MEDIA INFORMATION

The all-new Tiguan

Contents

THE NEW TIGUAN
THE FACTS AT A GLANCE

IN BRIEF

Medienkontakt

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KEY ASPECTS

In brief

World bestseller newly developed:
the third generation of the Tiguan is ready.

Electric car and touring SUV
New plug-in hybrid drives for the Tiguan enable an electric range of around 100 km and a combined range of more than 800 km.

Mild hybrid as basic engine
A new 48V system converts kinetic into electrical energy and operates without emissions in coasting mode.

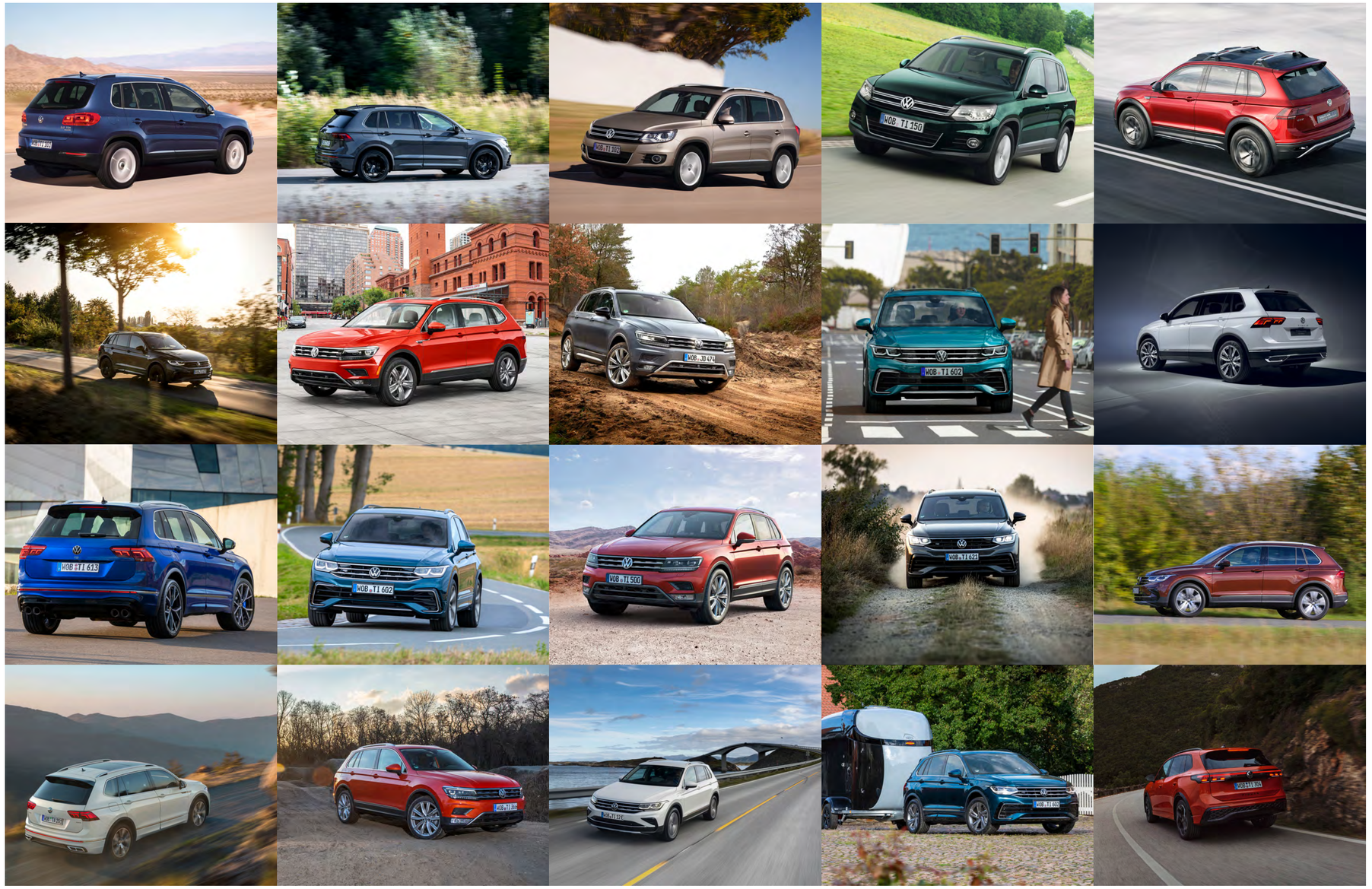
A premium vehicle for the mid-size class
massage function of the ergoActive seats and IQ.LIGHT HD matrix headlights have been adapted from the Touareg.

New chassis control
DCC Pro with two-valve shock absorbers is a new feature in the Tiguan class and combines maximum comfort with outstanding agility.

Intelligently networked operating philosophy
digital cockpit, touchscreen, head-up display and voice assistant with ChatGPT integration

More efficient than ever

The European market launch of the new Tiguan is now underway. Volkswagen has completely redeveloped the third generation of the bestseller – with sales of more than 7.6 million units so far – and improved it in all areas. Thanks to significant advances in aerodynamics (drag coefficient of 0.28 instead of 0.33) and state-of-the-art drive systems, the new Tiguan is one of the most efficient SUVs in the mid-size class. Four of the eight engine versions are new hybrid drives. The spectrum ranges from two inexpensive and economical 48V mild hybrids (eTSI) through to two plug-in hybrid drive systems of a new evolutionary stage (eHybrid). With electric ranges of around 100 km, these plug-in hybrid drives make the new Tiguan an electric car for everyday life; on long journeys, the alliance of an electric motor and a new 1.5-litre downsized turbocharged petrol engine also impresses with low consumption values and a combined range of more than 800 km. Always on board as standard in all Tiguan models: an DSG automatic transmission.



More than 7.5 million buyers have opted for the Tiguan since its debut in 2007.

The completely redesigned cockpit landscape of the Tiguan

Mid-size class with premium-class features

The new digital cockpit architecture in the high-quality Tiguan interior is intuitive to operate. At the same time, the assistance systems have been further developed: For the first time in the Tiguan, the latest version of Park Assist1 enables fully automatic driving into and out of parking spaces over a distance of up to 50 metres[13] and remote-controlled parking using a smartphone. Newly developed adaptive chassis with the designation DCC Pro[1] offers enhanced comfort and dynamics. New features such as a pneumatic massage function[1] for the front seats and the also new IQ.LIGHT HD matrix headlights[1] have also been derived from the Touareg premium-class model. Prices for the Tiguan start at 36,600 euros[3] for the 48V mild hybrid drive (eTSI) model with 96 kW (130 PS)[2].

eHybrid – electric car and long-distance SUV

Volkswagen has completely newly developed the two plug-in hybrid drives of the Tiguan. They deliver a system power of 150 kW (204 PS)[4] and 200 kW (272 PS)[5]. Thanks to a battery that now has a capacity of 19.7 kWh instead of 10.6 kWh (net in each case), the all-electric range of the Tiguan eHybrid has increased from about 60 km in the predecessor model to about 100 km. The battery can be charged with up to 11 kW (previously 3.6 kW) at a domestic AC wall box and with up to 50 kW[6] at DC quick-charging stations when out and about. All of this makes the Tiguan eHybrid an electric car for everyday life. Taking Germany as an example: according to a study[7] published by the Federal Ministry of Digital and Transport, 95 per cent of all passenger car journeys are shorter than 50 km and 99 per cent shorter than 100 km – values that can also be transferred to other European industrial countries. All these journeys can now be driven purely electrically with the new Tiguan eHybrid. Thanks to its new drive system and the new 1.5 TSI evo2, the new Tiguan eHybrid has now become an electric car that enables extremely long combined ranges on long-distance trips such as holidays.

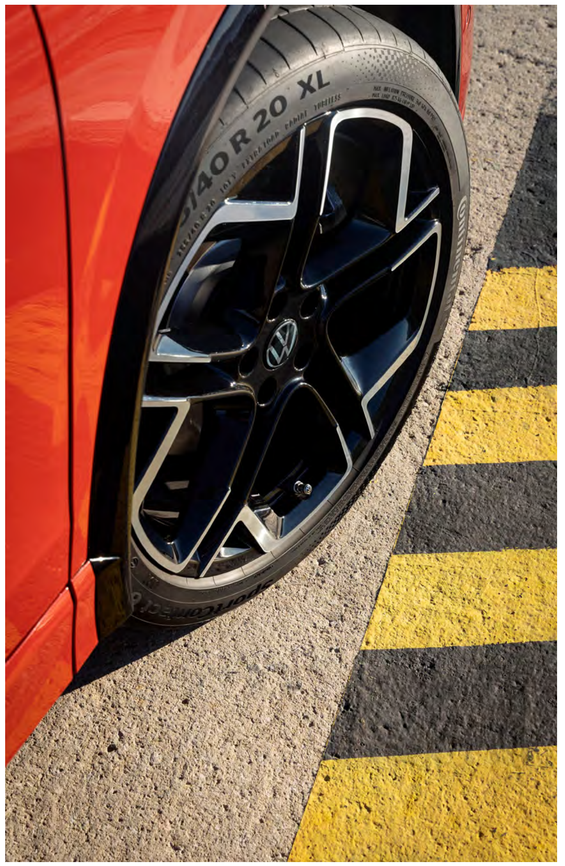
eTSI – using kinetic energy

Volkswagen is offering the third Tiguan with two new 48V mild hybrid drives. These eTSI drives produce 96 kW (130 PS)[2] and 110 kW (150 PS)[8]. The 130 PS version is already used in the entry-level version of the new Tiguan as an innovative basic engine including seven-speed DSG. Here, a generator is charged with electrical energy via brake energy recuperation. This energy is used to switch off the combustion engine in deceleration phases and on downhill gradients. Both eTSI versions feature Active Cylinder Management (ACT). The 1.5-litre four-cylinder turbocharged engines combine their high efficiency with excellent performance when moving off.

The new Tiguan in the colour Cipressino Green Metallic

TSI and TDI – with front and all-wheel drive

In parallel to the four hybrid drives, the Tiguan will be offered with two efficient turbocharged petrol engines (TSI) and two turbocharged diesel engines (TDI). These are all 2.0-litre four-cylinder engines. The TSI engines deliver 150 kW (204 PS)[9] and 195 kW (265 PS)[10], while the TDI engines generate 110 kW (150 PS)[11] and 142 kW (193 PS)[12]. The Tiguan 2.0 TSI with 150 kW and 195 kW and the 142 kW Tiguan 2.0 TDI have the 4MOTION all-wheel drive system on board as standard. The maximum towing capacity of the all-wheel drive versions is up to 2,300 kg. All other Tiguans have front-wheel drive.



The black 20-inch York wheel with a high-sheen finish

Modern SUV design

The first-generation Tiguan SUV combined confident design with the typical likeable character of a Volkswagen. This style also characterises the new generation of the SUV. Based on the successful Tiguan DNA, a completely new design was created – characteristically Tiguan, characteristically Volkswagen and yet still entirely new. A distinctive feature is the higher, more powerful-looking front end. Integrated here are the new and flatter LED headlights. In-between, a glass-covered horizontal bar with an optionally integrated LED strip replaces the traditional radiator grille. The actual openings of the radiator grille are integrated in the striking bumper. Air curtains at the outer sides of the bumper additionally ensure optimal air routing. The cleanly designed front highlights the fact that the drag coefficient has been improved from 0.33 to 0.28. Athletic shoulder sections above the wheel housings dominate in the silhouette. The wheels are up to 20 inches[1] in size. A new horizontal LED strip[1] adds emphasis to the unmistakeable Tiguan rear end.

New cockpit landscape

It is immediately clear on opening the doors of the Tiguan that Volkswagen has also completely redeveloped the interior of its best-selling SUV. The newly designed cockpit landscape with the components of the fourth-generation Modular Infotainment Toolkit (MIB4) is a defining style feature. It is intuitive to operate, offers optimum connectivity, and has a clean and intelligent design. The modules include the new Digital Cockpit (digital instruments with anti-reflective coating in tablet landscape format), a large infotainment screen with a diagonal of 32.8 cm (12.9 inches / optionally 38.1 cm (15.0 inches)) featuring an entirely new menu structure and graphics, a new head-up display[1] (projections on to the windscreen) and a new, multifunction driving experience switch with ntegrated TFT LCD display. The IDA voice assistant[1] is also new. It allows numerous vehicle and infotainment functions to be operated with ease using natural language. In addition, IDA answers questions on all conceivable topics. To do this, the system accesses online databases and – as a new feature – ChatGPT[1] (artificial intelligence, AI). ChatGPT will be available as an update.

The new interior with 15-inch touch display and Discover Pro Max navigation system

Quality and comfort in perfect form

The Tiguan interior defines a new standard in this product line with its high-quality materials and workmanship as well as optional details such as decorative stitching and contrasting piping on the surfaces. The new ergoActive Plus front seats[1] with a pneumatic four-way lumbar adjustment and a new pneumatic 10-chamber pressure massage function are a perfect match for the high-quality character of this SUV. In addition, automatic activation of the seat heating and seat ventilation can be set here depending on the outside temperature.

Comprehensively equipped entry-level version

The third generation of the SUV is offered as the Tiguan entry-level version, the Life mid-range specification and the two top versions Elegance and R-Line. The entry-level Tiguan version is already equipped with standard details such as the Digital Cockpit, 32.8 cm (12.9 inch) infotainment system, driving experience switch, Car2X warning system, an additional centre airbag (front) and side airbags at the rear, one-zone Climatronic (automatic air conditioner, USB-C ports with 45-watt charging capacity (front), black roof rails and standard assist systems such as Side Assist (lane change assist), Front Assist (emergency braking system), Lane Assist (lane departure warning), Rear View (rear view camera system) and Dynamic Road Sign Display. Also standard are LED headlights and 17-inch alloy wheels[3].

Large range of individualisation options

In the Tiguan Life, the standard equipment is extended with details such as a three-zone automatic air conditioner (Air Care Climatronic), Active Cruise Control (ACC), Park Assist Plus for automated parking, illuminated exterior door handle recesses and a motif projection via the exterior mirror housings. The independently positioned top models, the Tiguan Elegance (stylish) and Tiguan R-Line (sporty), additionally have features including LED Plus headlights with integrated cornering light, 3D LED tail zlights, tinted windows in the rear and 30-colour background lighting on board. On top of this, the two top versions are characterised by specifically individualised exterior and interior designs. Equipped with 18-inch alloy wheels, the Tiguan Elegance also comes with the new memory function for Park Assist Plus. In contrast, the Tiguan R-Line has 19-inch alloy wheels and distinctive sports comfort front seats with integrated head restraints. As is customary at Volkswagen, the models can also be further individualised with a few clicks by means of various packages and optional equipment. A particular highlight is the new electric tilting and sliding panoramic sunroof, whose large transparent surface extends into the rear.

R-Line interior with optional leather equipment

The Tiguan R-Line (left) and Tiguan Elegance (right)

Key aspects

In eHybrid form, the new Tiguan becomes an electric car in everyday life.

New evolutionary stage of the plug-in hybrid drives enables an electric range of around 100 kilometres and rapid DC charging.

„DCC Pro" with two-valve shock absorbers ensure maximum comfort and highest agility at the same time.

The drive range

Mild and plug-in hybrid, petrol and diesel

eTSI, eHybrid, TSI, TDI

Volkswagen will offer the new Tiguan with eight different engine variants during the course of the year. The range consists of two new mild hybrid petrol engines (eTSI), two new plug-in hybrid drives (eHybrid), two turbocharged diesel engines (TDI) and two turbocharged petrol engines (TSI). All drives are combined with a DSG automatic transmission as standard. The eTSI engines (1.5 TSI evo2) have outputs of 96 kW (130 PS) and 110 kW (150 PS). The two new eHybrid models offer system outputs of 150 kW (204 PS) and 200 kW (272 PS). The two 2.0-litre TSI petrol engines send maximum outputs of 150 kW (204 PS) and 195 kW (265 PS) to the DSG. In the case of the TDI engines, the outputs are 110 kW (150 PS) and 142 kW (193 PS). The TSI engine with 150 kW and 195 kW as well as the 142 kW TDI engine will always be offered with the 4MOTION all-wheel drive system.

All Tiguan drive versions at a glance:

Engine system	Power in kW / PS	Gearbox	Drive type
Plug-in hybrid			
eHybrid[4]	150 / 204	6-speed eDSG	Front
eHybrid[5]	200 / 272	6-speed eDSG	Front
Mild hybrid			
1.5 eTSI	96 / 130	7-speed DSG	Front
1.5 eTSI	110 / 150	7-speed DSG	Front
Turbocharged petrol engine			
2.0 TSI[9]	150 / 204	7-speed DSG	4MOTION
2.0 TSI[10]	195 / 265	7-speed DSG	4MOTION
Turbocharged diesel engine			
2.0 TDI	110 / 150	7-speed DSG	Front
2.0 TDI	142 / 193	7-speed DSG	4MOTION

Electric in everyday life
Plug-in hybrid reimagined

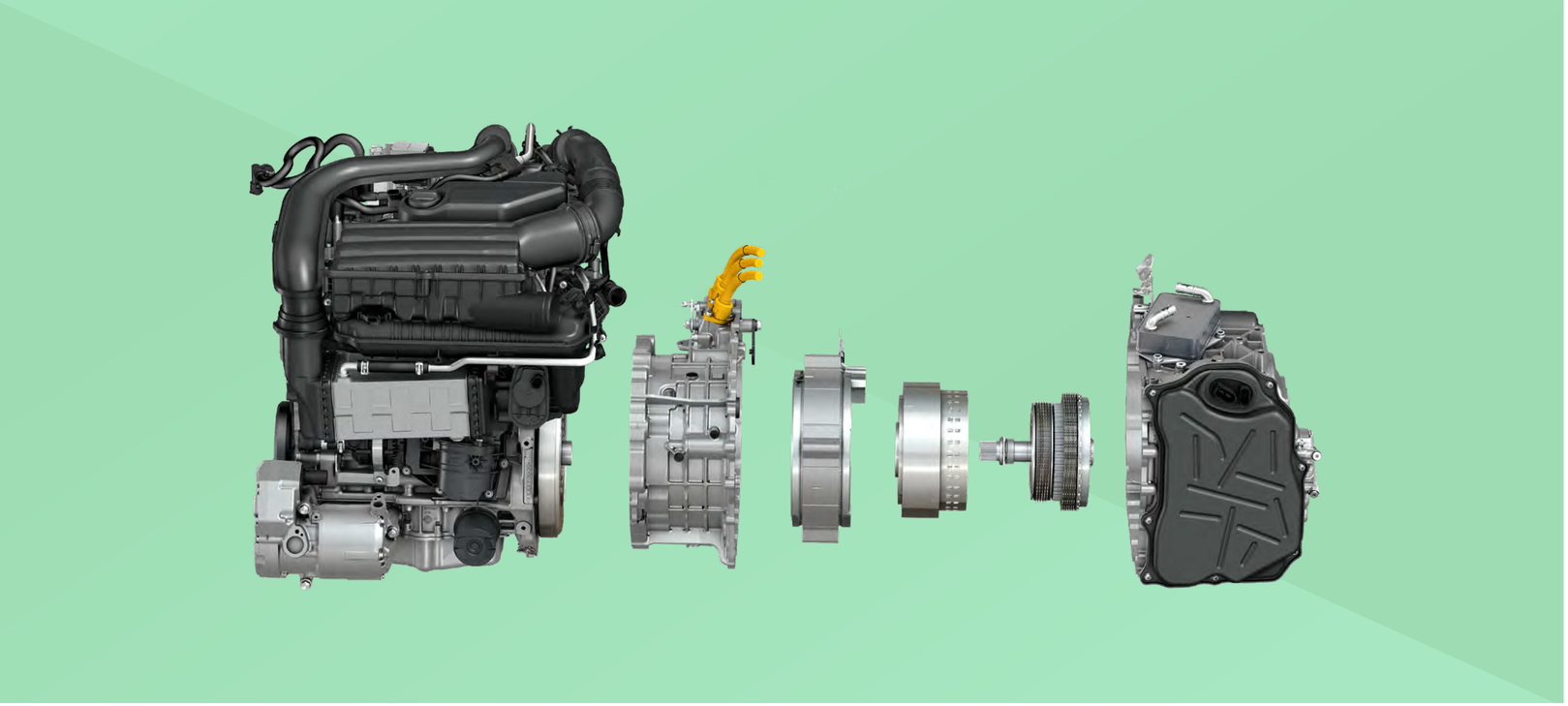
eHybrid with 150 kW and 200 kW

Volkswagen has extensively redesigned the eHybrid with a more efficient and larger battery (19.7 kWh net), a higher charging capacity (up to 50 kW[6]), 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. The sum of these measures turns the two Tiguan eHybrid models into purely electric cars in everyday life thanks to an electric range of around 100 km. At the same time, they enable a combined range of more than 800 km on longer journeys (both ranges are forecast values). In the basic version, the 1.5 TSI engine produces 110 kW (150 PS) and, together with the electric drive motor's peak output of 85 kW (115 PS), enables a system power of 150 kW (204 PS). Optionally, the flagship version of the engine is available with 130 kW (177 PS), which together with the electric drive motor generates a system power of 200 kW (272 PS). The 150 kW version develops a system torque of 350 Nm, while the 200-kW version offers 400 Nm of torque. The highest system power and the maximum system torque are not additions of the values of the 1.5 TSI evo2 and the electric drive motor, but are maximum values controlled electronically for maximum efficiency. A detailed look at the plug-in hybrid drive components:

1.5 TSI evo2 with 110 kW and 130 kW

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. In addition to use of the 1.5 TSI evo2 in a plug-in hybrid drive for the first time, the engine variant with the highest output of 130 kW is also making its debut.

The Tiguan R-Line in the colour Persimmon Red Metallic



The new plug-in hybrid drive: 1.5 TSI evo2 plus unit consisting of electric engine and hybrid transmission

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 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 350 bar pressure, plasma-coated cylinder liners (lower internal friction) and pistons with cast-in cooling channels (optimisation of combustion). Both plug-in hybrid versions of the 1.5 TSI deliver their highest power between 5,500 and 6,000 rpm and their maximum torque of 250 Nm between 1,500 and 4,000 rpm.

Electric drive motor with 85 kW and 6-speed DSG

In the new Tiguan eHybrid, Volkswagen uses a further developed hybrid gearbox: the DQ400e evo. The electric drive motor is integrated in this special 6-speed DSG. The 85-kW electric drive motor with the designation HEM80evo develops a peak torque of 330 Nm. The electric drive motor forms a compact unit together with the new DQ400e evo.

19.7 kWh high-voltage battery

The new Tiguan eHybrid will enable electric WLTP ranges of about 100 km – the previous range was about 60 km. This significant increase 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: 13.4 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.

Charging with up to 50 kW[6]

The power flow between the battery and the electric drive motor is managed by new power electronics. This converts the direct current (DC) of the battery into alternating current (AC) 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 wall box. With this, a discharged battery is charged to 100 per cent again in around 2 hours 45 minutes (forecast value). For the first time, the plug-in hybrid drives can be charged at DC quick-charging stations with up to 50 kW[6]. In this case, a battery with a charge level of as low as 10 per cent can be charged to 80 per cent again in about 23 minutes (forecast value). The charge level of the battery can now be maintained at five selectable levels while on the move – for example, in order to drive electrically through a low-emission zone at the destination.

The Tiguan eHybrid can be charged at up to 50 kW[6].

The Tiguan eTSI switches off the TSI engine on downhill gradients.

Using kinetic energy

48V mild hybrid as a first in the tiguan

eTSI with 96 kW and 110 kW

Not every driver has access to a private wall box. Volkswagen offers the option of using electrical energy in these cases also with the 96 kW (130 PS) or 110 kW (150 PS) Tiguan eTSI. Here, electric power is provided by conversion of kinetic energy – the energy recovery level. This is made possible by the new mild hybrid drive in the Tiguan. As in the plug-in hybrid models, the 1.5 TSI evo2 also forms the technical heart of the powertrain. The eTSI is coupled to a 48V lithium-ion battery and a 48V belt starter generator that provides 14 kW power and 56 Nm torque. 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 is up to 0.5 l/100 km less fuel consumption.

Technical details of the eTSI

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 eTSI 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.

Operating principle of the eTSI.

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 when it has been switched off during a journey. The bottom line for daily operation is that the 48V mild hybrid drive combines low consumption and emission values with excellent performance when moving off.

Towing vehicles

TSI and TDI with all-wheel drive
in the flagship versions

The new Tiguan has a towing capacity of up to 2,300 kg.

Powerful petrol and diesel engines

In the new Tiguan, the 2.0-litre turbocharged petrol engines of the EA888 evo4 series deliver outputs of 150 kW (204 PS) and 195 kW (265 PS). The 150-kW version transfers a maximum torque of 320 Nm via the DSG to the front axle, while the 195-kW version with maximum 400 Nm transfers the power via DSG to the all-wheel drive. Volkswagen will offer the current 2.0-litre turbodiesel engine of the EA288 evo series in two output levels in the Tiguan: 110 kW (150 PS) and 360 Nm as well as 142 kW (193 PS) and 400 Nm. The 2.0 TDI with 110 kW powers the front axle; the 142kW version is coupled to the 4MOTION all-wheel drive system as standard.

Up to 2,300 kg maximum trailer weight

Volkswagen has developed a new centrifugal pendulum for the 4MOTION system that neutralises vibrations and optimises the acoustic comfort. In addition, the latest 4MOTION clutch with intelligent energy management system is used on the rear axle. 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 new Tiguan with all-wheel drive system is designed for trailer weights of up to 2,300 kg. If the SUV is ordered with the ball coupling that can always be folded out semi-automatically at the push of a button, the Trailer Assist trailer manoeuvring system is also part of the equipment from the Life line and above. This assist 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.

Adaptive chassis
Agility and comfort redefined

Electronically controlled chassis

The MQB evo provides the basis for a new chassis generation for the Tiguan. Alongside numerous individual measures, Volkswagen has developed a new generation of the DCC (Dynamic Chassis Control) for its best-selling model, the optional DCC Pro1. In addition, the Tiguan 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 interventions and wheel-selective adjustments of the shock absorber hardness, the handling characteristics are more neutral, stable, agile and precise. The basic architecture of the chassis comprises a MacPherson front axle and a four-link rear axle.

The fundamental operating principle of DCC

The same applies to both the new and previous DCC systems: the electronic active damping control reacts continuously to the road conditions and driving situation 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. The lateral dynamics components of the Dynamic Chassis Control are also coordinated and optimised by means of the new Vehicle Dynamics Manager for optimum driving comfort and outstanding driving dynamics at all times.

DCC Pro

Comfort and driving dynamics from the premium segment

The technical structures of the adaptive DCC Pro chassis

The DCC Pro in detail

The new DCC Pro further improves the alliance of the Dynamic Chassis Control and Vehicle Dynamics Manager. Compared with the familiar DCC with conventional single-valve shock absorbers, the shock absorbers of 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 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 used previously only in combination with multi-link suspension in the premium and luxury class; integration in MacPherson struts is new. The new DCC Pro Dynamic Chassis Control system once more significantly increases the spread between the dynamic and comfort characteristics. Thanks to the interaction of these characteristics, the driver will enjoy an extremely pleasant driving experience and a sense of security even on poor road surfaces. Extremely comfortable horizontal centring is achieved through the reduction of body vibrations.

Easier parking
Memory and remote function

The parked Tiguan with panoramic tilting/sliding roof

Park Assist with memory and remote function

The Tiguan is offered with a further developed range of state-of-the-art assist systems. Depending on the equipment version, these include the optional or standard Park Assist Plus1, the new memory function for Park Assist and Park Assist Pro[1] with remote function. The basic function of Park Assist Plus and Park Assist Pro is a system that is also familiar from other Volkswagen vehicles and allows assisted driving into parallel or bay parking spaces. Assisted driving out of parallel parking spaces is equally possible. The SUV takes over control of acceleration, braking and steering for this purpose[13]. 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 Tiguan has come to a stop. When the Volkswagen eaches this position again, it automatically offers to take over parking[13]. Independent driving out of a parking space[13] is also possible. Up to five parking manoeuvres can be stored. Remote parking is also new. Using Park Assist Pro and an app of the same name, it is also possible to drive the Tiguan into and out of parking spaces remotely from outside the vehicle using a smartphone[13].

Friendly exterior
SUV design of a new era

Aerodynamic front end

First of all, the Tiguan is a friendly-looking SUV and thus a characteristic Volkswagen. At the front, the new Tiguan is higher than before, which gives it a greater presence. At the same time, the front end immediately visually underlines that this is an aerodynamic SUV with a drag coefficient of just 0.28. Compared to the predecessor (c_d value of 0.33), it is noticeable that the bonnet has a more athletic and organic transition to the wing area. Towards the front, it falls gently towards the headlights. While the second-generation Tiguan had a high and open radiator grille in the classic style, the new Tiguan has a glass-covered horizontal strip under the bonnet between significantly flatter LED headlights. Depending on the headlight version, the glass-covered area to the left and right of the Volkswagen badge features an LED strip[1]. This gives the new Tiguan a unique day and night light design. The actual radiator grille with air intakes is located in the bumper. There are air curtains on the left and right in the front bumper, which aerodynamically route air flow to the wheel housings, cooling the brakes at the same time.

19,200 LEDs in the HD matrix module of the Tiguan

The Tiguan is the first MQB model that is available with the newly developed IQ.LIGHT HD matrix headlights[1]. The interactive lighting system was also developed in parallel for the Touareg – both Volkswagen SUVs therefore share the same basic design of the headlights. HD stands for High Definition, meaning a high resolution of the light sources. In the case of the Tiguan, these are a total of 38,400 multipixel LEDs. In each headlight, 19,200 multipixel LEDs illuminate the road and the surrounding area to a new level and therefore improve comfort and safety. Each headlight comprises three modules. On the Tiguan, a bi-matrix module is located on the outside for the main beam background matrix. The HD matrix module is located in the middle with the 19,200 individually controllable LEDs that allow various new light functions to be realised. Located on the inside is a smaller projection module for the static cornering light and the poor weather light. The dynamic cornering light is generated via the HD matrix module.

The Tiguan with the new IQ.LIGHT HD matrix headlights

Distinctive rear end with LED strip

More comfort, more safety

Tiguan drivers can activate various light functions. The IQ.LIGHT HD matrix headlights project a light carpet on to the Tiguan's lane: the Lane Light. This Lane Light makes driving at night comfortable because the bright light carpet follows the lane precisely. The driver is also supported by an orientation light function in road works and on narrow road sections. The glare-free continuous main beam is a further benefit of the new headlights. Depending on the speed and ambient light, this can be continuously active if desired because the oncoming traffic and vehicles driving in front are masked even more precisely than before thanks to the 38,400 individually controllable LEDs. Comfort and safety at night are significantly improved by the better illumination of the road and the area in front of the Tiguan.

Powerful silhouette

The design of the Tiguan has become more expressive and clearly more athletic when seen from the side. While the previous version was characterised by a continuous character line at the height of the door handles on the side section, the new model has a curved undercut above the front and rear wings, forming powerful shoulder sections. The door handles themselves are lower down. As in the front end, the lines and modulations in the surfaces are also more organic and thus full of muscular tension here. The Tiguan now also has a sporty waistline. The A-pillars and the windscreen look flatter, making the bonnet appear long and powerful. At the rear, the C-pillars are inclined towards the front – a style element that gives the Tiguan a dynamic edge. The roof line of the new model has been extended by a roof spoiler that extends far to the rear. Together with the side air flow elements on the D-pillars, this reduces turbulence at the rear and optimises the aerodynamics. The exterior mirrors are also perfectly aerodynamically balanced. The wheel range has been completely newly designed. The wheel rim sizes range from 17 to 20 inches.

Rear end with newhorizontal LED strip

The new rear end of the Tiguan also sports a striking design. At the top, the large roof spoiler and the side air guide elements on the C-pillars are style-defining elements. A new design feature of the SUV is the continuous horizontal strip of the LED taillight clusters. In the two top-of-the-range Elegance and R-Line specifications or in combination with the higher headlight versions, the LED strip between the taillight clusters is also illuminated like at the front. The electrically operated boot lid extends far down to the bumper as standard on the Tiguan Elegance. Both top-of-the-range versions have striking chrome elements in the lower section of the bumper.

Connected interior

New level of quality and operation

More space for bikes and boards

The new Tiguan is 30 mm longer (4,539 mm) than its predecessor, (without roof rails) but the height has increased only slightly by four millimetres (1,639 mm). The width (1,842 mm) and wheelbase (2,680 mm) remain unchanged. The luggage compartment capacity of the new generation shows just how good the use of space is: although the SUV is only slightly longer, the stowage volume of the versions with the eTSI, TSI and TDI powertrain has increased by 37 litres to 652 litres (when loaded up to the height of the rear seat backrests). The rear bench seat can be moved fore-and-aft and its backrest angle can be adjusted. The excellent headroom has been improved by a further 9 mm at the front (1,058 mm) and by 10 mm in the rear (1,022 mm).

Next-generation cockpit

The new Tiguan interior is characterised by further quality enhancements and optimised haptics of all the materials used and by a very clean and ergonomic design of the dash panel, door trims and seats. In addition, a completely new control and display matrix based on the fourth-generation Modular Infotainment Toolkit (MIB4) is used. Volkswagen has significantly enhanced the digital cockpit landscape compared with the predecessor. This applies in particular to the infotainment system and air conditioning control. Both features have now been combined in one component and are located much higher up in the vehicle. Together with the digital instruments on board as standard, all screens of the new Tiguan are on one visual axis. Like the digital instruments (Digital Cockpit), infotainment system and operation of the air conditioning, the head-up display has also been newly designed. Whereas the previous version featured a system that reflected the information onto a small retractable glass display, the new Tiguan has a Windshield head-up display on board in which the information is projected on to the windscreen and thereby into the virtual space in front of the Volkswagen. The Tiguan is also the only Volkswagen model featuring a new multifunction, intuitively operated driving experience switch.

The folding rear seat backrest can be divided at a ratio of 40:60.

The new cockpit elements of the Tiguan offer intuitive operation.

High-resolution displays

The new standard infotainment display of the Tiguan measures 285.6 x 160.6 mm (12.9 inches diagonally). Optionally or depending on the equipment, a display in the format 332.07 x 185.79 mm (15 inches) is offered. The visually freestanding display is characterised by newly developed graphics and a menu structure that is intuitive and easy to operate. Many system settings can also be set using the new IDA voice assistant. The Digital Cockpit in front of the driver has a display diagonal of 260 mm (10.25 inches). 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 horizontally arranged tablet, because there is no longer a need for an overhang at the top to provide shade.

New touchscreen with Top Bar (above), Homescreen (middle) and Bottom Bar (below)

Driving experience switch, IDA and ChatGPT

The stylish, easy-grip driving experience switch is a reinterpretation of the 4MOTION Active Control used in the predecessor. The multifunction control now not only adjusts the driving profiles and drive modes, but also the audio volume and pre-configured 'Atmospheres' for the first time. In these 'Atmospheres', the settings from the background lighting and the sound system are merged to generate a wide range of light and audio moods. There is also the option of including playlists from the Spotify streaming service to perfectly match the respective atmospheres. The modes Lounge, Energetic, Joy, Minimal and Me can be activated. Lounge is characterised by muted colours, quiet sounds and classical music, for example. In contrast, Energetic has more colour, the sounds are louder and the playlist is more lively. With the new IDA voice assistant1, vehicle and infotainment functions such as audio volume can be easily operated using natural language. In addition, IDA answers specific questions on all conceivable topics. To do this, the system accesses online databases and – as a new feature – ChatGPT[1] (artificial intelligence, AI). ChatGPT will be available as an update.

The Tiguan's new driving experience switch

New steering column switches

The centre console offers more stowage space, because – like on the ID.7 and new Passat Variant – gear changes are now carried out by means of a steering column switch (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. On the left-hand side, a new, multifunctional steering column switch is also used for the turn signal and wiper functions. The additional space in the centre console is used, for example, for two inductive smartphone charging trays (15 watts, cooled) and two USB-C ports (45 watt charging capacity).

New ergoActive seats with massage function and air conditioning

The Elegance and R-Line versions are equipped with sports comfort seats as standard, including a pneumatic 3-chamber pressure point massage function in the backrest, a pneumatic 4-way lumbar support and seat heating. An ergonomically optimised ergoActive seat is installed on the driver's side. The centre sections of the front seats and the outer rear seats are finished in stylish ArtVelours Eco microfibre. The ergoActive Plus seats for driver and front passenger are optionally available for both models as part of the Vienna leather package. They are electrically adjustable and offer 10-chamber pressure-point massage, a memory function as well as an adjustable thigh support. In addition, the ergoActive Plus seats feature independently heated seat surfaces and backrests as well as seat ventilation. The seat heating and seat ventilation can be activated automatically – depending on the outside temperature. In this case, the centre sections of the front seats and outer rear seats are upholstered in Varenna leather.

Electrically adjustable ergoActive Plus seats with memory function

Wide range of equipment

Elegance and R-line as the top versions

Tiguan as entry-level version

Like the predecessor, the new Tiguan can be configured in the four equipment versions Tiguan, Life, Elegance and R-Line. The Elegance and R-Line are both positioned as the top-of-the-range versions – Elegance is the particularly refined version and the R-Line is the sporty variant. The Tiguan basic version comes with standard details such as the new Digital Cockpit (10-inch), central 12.9-inch display, driving experience switch, Car2X warning system, additional centre airbag (front) and rear side airbags, a single-zone Climatronic (automatic air conditioner), USB-C ports with 45-watt charging capacity (front), black roof rails and numerous assist systems. The standard assist systems include Side Assist (lane change assist including Rear Traffic Alert), Front Assist (emergency braking system), Lane Assist (lane keeping system), Rear View (rear view camera) and a front camera for Dynamic Road Sign Display. Also standard are LED headlights and 17-inch alloy wheels.

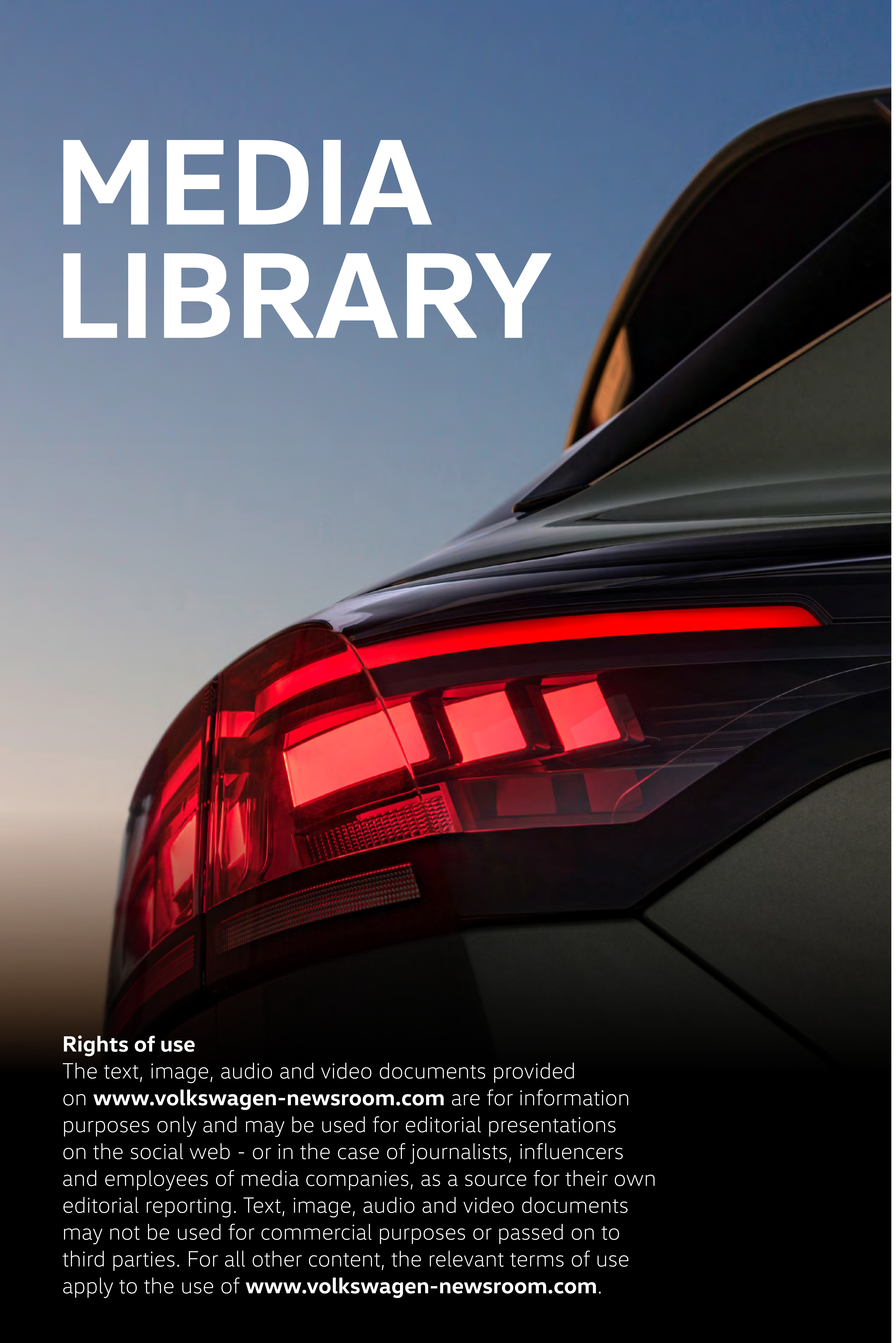
Tiguan Life is the mid-range version.

The Tiguan Life includes the following additional features, among others: three-zone Climatronic, front comfort seats, variable luggage compartment floor (two levels, height-adjustable), Park Assist Plus including Park Distance Control, Active Cruise Control (ACC), Light Assist (main-beam control), App-Connect Wireless (Apple and Android integration), electrically folding exterior mirrors, exterior background lighting and 17-inch alloy wheels in the Venezia design.

The front of the Tiguan R-Line (left) and Tiguan Elegance (right) in comparison

Elegance and R-Line are the top versions

Compared with the Life specification, the Elegance and R-Line equipment levels have additional details such as LED Plus headlights including a horizontal LED strip at the front and rear, a background lighting package with three light zones and 30 colours, three-chamber pressure-point massage for the front seats, and ergoActive driver seat. The Tiguan Elegance is additionally equipped with acoustic windows plus tinted privacy glass in the rear, the Winter package (including seat heating and heated washer jets), an electrically opening and closing boot lid (including Easy Open function by foot gesture), Park Assist Plus with memory function, silver roof rails, seat covers in stylish ArtVelours Eco fabric and 18-inch aluminium Napoli wheel rims. In contrast, the Tiguan R-Line is characterised by features such as bumpers in the R-Line design, a specific R-Line interior with sports seats featuring integrated head restraints and 19-inch Coventry alloy wheels. The Tiguan R-Line can also be customised with a Black Style Package. It includes black 19-inch alloy wheels, black exterior mirror housings and acoustic windows plus tinted privacy glass in the rear as well as window frames in elegant high-gloss black. As is customary at Volkswagen, the models can also be further individualised with a few clicks by means of various packages and optional equipment. A particular highlight is the new electric tilting and sliding panoramic sunroof, whose large transparent surface extends into the rear.



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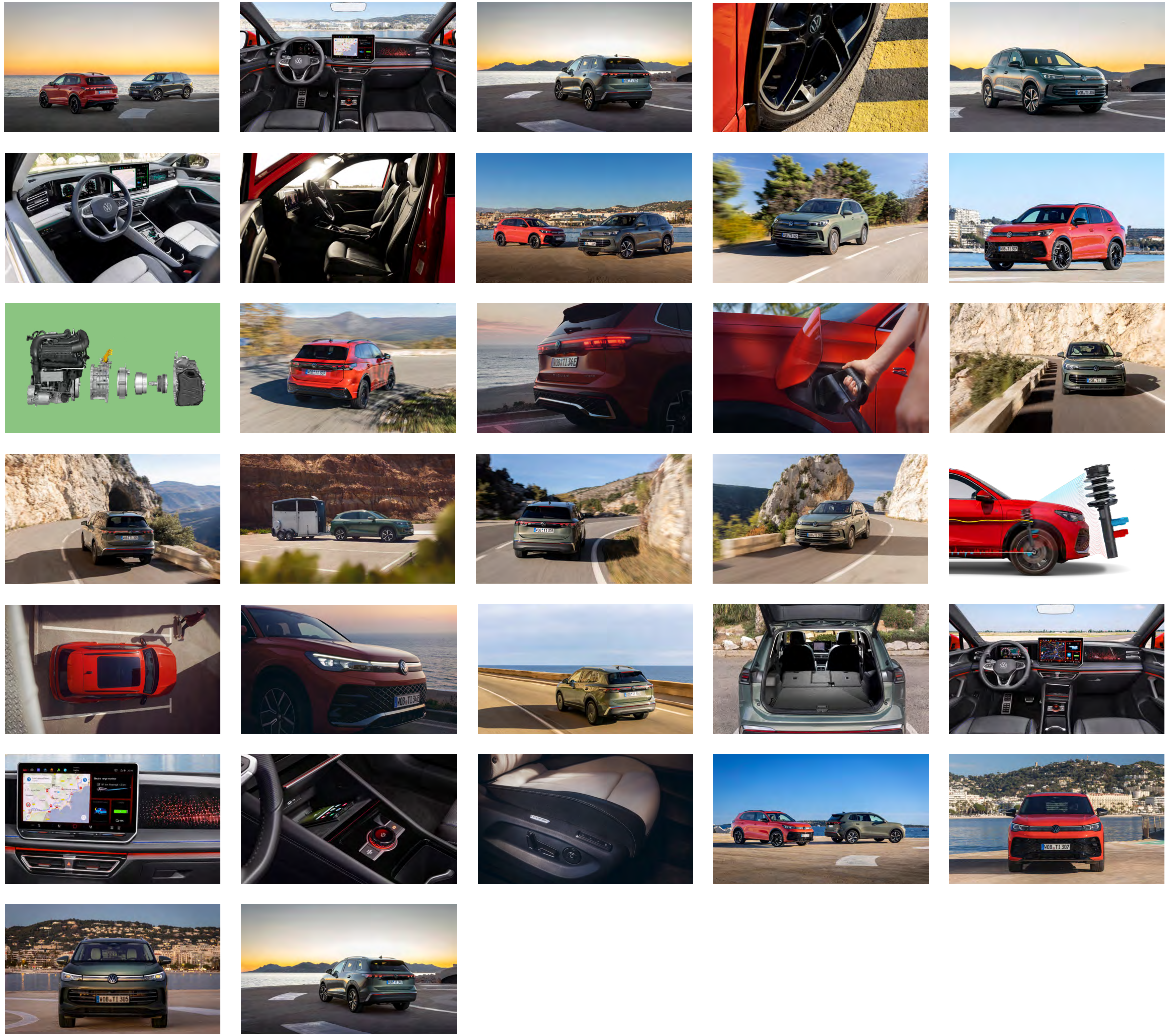

Notes

1 Optional equipment

2 Tiguan eTSI, 96 kW (130 PS) – power consumption combined: 6.6–6.1 l/100 km | CO_2 emissions combined in g/km: 150–139 | CO_2 class: E

3 All equipment details, prices (including 19% VAT), and performance figures apply to the model program offered in Germany. Please contact your country's press spokespersons for specific equipment details, prices, and drive systems available in your market.

4 Tiguan eHybrid, 1.5 TSI 110 kW (150 PS)/e-Motor 85 kW (115 PS)/System output 150 kW (204 PS) – power consumption weighted combined: 18.6–16.7 kWh/100 km plus 0.5–0.4 l/100 km | fuel consumption battery discharged combined: 6.2–5.5 l/100 km | CO_2 emissions weighted combined in g/km: 12–8 | CO_2 class weighted combined: B | CO_2 class battery discharged: E–D

5 Tiguan eHybrid, 1.5 TSI 130 kW (177 PS)/e-Motor 85 kW (115 PS)/System output 200 kW (272 PS) – power consumption weighted combined: 18.4–17.2 kWh/100 km plus 0.5–0.4 l/100 km | fuel consumption battery discharged combined: 6.1–5.7 l/100 km | CO_2 emissions weighted combined in g/km: 11–9 | CO_2 class weighted combined: B | CO_2 class battery discharged: E–D

6 The value for customer-relevant charging process is 40 kW, determined in accordiance with DIN70080. However, charging capacities of up to 50 kW can be achieved under ideal conditions (e.g. very low charge level or high battery temperatures).

7 Study "Mobility in Germany"

8 Tiguan eTSI, 110 kW (150 PS) – power consumption combined: 6.9–6.1 l/100 km | CO_2 emissions combined in g/km: 156–140 | CO_2 class: E

9 Tiguan TSI 4MOTION, 150 kW (204 PS) – power consumption combined: 8.1–7.6 l/100 km | CO_2 emissions combined in g/km: 185–172 | CO_2 class: F

10 Tiguan TSI 4MOTION, 195 kW (265 PS) – power consumption combined: 8.7–8.5 l/100 km | CO_2 emissions combined in g/km: 199–193 | CO_2 class: G

11 Tiguan TDI, 110 kW (150 PS) – power consumption combined: 5.5–5.3 l/100 km | CO_2 emissions combined in g/km: 145–139 | CO_2 class: E

12 Tiguan TDI 4MOTION, 142 kW (193 PS) – power consumption combined: 6.7–6.1 l/100 km | CO_2 emissions combined in g/km: 176–161 | CO_2 class: F

13 Within 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, CO_2 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 CO_2 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 CO_2 emissions for new passenger cars can be found in the “Guide to fuel economy, CO_2 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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