 10 per cent is charged to 80 per cent again in about 23 minutes. The charge level of the battery can now be maintained at five selectable levels while the vehicle is on the move – in order to drive electrically through a low-emission zone at the destination, for example.

Partial electric driving

48V mild hybrid for the first time in a Passat

eTSI⁵ with 110 kW⁵

Not every driver is able to charge their vehicle at home or work. In these cases,

Volkswagen still makes it possible to use electrical energy with the Passat eTSI⁵. Here, electrical power is generated through the conversion of kinetic energy – the braking or recuperation power of a vehicle. This is made possible by the mild hybrid drive, which is new to the Passat. As in the new plug-in hybrid models (eHybrid), the 1.5 TSI evo2 also forms the technical heart of the powertrain. The eTSI⁵ is coupled to a 48V lithium-ion battery and a 48V belt starter generator that provides an output of 14 kW and a torque of 56 Nm. The 48-volt system acts like a type of electric booster and thus offers excellent performance when moving off. At the same time, the technology makes it possible for the 1.5 TSI evo2 to be completely switched off, thereby enabling coasting and temporary electric driving. The result? Up to 0.5 l/100 km less fuel consumption.

The technical details of the eTSI⁵

In addition to technical features such as the TSI evo combustion process and VTG turbocharger, the 1.5 TSI evo2 with a torque of 250 Nm as an eTSI⁵ is additionally equipped with Active Cylinder Management (ACTplus) compared to the version used in the eHybrid models. With ACTplus, two of the engine's four cylinders are switched



off as often as possible, depending on the operating situation. The second and third cylinders are designed to be taken out of the fuel supply at low and medium loads and speeds. Efficiency thus increases in the active cylinders, while the passive cylinders run almost loss-free. When the throttle is opened, they immediately become active again. Compared with the first 1.5 TSI evo generation, this switching on and off of the cylinders has been improved once more to guarantee smooth engine running.

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Operating principle of the eTSI⁵

Operating principle of the eTSI⁵. 48V technology permits transmission of higher electric power levels with smaller conductor cross-sections and a compact battery – thus also resulting in low additional weight. Compared with vehicles with pure 12V technology, this leads to recuperation of a significantly larger amount of energy during braking or deceleration. The energy stored in the 48V lithium-ion battery is used to drive a 48V belt starter generator and to supply the 12V on-board electrical system via a DC/DC converter.



The water-cooled belt starter generator has the role of alternator and starter. At the same time, it acts as a compact electric motor, which increases the drive torque without any delay when moving off. The output of the generator is transferred by the belt drive. The generator also restarts the combustion engine – which is switched off as much as possible while the vehicle is moving. The bottom line is that the 48V mild hybrid drive combines low consumption and emission values with excellent moving-off performance in daily operation.

The 48V belt-driven starter alternator of the eTSI (top left) and the 48V battery of the eTSI (bottom left)



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Classic driving

TSI and TDI, front and all-wheel drive

4MOTION is now even more comfortable

Parallel to the eTSI⁵, the new Passat will be available at the pre-sales launch with a 110 kW (150 PS)⁶ TDI engine (maximum torque: 360 Nm). Two turbocharged petrol engines (TSI) and two further TDI engines will follow. The most powerful TSI and TDI engines will come with the 4MOTION all-wheel drive as standard. Volkswagen has developed a new centrifugal pendulum for the 4MOTION system that neutralises vibrations and optimises the acoustic comfort.

Predestined for trailer towing

The latest 4MOTION clutch is used on the rear axle of the all-wheel-drive Passat. This is characterised by intelligent energy management: When towing a trailer, for example, the Trailer driving profile is automatically activated to optimally control the distribution of power between the front and rear axles for trailer operation. The all-wheel-drive Passat Variant is designed for maximum trailer weights of up to 2,200 kg. The high drawbar load of 90 kg corresponds to these loads. If the Passat is ordered with the ball coupling that can be folded out semi-automatically at the

push of a button, the Trailer Assist trailer manoeuvring system is also part of the equipment. This assistance system automatically controls the steering angle of the trailer when reversing by means of an active steering intervention. Trailer Assist allows the driver to no longer have to think about the complex task of having to turn the steering wheel to the left so that the trailer turns to the right (and vice versa) when reversing with a car and trailer.

Active driving

Networked DCC Pro and Vehicle Dynamics Manager

Electronically controlled chassis

The ninth-generation Passat is equipped with a significantly enhanced chassis. Alongside numerous individual measures, Volkswagen has developed a new generation of the DCC adaptive chassis control for its best-selling model, the optional DCC Pro. In addition, the all-new Passat Variant is now equipped with a Vehicle Dynamics Manager. The system controls the functions of the electronic differential locks (XDS) and the lateral dynamics components of the controlled shock absorbers in the DCC Pro system. Thanks to the Vehicle Dynamics Manager, which performs wheel-specific braking interven-

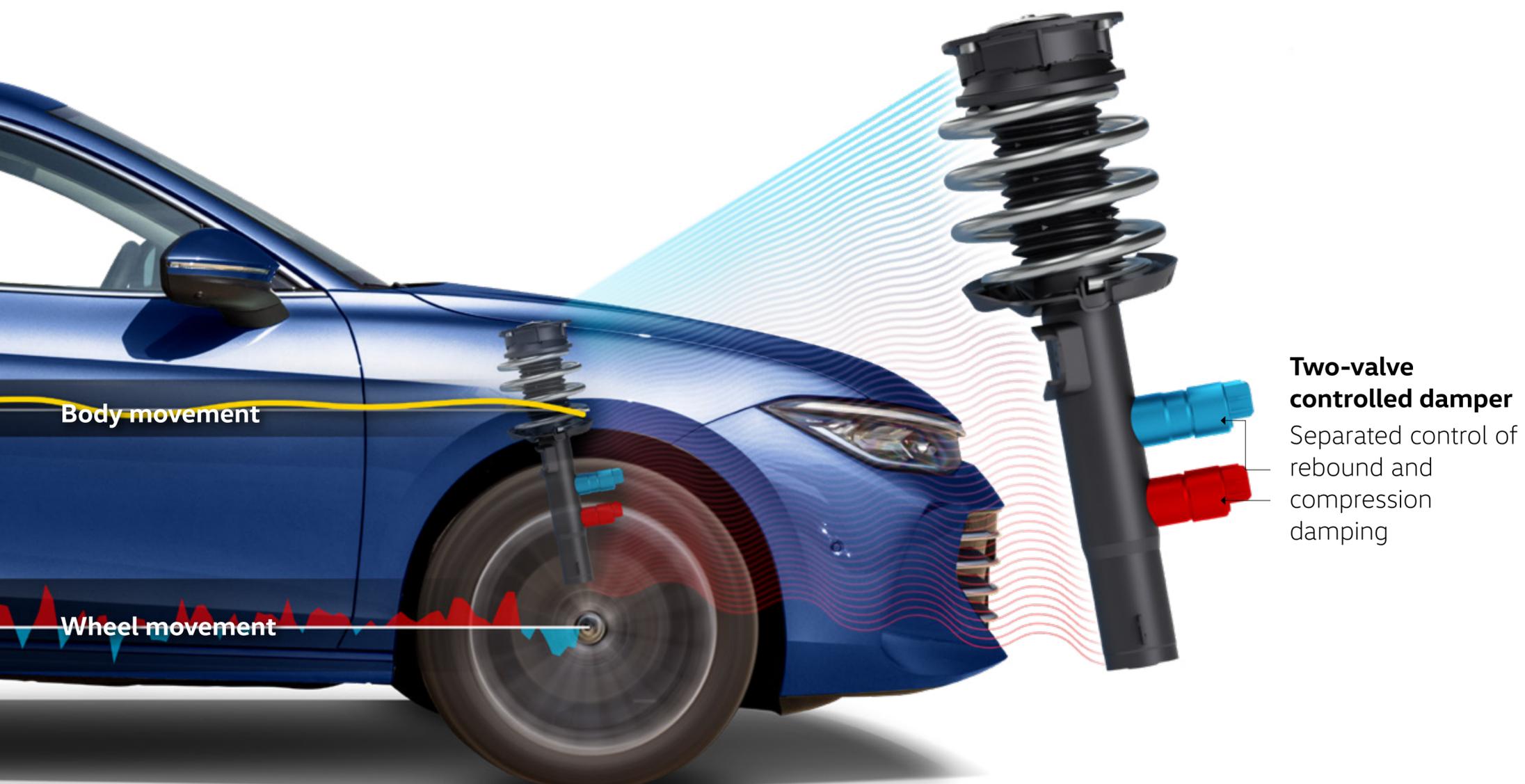


tions and wheel-selective adjustments of the shock absorber hardness, the handling characteristics are more neutral, stable, agile and precise. The basic architecture for the chassis comprises a MacPherson front axle and a four-link rear axle.

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Two-valve controlled damper

Separated control of rebound and compression damping



The new DCC Pro adaptive chassis control increases the spread between comfort and dynamics.

The new DCC Pro in detail

The electronic active chassis control reacts continuously to the road conditions and driving situations and takes into account parameters such as steering, braking and acceleration. The ideal damping is calculated

for each wheel and is adjusted via the shock absorbers within fractions of a second. The driver has the option of individually adjusting the DCC system to settings ranging from very comfortable to very sporty. For the

first time in the Passat, the lateral dynamics components of the adaptive chassis control are also coordinated and optimised by means of the Vehicle Dynamics Manager for optimum driving comfort and outstanding driving dynamics at all times. Compared to the predecessor's DCC with 1-valve dampers, the dampers in the new DCC Pro are equipped with two valves. This change is accompanied by an adapted control algorithm for separate rebound and compression stage control. The faster two-valve shock absorbers permit realisation of a better and quieter connection between the body and chassis at the same time as optimised driving dynamics – thanks to the even more precise control of the rebound and compression stages. Two-valve shock absorbers were previously only used in combination with multi-link suspension in the premium and luxury class; integration in MacPherson struts is new. DCC Pro once more significantly increases the spread between the dynamic and comfort characteristics. Thanks to the interaction of these characteristics, Passat drivers will enjoy an extremely pleasant driving experience and a sense of security even on poor road surfaces.



Assisted driving

Park Assist Plus remembers the way.

Park Assist with memory function

The Passat has launched with an enhanced range of state-of-the-art assistance systems. These include the optional or standard Park Assist Plus² system and the new memory function for Park Assist, depending on the equipment version. The basic function of Park Assist Plus is a system that is already familiar from other Volkswagen models and allows assisted driving into parallel or bay parking spaces. Assisted driving out of parallel parking spaces is equally possible. The Passat takes over control of acceleration, braking and steering⁷ for this purpose. A new feature is the memory function for the enhanced Park Assist Plus. With this feature, the system records the last 50 metres driven and thus the parking situation. The parking manoeuvre can be stored when the Passat has come to a stop. When the vehicle reaches this position again, it automatically offers to take over parking. Independent driving out of a parking space⁷ is also possible. Up to five parking manoeuvres can be stored.





Stylish driving

New design from scratch,
yet still a Passat

New design, new dimensions

Volkswagen has carried the design of the traditional Passat series into the modern era with the debut of the ninth generation. Compared to the predecessor, the surfaces are more sculptural, the lines more dynamic, and the dimensions larger. The 50 mm longer wheelbase (2,841 mm) makes the difference here. The overall length of 4,917 mm corresponds to an additional 144 mm.

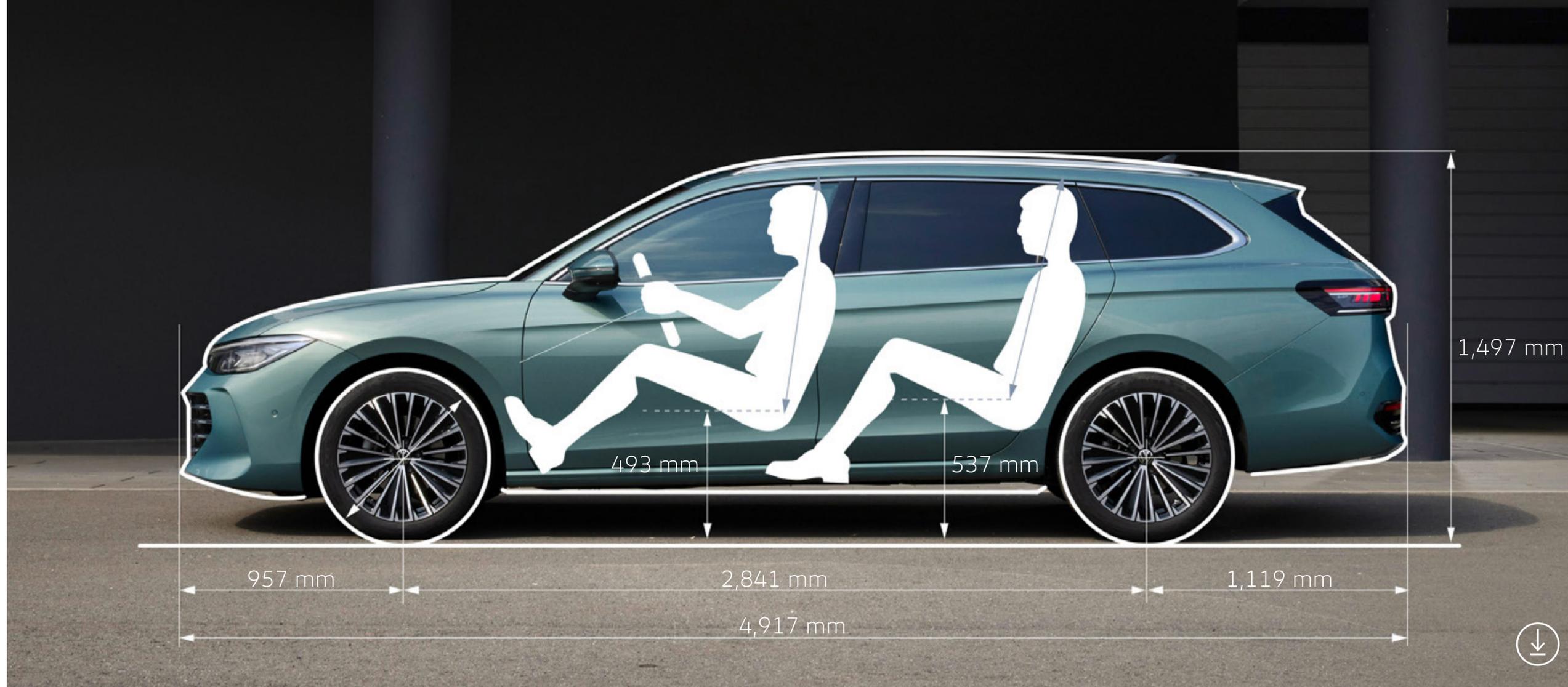
Model not yet available for sale

The increase in wheelbase and overall length means more legroom in the rear and more space in the luggage compartment. The width of the Passat has grown moderately by 20 mm to 1,852 mm. At 1,497 mm, the height has remained similar to the predecessor. The greater length with practically unchanged height results in more dynamic proportions.

Front end with new LED headlights

The aerodynamic (c_D of 0.25) and powerful design of the front of the Passat Variant characterises its superior presence. Every detail is new. Take the bonnet, for example: while the predecessor's bonnet was higher in the middle than at the sides, the new bonnet is now lower in the middle. It rises sculpturally outwards with sharp lines and forms powerful wings. The new LED headlights, with their two modules, provide a characteristic look in combination with the narrow LED daytime running lights above them. These two daytime running light elements are linked to each other by means of a horizontal LED strip in the radiator grille. The visually continuous light strip gives the Volkswagen a wide and elegant look. Volkswagen optionally offers the Passat Variant with a new generation of the IQ.LIGHT LED matrix headlights. These come with a new high-performance main beam that has a significantly increased luminous range.





The new Passat Variant has a 50 mm longer wheelbase; this plus benefits the rear passengers in full.

Silhouette with a sharp undercut

With its powerful side body surfaces, a sharp undercut as a character line (at the height of the door handles), the significantly larger wheelbase and the long side window areas, the Passat Variant exhibits dynamism and elegance all of its own. At the front and back, the undercut and surface design over the wheel housings form powerful shoulder sections in a slim sil-

houette. The striking D-pillars match this sporty image with their more pronounced forward angle and more dynamic look – this shows that an enhanced dynamic design and an increase in luggage compartment capacity (40 litres more) do not have to be mutually exclusive. Under the slightly flared wheel housings, the Passat Variant sports up to 19-inch wheels.

Rear end with new horizontal LED strip

Similar to the front and sides, the rear of the new Passat has a clean and powerful design. The continuous LED taillight clusters, which are used in this product line for the first time, emphasise the width of the body and have a transparent and technical look with their new 3D light signature. In functional terms, the LED elements provide an optimal signal effect. In the upper

part of the boot lid, the large roof spoiler and the side air guide elements on the D-pillars stand out. In combination, these aerodynamic features reduce turbulence at the rear and contribute to low energy consumption and long range together with a diffuser below the bumper.



Minimum drag for maximum efficiency

The Passat Variant is a five-seater vehicle with a luggage compartment capacity of up to 1,920 litres. And yet, its aerodynamics are better than most sports vehicles. The c_d was improved from 0.31 to the aforementioned 0.25. The aerodynamics make a significant contribution to the all-new Passat Variant's increased efficiency and economy. The aerodynamic top values of the new Passat Variant were achieved through the optimal body shape, fine tuning down to the last detail and technical aerodynamic features. The technical details include an electrically controlled radiator blind that provides cooling as needed. The aerodynamic fine tuning is evident wherever you look. In the front section, disruptive air turbulence is minimised by means of air curtains in the bumper; the targeted air flows provide optimum air circulation around the front wheels and cool the brakes. In addition, the underbody up to the rear diffuser was elaborately integrated into the aerodynamic design. The new exterior mirrors are designed to minimise the area of attack for the wind. At the rear, the air guide elements on the D-pillars reduce air turbulence together with the roof spoiler.

Connected driving

New cockpit landscape offers intuitive operation

Clearly arranged displays and controls and new night light design

The ninth generation of the Passat is equipped with a brand-new cockpit architecture. The central elements here are the Digital Cockpit Pro (digital instruments) and the latest-generation infotainment system. The system's visually freestanding display is characterised by newly developed graphics and a menu structure that is intuitive and easy to operate. Many of the Passat's settings can also be controlled using a new, natural IDA voice control function with ChatGPT integration.

The Digital Cockpit Pro in detail

The instruments have a display diagonal of 260 mm (10.25 inches) with 1,280 x 480 pixels. Thanks to a new surface coating to reduce reflections and glare, the cockpit has a flat design and is integrated into the dash panel like a large screen, because there is no longer a need for an overhang at the top to provide shade. The graphics interface was also newly developed and



The new cockpit landscape of the Passat

the range of functions extended. Using the corresponding buttons on the multifunction steering wheel, the driver can select different basic graphic configurations (views) that can in turn be individually assigned functions. There is a choice of

four views: Classic (round dials), Progressive (square fields), Navigation (displayed navigation map with route guidance) and, for the Passat R-Line, the eponymous R-Line view (with R logo, gear-change indicator with special rpm display).



The new infotainment system in detail

The touch display acts as the digital headquarters for the new infotainment system (fourth generation, MIB4). The new standard infotainment system display measures 285.6 x 160.6 mm (12.9 inches diagonally) with 1,920 x 1,080 pixels. In conjunction with the Discover Pro Max navigation system, a display in the format 332.07 x 185.79 mm (15 inches/2,240 x 1,260

pixels) is optionally available. The brand-new graphics, structure and menu navigation in both versions are identical. The aim was to make operation simple, self-explanatory and customisable. To achieve this, the display has been divided into two touch bars at the top and bottom of the screen, as well as the home screen. The driver can assign favourite direct access functions to

large areas of the top bar and home screen. The individually configured top bar and static bottom bar remain continuously displayed when the driver opens various functions in the form of apps on the home screen. This makes the system extremely easy to use. Backlit touch sliders for temperature and volume settings are located under the infotainment display.

New windscreen head-up display

Another cockpit module on board the Passat that has also been re-developed is the head-up display which projects essential information for the driver onto the windscreen in the virtual area in front of the vehicle. A simpler head-up display with a smaller extendable projection surface was used in the predecessor.

New steering column switches

The dash panel runs in a straight line on a horizontal plane and is characterised by a high-quality- and clearly arranged design. The centre console offers more stowage space, because – like in the latest ID. models – gear changes are now carried out by means of a steering column switch (on the right) with an intuitive operating principle: the switch is turned forward to 'D' to drive forwards and backward to 'R' to

reverse, while the parking brake is activated by pressing the side of the switch. And like in the ID. models, for example, a new multi-function steering column switch on the left side is used in the Passat for the turn signal and wiper functions.

More space and high quality

The interior of the new Passat Variant offers even more space than its already generously proportioned predecessor. Thanks to the longer wheelbase, for example, the maximum legroom increases by 50 mm to 947 mm. The luggage compartment capacity has increased by 40 litres to 690 litres (when loaded up to the height of the rear seat backrests). The space grows by 140 litres to 1,920 litres when the rear bench seat is folded down. Quality and comfort have both been raised to new levels thanks to the use of new, high-grade materials, newly developed seats and effective noise insulation. Particularly in combination with the new acoustic package, the low noise levels on board the Passat Variant are similar to those experienced in the upper mid-size and premium classes. In addition to the standard acoustic windscreen, double glazing with an acoustic film is used for the side windows of the front and rear seats.



The new 15-inch display including the Discover Pro Max navigation system





The new ergoActive seats in the Passat

New ergoActive seats with massage function and air conditioning

The Business, Elegance and R-Line versions are equipped as standard with new ergoActive front seats (comfort seats) including lumbar support adjustment and pneumatic 3-chamber massage in the seat backrests. The seats are made of ArtVelours Eco, a stylish microfleece fabric. The top-of-the-line seats optionally available have the designation ergoActive Plus. These seats are equipped with an electric 14-way adjustment as well as a 10-chamber pressure

point massage function in the backrest and an active air conditioning function (seat heating plus seat ventilation). The even higher quality ergoActive Plus front seats (in leather) feature automatic seat air conditioning. In addition to the individual settings, the driver and front passenger can activate an automatic mode; here, the temperature and moisture sensors of the seats detect the cooling and/or heating requirement and control the climate accordingly.

Comfortable driving

Four equipment lines for frequent drivers

Basic specification with high level of standard equipment

The new Passat can be configured in the four equipment versions Passat, Business, Elegance and R-Line. The Passat entry-level specification already includes features such as the new MIB4 display, Car2X warning system, App-Connect Wireless (Apple and Android integration), automatic air conditioning, USB-C ports with 45W charging capacity (at the front), black roof rails and numerous assistance systems. The latter include Adaptive Cruise Control (ACC), Side Assist (lane-change assist), Front Assist (Autonomous Emergency Braking), Lane Assist (lane-keeping system), the oncoming-vehicle-braking-when-turning function, Park Distance Control (acoustic and visual warning signals if there are obstacles to the front and rear), Rear View (rear view camera system) and Dynamic Road Sign Display using the front camera. Also standard are LED headlights and LED taillight clusters.

Business line for frequent drivers

The Passat Variant is one of the most successful business vehicles in Europe. Volkswagen once again meets the needs of this segment with the Business equipment

line. From the outside, this Passat can be recognised by premium chrome trim on the side windows, silver-anodised roof rails and chrome elements at the front and rear, among other things. In Germany, dark privacy glass is added for the rear windows. On the inside, the Passat Variant Business is characterised, among other things, by customised seat covers in ArtVelours Eco, own interior applications, partially electric seats with massage function, additional 45W USB-C ports in the rear and a three-zone automatic air conditioner. Further assistance systems additionally increase comfort and safety. These include automatic lighting control (Light Assist) and assisted driving into and out of parking spaces (Park Assist). Additionally, the new IDA voice assistant is standard on the German market.



Elegance and R-Line as the top versions

Volkswagen has positioned the Elegance and R-Line versions above the Business equipment line. With these specifications, the Passat Variant can be made either more stylish (Elegance) or more dynamic (R-Line), depending on preference. Compared to the Business version, both lines share additional equipment details such as the new-generation IQ.LIGHT LED matrix headlights and LED taillight clusters with animated turn signals, seat heating and extended seat massage (12 instead of three pneumatic massage elements), keyless locking and starting system Keyless Access, electrically operated boot lid with Easy Open/Easy Close, more comprehensive background lighting, and voice control for all markets. Both models come with the new Park Assist Plus with memory function as well as the Dynamic Light Assist main-beam control system. Sports seats with integrated head restraints are fitted in the Passat Variant R-Line. The front and rear ends of the Passat Variant R-Line have a sporty R design. Further custom features include specific 17-inch alloy wheels for the Passat Variant Elegance and 18-inch alloy wheels for the R-Line version.

Model not yet available for sale



The new Passat Variant in 'Mariposite Green Metallic'

R-Line Signature

The optional R-Line Signature package was developed specifically for the Passat R-Line. It individualises the exterior with features such as black 19-inch Leeds alloy wheels (with diamond-cut surfaces), specific bumper applications, black-painted and electrically folding exterior mirror housings, a roof painted in Grenadilla Black Metallic, a two-tone roof spoiler (body colour/black), high-gloss black roof rails, a high-gloss black horizontal strip in the dark red tail-

lights, privacy glass in the rear and high-gloss black trim strips on the side windows. In the vehicle interior, the Passat R-Line with Signature package is refined with details such as a headliner and roof pillar trim in black ArtVelours microfleece, special decorative inlays, ergoActive Plus seats, enhanced interior noise insulation, a heated sports steering wheel and seat centre sections (front and outer rear seats) in Puglia perforated leather.



Folding centre armrest with stowage compartments



Notes

¹All equipment details, prices (incl. 19% VAT) and power specifications apply to the model range offered in Germany. Please contact the press spokesperson in your country for the specific equipment, prices and drive systems in your market.

²Optional equipment

³'Mobility in Germany' study

⁴The value for the customer-relevant charging process is 40 kW, determined in accordance with DIN 70080. However, charging capacities of up to 50 kW can be achieved under ideal conditions (e.g. very low charge level or high battery temperatures).

⁵Passat eTSI, 110 kW (150 PS) – fuel consumption combined:
5.7–5.4 l/100 km | CO₂ emissions combined: 129–122 g/km | CO₂ class: D.

⁶Passat TDI, 110 kW (150 PS) – fuel consumption combined:
5.4–5.0 l/100 km | CO₂ emissions combined: 143–131 g/km | CO₂ classes: D-E.

⁷Within the system limits, the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention.

The range specifications are forecast values in accordance with the Worldwide Harmonized Light Vehicles Test Procedure, WLTP. The actual WLTP range values may vary depending on equipment. The actual range achieved under real conditions may vary depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers / overall load, and topography.

The specified fuel consumption and emission data are determined in accordance with the measurement procedures prescribed by law. On 1 January 2022, the WLTP test cycle completely replaced the NEDC test cycle and therefore no NEDC values are available for new type approved vehicles after that date.

This information does not refer to a single vehicle and is not part of the offer but is only intended for comparison between different types of vehicles. Additional equipment and accessories (additional components, tyre formats, etc.) can alter relevant vehicle parameters such as weight, rolling resistance and aerodynamics, affecting the vehicle's fuel consumption, power consumption, CO₂ emissions and driving performance values in addition to weather and traffic conditions and individual driving behaviour.

Due to more realistic testing conditions, fuel consumption and CO₂ emissions measured according to WLTP will in many cases be higher than the values measured according to NEDC. As a result, the taxation of vehicles may change accordingly as of 1 September 2018. For further information on the differences between WLTP and NEDC, please visit <http://www.volkswagen.de/wltp>.

Further information on official fuel consumption data and official specific CO₂ emissions for new passenger cars can be found in the "Guide to fuel economy, CO₂ emissions and power consumption for new passenger car models", which is available free of charge from all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de/co2.

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