The new Golf Variant & Golf Alltrack

International Media Drive

Wolfsburg, November 2020

Note: You can find this press release as well as images and videos of the new Golf Variant and Golf Alltrack online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.
Any equipment mentioned may refer to optional equipment.

1. Near-production prototype
2. Golf Variant 2.0 TDI SCR 85 kW (115 PS) fuel consumption (NEDC), l/100 km: urban 5.2–5.0 / extraurban 3.3–3.2 / combined 4.0–3.9; CO_2 emissions combined, g/km: 106 - 102, efficiency class A–A+
3. Golf Variant 2.0 TDI SCR DSG 110 kW (150 PS) fuel consumption (NEDC), l/100 km: urban 4.9– 4.7 / extraurban 3.7–3.5 / combined 4.1–4.0; CO_2 emissions combined, g/km: 108–104, efficiency class A+
4. Golf Variant 1.0 eTSI PPF DSG 81 kW (110 PS) fuel consumption (NEDC), l/100 km: urban 5.2–5.1 / extraurban 4.0–3.8 / combined 4.5–4.3; CO_2 emissions combined, g/km: 102–98, efficiency class A–A+

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In brief

The new Golf Variant & Golf Alltrack: more spacious, more dynamic and more efficient

Important facts – key points and short summary

- **Golf Variant.** The new generation of the practical all-rounder impresses with maximum space and minimum consumption
- **Golf Alltrack**[1]**.** Volkswagen is again offering the Golf Variant as an independent all-wheel-drive model with all-terrain look
- **More flexibility.** Volkswagen has made the Golf Variant 66 mm longer and enlarged the available load space to up to 1,642 litres
- **More comfort.** The longer wheelbase improves the maximum legroom in the rear of the Golf Variant by 38 mm to a remarkable 941 mm
- **TDI efficiency.** The Golf Variant with 85 kW[2] consumes only 4.0 to 3.9 l/100 km, the version with 110 kW[3] and DSG 4.1 to 4.0 l/100 km
- **eTSI with 48V.** The 81 kW[4] Golf Variant 1.0 eTSI with a mild hybrid drive and 7-speed dual clutch gearbox (DSG) consumes a mere 4.5 to 4.3 l/100 km
- **Twin dosing.** All turbodiesel models are equipped with two SCR catalytic converters, which significantly reduce NOx emissions
- **Connected.** All Golf Variant models have a navigation system with access to mobile online services on board at no extra charge
- **Safer.** The new Car2X local warning system and the new oncoming vehicle braking when turning function improve safety as standard
- **More dynamic.** With its long roof and muscular shoulder section, the design of the Golf Variant is sportier than ever before

Press contact:

Press contacts
Volkswagen Communications
Bernd Schröder
Spokesperson Product Line Compact
Tel.: +49 5361 9-36867
bernd.schroeder1@volkswagen.de

Volkswagen Communications
Philipp Dörfler
Spokesperson Product Line Compact
Tel.: +49 5361 9-87633
philipp.doerfler@volkswagen.de

Wolfsburg, November 2020. Volkswagen is further expanding the model range of the eighth Golf generation. The four-door model is now followed by the second body version: the completely new Golf Variant. Launched for the first time in 1992 with the third generation of the Golf, the Variant quickly became a successful model which, with its extra space and

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variability, has to date impressed more than three million vehicle drivers around the world. Volkswagen is now launching a Golf Variant that brings a new design dynamic to the segment of compact space wonders. The new Golf Variant sports new contours that are characterised by maximum aerodynamics, a distinctive front end and a powerful shoulder section in the style of a Shooting Brake. Despite this new sportiness, the Volkswagen remains a complete multifunctional tool with plenty of space: with more than 1,642 litres of luggage compartment volume and significantly more passenger legroom, the new Golf Variant offers even more variability and comfort than its predecessor.

Three economical engines at the market launch. Thanks to new engines and aerodynamic design, the driving performance and fuel consumption figures have also been improved. For the market launch this November, the new Golf Variant comes to the market for the first time with a mild hybrid drive (eTSI with 81 kW / 110 PS and 48-volt technology) and two twin dosing turbodiesel engines (TDI with 85 kW / 115 PS and 110 kW / 150 PS). As economical as they are powerful, all engines meet the latest Euro 6d-ISC-FCM emissions standard. They will be followed by three petrol engines with 66 kW (90 PS) [1], 96 kW (130 PS)[1] and 110 kW (150 PS)[1]. The range of mild hybrids will be rounded off by two eTSI with 96 kW[1] and 110 kW[1]. A version with 147 kW (200 PS)[1] will also be launched as the most powerful diesel for the new Golf Alltrack.

First TSI engine with 81 kW[2]. The 200 Nm petrol version is a 48 V mild hybrid. Paired as standard with a 7-speed dual clutch gearbox (DSG), this Golf Variant completely switches off the electrically "charged" turbo engine (eTSI) whenever possible in order to cruise silently and without emissions, while at the same time saving energy. The Golf Variant 1.0 eTSI has a combined fuel consumption of only 4.5 to 4.3 l/100 km – as a spacious five-seater that can travel at a speed of 200 km/h if required and can easily handle the holiday luggage of a family with three children.

First TDI engines with 85 kW[3] and 110 kW[4]. The new twin dosing turbodiesels (TDI) with double SCR catalytic converters (twin dosing converts nitrogen oxides into water and harmless nitrogen) represent a major technical leap forward. The 85 kW (115 PS) Golf Variant 2.0 TDI with 6-speed manual gearbox and 300 Nm torque consumes only 4.0 to 3.9 l/100 km combined; the version with 110 kW (150 PS, 360 Nm) and 7-speed dual clutch gearbox (DSG) has a consumption of 4.1 to 4.0 l/100 km.

Range of up to 1,220 kilometres. Compared with the equally powerful TDI engines in the predecessor, the consumption has been lowered by up to 0.4 l/100 km. There was no eTSI as a mild hybrid with DSG for the previous Golf Variant. The comparable engine in terms of performance with a manual gearbox consumed 0.5 l/100 km more than the new eTSi. Refuelling stops are rare with all three engines: depending on the drive version, the new Golf Variant can reach a theoretical range of up to 1,220 kilometres.

Vehicle interior of a new age. In the interior, hardly anything is like it was before – apart from the perfect ergonomic design. Digital touch panels, touch sliders and screens perform the function of conventional buttons and analogue displays. An optional head-up display projects important information onto the windscreen. The new digital interfaces catapult the Golf Variant into a new era.

Interactive assist systems. The new assist systems are progressive. Travel Assist facilitates assisted driving up to 210 km/h and increases comfort, especially on long journeys. A new oncoming vehicle braking when turning function and the also new Car2X warning system considerably improve safety. For the first time, the new IQ.LIGHT LED matrix headlights also turn night into day in a Golf Variant.

Design DNA of an icon. The new exterior design exudes charisma. With its clear-cut lines and LED technology light systems, it creates a visual bridge

to the digital world. At the front and on the sides up to the B-pillars, the traditional four-door Golf and the new Golf Variant share the same iconic contours. Further back, the Variant shows its typical uniqueness. Thanks to the pronounced shoulder section, the long roof section above this, which is drawn in slightly in upward direction and slopes down to the rear, and with a coupé-like, sloping rear window, the Golf Variant appears sportier than ever before. The increase in length also rearranges the proportions and makes the Golf Variant appear more elongated and visually flatter. The new Variant generation is 4,633 mm long and now boasts a wheelbase of 2,686 mm (a 66 mm increase compared with the predecessor in each case). The Golf Variant is 1,789 mm wide and 1,455 mm high (without roof rails). In comparison, the current four-door Golf is 4,284 mm long and has a wheelbase of 2,619 mm.

Equipment matrix. Volkswagen has reconfigured the equipment matrix of the Golf Variant: above the basic Golf version, there will now be the Life, Style and R-Line equipment lines. The Golf Alltrack will be launched on the market with 4MOTION all-wheel drive system as an independent model.

Added equipment. The equipment levels have been enhanced. Details such as the lane keeping system Lane Assist, Autonomous Emergency Braking Front Assist with City Emergency Braking System and Pedestrian Monitoring, the new oncoming vehicle braking when turning function, Driver Alert System, the electronic differential lock XDS and the Car2X local warning system are fitted as standard. Likewise always on board: the Digital Cockpit Pro (digital instruments), the Discover Media navigation system with 10-inch touchscreen, the We Connect and We Connect Plus online services and functions, a new multifunction steering wheel, the Air Care Climatronic automatic air conditioner, the keyless comfort start function Keyless Start, a Bluetooth mobile phone interface, comfort seats as well as LED headlights and LED tail light clusters including automatic headlight control.

Golf Alltrack – crossover between Variant and SUV. The new Golf Alltrack will be launched parallel to the Golf Variant. As a crossover between the Golf Variant and the SUV world, the Alltrack comes as standard with permanent all-wheel drive system (4MOTION), increased ground clearance, an all-terrain look including specific bumpers and a custom interior. The new Golf Alltrack can take the rough with the smooth in light off-road terrain, is the perfect choice as a towing vehicle (up to 2,000 kg maximum trailer weight; braked with 12 percent gradient) and also impresses as an individual lifestyle model. The new generation of the Golf Alltrack, which was presented for the first time in 2015, adopts all the new technological features of the new Golf Variant.

Key aspects

Standard and optional equipment: LED headlights and multifunction steering wheel as standard

The Variant in five variations. Volkswagen has completely revamped the nomenclature and configuration of the equipment lines, significantly increasing the standard equipment range. The current Trendline, Comfortline, and Highline equipment lines will now be replaced by the Golf, Life and Style lines, as well as a sporty R-Line version. The model designation was adopted for the independent and always all-wheel driven Golf Alltrack.

Golf Variant. The new Golf Variant range begins with the Golf version. The standard equipment has been greatly increased compared to the equivalent predecessor version. Now additionally on board are the lane keeping system Lane Assist, the Autonomous Emergency Braking Front Assist with City Emergency Braking System and predictive Pedestrian Monitoring, Car2X (local communication with other vehicles and the traffic infrastructure), digital instruments, the 10-inch navigation system Discover Media, We Connect and We Connect Plus (mobile online services and functions), a multifunction steering wheel, Air Care Climatronic with activated charcoal filter, the keyless central locking system Keyless Start and a Bluetooth provision for mobile telephone. Also provided as standard: LED headlights, LED tail light clusters, LED reading lights and two USB-C sockets. Standard interior fabric: Quad Paper. The Golf Variant is also always equipped with a luggage compartment cover and an adjustable luggage compartment floor in the rear. As an option, Volkswagen offers a net partition which is fitted behind the first or second row of seats to allow the luggage compartment to be loaded to roof height.

Life. The Life equipment line includes the following details in addition to the features of the Golf version: 16-inch Norfolk alloy wheels, exterior background lighting including logo projection onto the ground (integrated in the front doors) and illuminated door handle recesses, interface for wireless smartphone charging, App Connect Wireless (wireless iPhone integration), front centre armrest (with two additional USB ports and vents to the rear), rear centre armrest (including load-through hatch), chrome trim around the vents, window regulator switches and mirror adjuster, Park Distance Control as a parking aid as well as the automatically activated motorway and city light. Also standard are lumbar supports at the front, front passenger seat height adjustment, smartphone and map pockets on the front seats, an infotainment system with additional functions, a 12 V socket in the luggage compartment, illuminated vanity mirrors in the sun visors, and a variable luggage compartment floor. From the Life equipment line upwards, the Golf Variant also comes with adjustable interior background lighting in ten colours. Standard fabric for the seats and trim: Maze design.

Style. The top equipment variant Style also includes the following standard equipment details that differ from the Golf and Life features of the Golf Variant: 17-inch Belmont alloy wheels, additional exterior chrome features (including trapezoidal tailpipes and side window parapet), sports seats at the front with centre seat panels in ArtVelours (driver side as ErgoActive electrically adjustable seat), leather steering wheel and leather gear knob, pedals in aluminium finish, exterior mirror adjustment with memory function, interior background lighting in 30 colours, LED headlights with cornering light and all-weather light, LED tail light clusters with dynamic turn signal, Air Care Climatronic with 3-zone temperature control, and Travel Assist.

R-Line. The new R-Line version is the sportiest specification package for the new Golf Variant. As with Style, the Golf and Life specification package

scopes already form part of this package's basic configuration. The R-Line version is additionally characterised by the following features (extract): 17-inch Valencia alloy wheels, specific R-Line bumpers, high-gloss black sill trims, a rear diffuser, premium sport seats featuring integrated head restraints, 30-colour background lighting, sports running gear, progressive steering, driving profile selection, black headliner, aluminium gear knob, multifunction steering wheel with perforated leather, specific R-Line trims and contrasting stitching as well as brushed stainless steel pedals and foot rest. Standard interior upholstery: Sardegna (centre sections) and ArtVelours (seat cushion bolsters) fabric.

Alltrack. The Golf Alltrack is a separate model that combines the variability and spaciousness of a Variant with the robust looks and all-terrain qualities of an SUV. This is why the 4MOTION all-wheel drive system, the most powerful turbodiesel engine in the product line together with a 7-speed dual clutch gearbox (DSG), engine skid plate and increased ground clearance are standard equipment. The Lifestyle all-rounder also features driving profile selection with an additional off-road mode that makes driving on light off-road terrain even easier. The equipment itself is based on the upscale R-Line level, but offers numerous special features.

Large tilting panoramic sunroof. Volkswagen has developed a new tilting and sliding panoramic sunroof for the Golf Variant. It is divided into two sections with a front part that can be opened whilst the area above the rear is fixed. The front part of the roof is opened and closed using a touch slider at the front of the headliner. In order to prevent turbulence and noise at high speeds, the open roof can be closed slightly at increasing speeds if wished.

Design and dimensions: charismatic contours and significantly lengthened wheelbase

More dynamic proportions. The new generation of the Golf Variant is 4,633 mm long and now boasts a wheelbase of 2,686 mm (a 66 mm increase compared with the predecessor in each case). The Golf Variant is 1,789 mm wide without exterior mirrors. The Volkswagen has a height of 1,455 mm excluding the roof rails; with the rails, the height is 1,498 mm. Thanks to the increased length and wheelbase, the new Golf Variant has more dynamic proportions than its predecessor. Compared to the current four-door Golf, the new Variant features 67 mm additional wheelbase and 349 mm more length; in particular, the rear body overhang for a Variant is significantly larger.

More powerful contours. The new exterior design of the Golf Variant exudes charisma. With its clear-cut lines and LED technology light systems, it creates a visual bridge to the digital world. At the front and on the sides up to the B-pillars, the four-door Golf and the new Golf Variant share the same iconic contours. Further back, the Variant shows its typical uniqueness. Thanks to the pronounced shoulder section, the long roof section above this, which is drawn in slightly in upward direction and slopes down to the rear, and with a coupé-like, sloping rear window, the Golf Variant appears sportier than ever before. The described larger size makes the Golf Variant appear longer and flatter.

Optimal aerodynamics. A quick look at the aerodynamic values of the Golf Variant shows how every part of the body has been reshaped and refined in the wind tunnel: The frontal area has been lowered to 2.21 m^2 compared with the predecessor, and the drag coefficient (C_d value) has been reduced from 0.3 to 0.275. Volkswagen has achieved these excellent aerodynamic

values through a wide range of measures, including a smaller frontal area, drag-optimised exterior mirrors, aerodynamic corners and spoiler in the rear roof section, extensive underbody panelling, and aerodynamically optimised features in the wheel housing liners (displacement elements at front, spoilers at rear).

More length means more space. The increased exterior length and wheelbase benefit the vehicle interior of the Golf Variant. Five passengers can be accommodated in comfort. The extra space is noticeable most of all in the rear: The maximum legroom increases from 903 to 941 mm. Passengers can stow their luggage in a generously dimensioned luggage compartment: when loaded up to the top edge of the rear seat backrest, it offers 611 litres of stowage space (6 litres more compared with the Golf Variant 7). With the rear seats folded down, the volume increases to 1,642 litres (an increase of 22 litres). The luggage compartment is equipped with practical bag hooks, fastening rings and lighting. In the right side trim, there is an optional 12 V and a 230 V socket as well as the control for the electrically extending and retracting the towing bracket. If both hands are busy holding shopping or luggage, the optional, electrically operated rear boot lid can alternatively be opened via the sensor-controlled luggage compartment opener.

Vehicle interior of a new age:
new freedoms – functionally and aesthetically connected

Digital cockpit as standard. The Golf Variant and Golf Alltrack are cars that are more closely integrated with their owners than ever before. The basis for this includes standard digital instruments (Digital Cockpit Pro) with a 10-inch display, the also standard Discover Media infotainment system (10.0-inch touchscreen) and a multifunction steering wheel. It's important to note that all infotainment systems form part of the new, third generation of the modular infotainment matrix (MIB3). They are all linked to an online connectivity unit (OCU) featuring an eSIM. OCU and eSIM provide access to a permanently growing range of online-based functions and services that are made available using the brand's own Volkswagen We ecosystem. It means that, as standard, We Connect (unlimited usage period) and We Connect Plus (delivered with free use in Europe for one or three years) can be used in the new Golf Variant.

Digital architecture. The fusion of the Digital Cockpit Pro and infotainment system creates a new, consistently digital architecture. Light and vision functions have also been redesigned, bundled and made more intuitive to operate: the lights as well as the windscreen and rear window heating are now operated using a digital panel to the left of the instruments. The centre console is also characterised by perfect ergonomics: this area is now clearer than ever – particularly with the inclusion of the shift-by-wire gear knob for the automatic dual clutch gearboxes (DSG), which is significantly smaller than previously. The theme is continued in the new roof console, where operation has also been digitalised, including a touch slider for the optional tilting and sliding panoramic sunroof. The touch sliders are also used to adjust the temperature of the air conditioning system and to control the volume.

Networked infotainment and entertainment. As an option, the driver's digital workplace can be customised with the premium navigation system Discover Pro. Among other things, this features high-end map navigation and natural voice control. A windscreen head-up display is also available. The head-up display is directly projected onto the windscreen and thus virtually floats in front of the driver.

Harman Kardon sound system. New optional features include the 480-watt Harman Kardon sound system with 12-channel Ethernet amplifier and 10 speakers. The loudspeakers turn the interior into a concert hall. There is one treble speaker (60 mm diameter) in the A-pillars and rear door trim, and a bass speaker (168 mm) in the front and rear door trim panels on each side of the vehicle. In addition, there is a centre speaker (116 mm) in the dash panel at the front, and a subwoofer (18 inches in diameter) fitted into the spare wheel well.

Interior background lighting. From the Life equipment line upwards, the Golf Variant comes as standard with interior background lighting that can be set to ten different colours. The selected colour illuminates the decorative trim in the dash panel, decorative door trims at the front and rear, stowage compartments in the four doors, front footwells (also rear footwells from Style upwards) and central stowage compartment in the front centre console; the digital instruments and the infotainment system also take on the selected background colour. 30-colour background lighting is also available as an option depending on the vehicle variant. Along with the individual colours – variably adjustable for different interior zones – pre-configured lighting profiles can be selected by simply touching a "mood menu".

Personalisation. The customised settings are directly saved in the Golf Variant or can optionally also be saved in the cloud, meaning they are available again even after having changed driver or vehicle. Depending on

the equipment, this includes the Innovision Cockpit setup, the seating position, exterior mirrors and air conditioning system, background lighting and the coming home/leaving home light.

Intuitive voice control. Depending on the equipment, a new natural voice control system is available as an option or comes as standard in the Golf Variant. The system is simply activated by saying "Hello Volkswagen" or pressing the voice button on the steering wheel. For instance, the Golf Variant now responds with "Yes, please?" and "What would you like to do?" and reacts to intuitive voice commands, such as "I'm cold" (automatic air conditioner). New, digital microphones not only ensure perfect voice recognition and voice quality (for phone calls), but also locate the person who is speaking (driver or front passenger). You can control the navigation system, air conditioning system, phone and Infotainment with voice commands, for example. Integration of the optional Alexa web app will also follow.

"Alexa, what's the weather like today?" The following vehicle-related functions can be controlled via Alexa: Point of Interest (POI) search within the local area, POI entry in the navigation map and volume control. Functions normally used at home can also be called up, such as information requests, weather information, news, opening times, and smart home controls. A command such "Alexa, switch the light on in the lounge," is all it takes to activate the relevant function. In the Golf Variant, Alexa can be controlled in English (US/UK), German, French, Italian, and Spanish.

Smart electronics makes operation easier. The driver's gearshifts in the new Golf Variant with dual clutch gearbox (DSG) are also controlled fully electronically: the system manages them through shift-by-wire. Thanks to these electronically operated gear changes, the gear knob firstly becomes a lot smaller to thus save space while simultaneously boosting gearshift

comfort. An example: thanks to shift-by-wire, the vehicle can already engage reverse while it is travelling forwards at low speeds to make manoeuvring easier. The Golf Variant does not make its smooth shift to "R" until the speed is right. The electronics system consequently prevents incorrect operation. The optional 3-zone automatic air conditioning (Climatronic) is also controlled by smart technology. It boasts a number of new functions: Smart Climate can be used to launch preconfigured air conditioning functions – "Clear screen", "Warm feet", "Warm hands", "Cool feet", and "Fresh air" – from the screen or via voice control.

App Connect Wireless. The latest version of App Connect offers added convenience: App Connect Wireless, which comes as standard in the Golf Variant. Drivers and front passengers can use App Connect to directly access selected smartphone apps using the Infotainment system. In the predecessor, this was only possible by connecting a cable between the smartphone and the infotainment system as the conventional standard. These functions are now also available wirelessly via Bluetooth with iPhone and Apple CarPlay.

Online is standard. As standard, the new Golf Variant features We Connect (unlimited usage period) and We Connect Plus (delivered with free use in Europe for one or three years). The following basic functions are also on board: personalisation (saves personal settings), e-Call (automatic or manual assistance in emergency situations) and Emergency Call Service (support by a multilingual call centre).

We Connect. We Connect features the following functions:

- Mobile Key (depending on equipment; unlock, lock and start the Golf Variant using a compatible smartphone)
- Breakdown Call
- Vehicle Status
- Doors & Lights
- Automatic Accident Notification
- Vehicle Health Report

- Driving Data
- Parking Position
- Service Scheduling

We Connect Plus. Depending on the equipment, We Connect Plus features the following functions additionally to the We Connect scope:

- Area Alert
- Speed Alert
- Horn & Turn Signals
- Online Anti-Theft Alarm
- Remote Ventilation Control
- Lock & Unlock
- Departure Times (for plug-in hybrid drive)
- Air Conditioning (for plug-in hybrid drive)
- Charging (for plug-in hybrid drive)
- Online Traffic Information plus hazard information
- Online Route Calculation
- Filling stations and charging stations
- Online Map Update
- Parking spaces
- Online POI Search
- Online Voice Control
- We Deliver (means you can receive deliveries and services in the Golf Variant)
- Internet radio
- Media streaming (Tidal and Apple Music)
- Wi-Fi hotspot

We Connect Fleet. The optional We Connect Fleet (digital fleet management) service has been developed for companies. This service offers the following functions:

- Digital Logbook
- Digital Cost Logbook
- Fleet Driving Efficiency
- GPS Tracking & Route Information
- Consumption Analyser
- Maintenance Management

Mobile key. As an option, a compatible smartphone becomes the vehicle key. We Connect is once again the interface for this. No mobile network connection is required to use the smartphone as a mobile key. It is

sufficient to place the smartphone near the door handle in the same way as the keyless locking and starting system Keyless Access opens the vehicle. Place the smartphone in the centre console (in the storage compartment with interface for mobile telephone) to start the engine. Furthermore, it is possible to send the mobile key to friends or family so that they can also use their smartphone as a key.

New drive systems:
mild hybrid with 48 V technology and twin dosing TDI

Electrified efficiency. The engine range of the new Golf Variant will include petrol (TSI), diesel (TDI), natural gas (CNG) and mild hybrid drives. All petrol and diesel engines are turbocharged direct injection engines. Following the launch of all engines, their output levels will range between 66 kW (90 PS) and 147 kW (200 PS). A new, efficient 6-speed manual gearbox has also been developed for front-wheel drive models; this has made it possible to further reduce CO_2 emissions. All engines of the new Golf Variant and Golf Alltrack comply with the Euro 6d-ISC FCM emission standard.

Petrol engine (TSI). The TSI engines of the new Golf Variant equipped with a petrol particulate filter generate 66 kW (90 PS), 81 kW (110 PS), 96 kW (130 PS) and 110 kW (150 PS). A TGI (CNG / natural gas) with 96 kW (130 PS) will also follow next year. The versions delivering 90 PS and 110 PS are 1.0-litre three-cylinder engines that are used in the Golf Variant for the first time. The TSI engines with 130 PS and 150 PS are 1.5-litre engines with a special feature: Active Cylinder Management (ACT). All engines with an output up to 130 PS feature the efficient TSI Miller combustion process and a turbocharger with variable turbocharger geometry (VTG). The TSI engines are paired with a manual 6-speed gearbox as standard. In combination with a 7-speed dual clutch gearbox (DSG), they will start from 110 PS as mild hybrid drives (eTSI) with a 48 V system. Already available for the market launch: the eTSI with 110 PS.

Mild hybrid (eTSI). The eTSI engines (mild hybrid drives) are available for the first time in the Golf Variant. A 48 V belt starter generator, a 48 V lithium-ion battery and the latest generation of pioneering, efficient TSI engines mean perfect performance while significantly cutting fuel consumption. The mild hybrid drives will be available, as stated, with 81

kW (110 PS), 96 kW (130 PS) and 110 kW (150 PS). All eTSI models feature a powerful brake energy recuperation function. The 48 V system also makes it possible to coast while the combustion engine has been completely switched off to save even more fuel thanks to decoupling via the 7-speed dual clutch gearbox (DSG). Restarting the engine is significantly more convenient thanks to the 48 V system. eTSI models additionally offer extraordinarily good moving-off performance thanks to electric boosting. The 48 V mild hybrid drive in detail: the 48 V system will be used in vehicles in addition to the 12 V system. With its relatively small cable diameters and therefore low weight of the wiring harness, it enables the transmission of high electrical power. That leads to recuperation of significantly more energy during braking. The energy stored in the 48 V lithium-ion battery supplies the 12 V vehicle electrical system and drives the 48 V belt starter generator. This belt starter generator takes on the role of the alternator and starter while simultaneously operating as a small, lightweight electric motor that instantly boosts the drive torque when moving off. The output of the generator is transferred by the belt drive. The generator also starts the combustion engine – which is switched off as much as possible while the vehicle is moving – in a barely perceptible way.

Diesel (TDI). Volkswagen has newly developed the turbocharged direct diesel injection units of the Golf Variant. The 2.0-litre TDI engines generate the aforementioned 85 kW (115 PS) and 110 kW (150 PS). Both TDI engines will be available to order with manual gearbox and DSG. For the Golf Alltrack, Volkswagen will also offer a TDI with 147 kW (200 PS), which is always coupled to a 7-speed dual clutch gearbox (DSG). The efficiency of the TDI engines has been significantly optimised, thus cutting CO_2 emissions while simultaneously improving responsiveness. Thanks to a new twin dosing SCR with double AdBlue® injection (twin dosing), NOx emissions are greatly reduced. In detail, two SCR catalytic converters arranged in sequence, each with a separate AdBlue injection system, are

used here. The first SCR catalytic converter is located close to the engine so that it reaches its optimum operating temperature shortly after starting, which helps to reduce NOx emissions extremely quickly. Its close-coupled position is also beneficial when driving with low engine loads. The second SCR catalytic converter is located in the underbody of the vehicle. Since the distance to the engine is greater, the exhaust gas temperature upstream of the second catalytic converter can be as much as 100°C lower. As a result, this SCR catalytic converter works particularly well under heavy loads, for example when driving at higher speeds or towing a trailer. Regardless of the engine's operating mode, twin dosing ensures that one of the two SCR catalytic converters is always operating in the optimum temperature range. This facilitates efficient exhaust gas aftertreatment, which converts nitrogen oxides into water and harmless nitrogen.

Drive versions offered on launch in detail

1.0 eTSI with 81 kW and DSG. The 1.0 eTSI with 110 PS is a turbocharged three-cylinder engine combined with a 7-speed DSG (DQ200). It has the same maximum output of 81 kW as the TSI with the same power but without 48 V technology and DSG which will follow later. The also identical maximum torque of 200 Nm is available within a range from 2,000 to 3,000 rpm. The Golf Variant 1.0 eTSI accelerates from 0 to 100 km/h in 10.6 seconds and has a top speed of 202 km/h. The combined NEDC consumption of 4.5 to 4.3 l/100 km is very economical.

2.0 TDI with 85 kW. With 115 PS of power, the TDI is one of the most sustainable engines of its class worldwide thanks to twin dosing. This sustainability is paired with superior driving performance: the Golf Variant 2.0 TDI with 6-speed manual gearbox has a maximum speed of 202 km/h at this output level. Acceleration to 100 km/h takes 10.5 seconds. The comfortable yet dynamic handling is also made possible by the TDI's high

maximum torque of 300 Nm (at 1,600 to 2,500 rpm). The four-cylinder engine generates its maximum output between 3,250 and 4,000 rpm. The vehicle's combined NEDC consumption value is between 4.0 and 3.9 l/100 km.

2.0 TDI with 110 kW and DSG. The 150 PS TDI of the Golf Variant develops its highest output between 3,500 and 4,000 rpm. This output level is linked to a 7-speed DSG at market launch. The impressive maximum torque of 360 Nm is achieved within the engine speed range of 1,600 and 2,750 rpm. As in the 115 PS version TDI, the 150 PS version is also equipped with the dual AdBlue injection system (twin dosing). Able to hit speeds of 223 km/h, the Golf Variant 2.0 TSI DSG can accelerate to 100 km/h in just 8.7 seconds. The vehicle's combined NEDC consumption value is between 4.1 and 4.0 l/100 km.

New assist and light systems:
Car2X, Travel Assist and IQ.LIGHT

Car2X guarantees more safety. Car2X communication means that the Golf Variant can communicate with other vehicles and the traffic infrastructure in the vicinity within a radius of up to 800 metres to exchange information relevant to the traffic situation. This information is exchanged within milliseconds. Thanks to the application of a harmonised Car2X standard (Wi-Fi p/ITS G5) within the European Union (EU) that is valid for all manufacturers, it is possible to transfer information between vehicles of all brands as well as the infrastructure within all EU member states. This "common language" is a crucial requirement to cut the number of road traffic accidents throughout all countries. Thanks to Car2X, drivers are notified and warned of local traffic hazards. The targeted visual and acoustic driver support in hazardous situations using direct Car2X communication in the vehicle can prevent accidents – a milestone on the path to accident-free driving.

Travel Assist. The new Travel Assist feature in the Golf Variant enables assisted driving up to 210 km/h. For this, the system relies on systems including Adaptive Cruise Control ACC (longitudinal guidance) and lane keeping system Lane Assist (lateral guidance). Travel Assist is activated using the multifunction steering wheel. For legal and safety-relevant reasons, drivers must permanently monitor the system – meaning they must have at least one hand on the steering wheel. Thanks to new capacitive sensor technology in the steering wheel, it is sufficient if drivers merely touch it. However, if they let go of the steering wheel for more than 15 seconds, visual and acoustic warning signals and a braking jolt are issued and implemented. The driver must react by this point at the latest

and touch the steering wheel, otherwise Emergency Assist is activated and the Golf Variant is brought to a stop.

ACC with predictive speed detection. The latest generation of Adaptive Cruise Control in the Golf Variant is predictive. For this, the system calculates the position of the Golf Variant based on route and GPS data from the navigation system to lower its speed before reaching bends, roundabouts, junctions, speed limits and built-up areas. At the same time, ACC accesses the Dynamic Road Sign Display via the front camera and adjusts the speed as soon as a limit has been detected.

Front Assist. Front Assist offers new functional scopes. The area monitoring system operating on the basis of a radar sensor and in conjunction with the front camera warns and brakes in emergency situations in the event of an insufficient distance to the vehicle ahead – using the City Emergency Braking System and Pedestrian Monitoring, even at very low speeds in built-up areas. This range of functions is now enhanced by Cyclist Monitoring, swerve support and – for the first time in a Volkswagen – oncoming vehicle braking when turning function.

Oncoming vehicle braking when turning. When the vehicle turns left (right-hand traffic), the Golf Variant featuring oncoming vehicle braking when turning automatically brakes the vehicle to a stop (while simultaneously emitting an audible and visual warning), providing there is an oncoming vehicle approaching on the lane the vehicle is intending to cross. Depending on the speed at which both vehicles are travelling, the oncoming vehicle braking when turning function can prevent an accident or mitigate the consequences within system limits.

IQ.LIGHT – LED matrix headlights. Volkswagen is offering the new Golf Variant with LED headlights as standard. For the very first time, the flagship version will feature particularly powerful IQ.LIGHT – LED matrix headlights. The driver switches on the system using Dynamic Light Assist.

Using 22 LEDs per headlight matrix module, it activates up to ten different, partly interactive light functions and projects them onto the road surface, depending on the model. Another feature is a "wiping" turn signal function of the IQ.LIGHT - LED matrix headlights; its striking appearance has a positive effect on active safety.

LED technology as standard. LEDs are already the preferred light source from the basic model of the new Golf Variant. In the standard headlights, the dipped beam, main beam, position light and daytime running lights are realised with daylight-bright LEDs. The tail light clusters at the rear also exclusively feature LED technology. The design and LED outlines thus create an unmistakable, three-dimensional night signature at the rear. The brake light of the optional, top-of-the-range tail light also features a striking switchover function between LED signatures (click-clack effect) and this version's turn indicator function also features sliding design. Depending on the equipment configuration, the new Golf Variant features exterior background lighting for the first time. A Coming Home and Leaving Home animation function is also available as an option. The exterior background lighting is realised via the headlights, tail light clusters, door handle recess lighting and welcome lights in the exterior mirrors. The Coming Home function is activated by switching off the ignition, and Leaving Home by unlocking the Golf Variant. The function is started as soon as you approach the car with the vehicle key.

Enhanced chassis:
new Vehicle Dynamics Manager and enhanced DCC

Improved comfort and dynamics. Volkswagen has enhanced and perfected the Golf Variant's running gear. In particular, tyre comfort has been further improved. In addition, a new driving dynamics control system was developed for the eighth Golf Variant: the standard Vehicle Dynamics Manager. The balance between maximum comfort and maximum dynamics has been significantly improved – especially in conjunction with the optional adaptive chassis control DCC; the driving dynamics characteristics have also been significantly enhanced. If the Golf Variant is frequently used off-road, it can also be ordered with heavy-duty running gear, engine skid plate and stone deflector.

The Vehicle Dynamics Manager. The Vehicle Dynamics Manager controls both the XDS function and the lateral dynamics components of the controlled dampers (optional DCC). The self-steering behaviour of the vehicle can be significantly influenced by slight wheel-specific braking interventions as well as targeted wheel-selective adjustment of the damper hardness. The already neutral and stable vehicle handling in the basic configuration is further enhanced as a result. The Vehicle Dynamics Manager permits selection of the right control system at the right time for any driving manoeuvre. This avoids undesirable superposition or neutralisation of the effects of the XDS and DCC systems; the systems therefore work together perfectly and play a decisive part in shaping the dynamic character of the Golf Variant. The handling and steering behaviour is much more precise thanks to the use of the enhanced DCC and XDS function; the control interventions are even more sensitive than before. The dynamic roll movements of the vehicle are also reduced and damped more effectively; the new Golf Variant therefore responds perceptibly

faster to the driver's steering commands and can be driven even more intuitively right to the limits.

Adaptive chassis control (DCC). The optional adaptive chassis control (DCC) continuously reacts to the road surface and driving situation while taking into account steering, braking and acceleration manoeuvres, for example. By means of the set driving profile, the driver can influence the reduction in body motion as desired. The required damping is calculated for each wheel and adjusted at the four shock absorbers within fractions of a second. This ensures that DCC always provides the highest level of driving comfort and ideal driving dynamics in conjunction with the Vehicle Dynamics Manager. In the new Golf Variant, the vehicle setup can also be extended in INDIVIDUAL mode beyond the existing range of the fixed COMFORT, ECO and SPORT modes. Using a digital slider, the driver can individually and precisely set and store their personal driving profile. The slider also continuously influences the lateral dynamics of the Golf Variant via DCC and XDS. It is now also possible to apply intermediate settings in between the familiar modes. In addition, the Golf Variant offers enhanced adjustment ranges exceeding the previously known limits: beyond the COMFORT setting, the body is "decoupled" from the road surface as much as possible, thus boosting driving comfort. After SPORT mode there is an additional adjustment range that features maximum damping for minimum body movement and exceptionally direct vehicle reactions.

McPherson front axle. At the front of the Golf Variant, a McPherson front axle (track 1,549 mm) with lower wishbones and track-stabilising scrub radius ensures optimal handling and steering characteristics; vibration behaviour is very well balanced. A subframe is centrally positioned in relation to the front axle. This frame is designed for high rigidity and supports the steering and engine mounting parts along with the front axle components. In combination with the adaptive chassis control (DCC), the subframe is realised with an extremely rigid aluminium structure which is

approximately three kilograms lighter and thus further improves driving dynamics. The weight-optimised tubular anti-roll bar effectively reduces the body roll of the Golf Variant. The rubber mounts are directly vulcanised onto the anti-roll bar; this process guarantees optimal acoustic characteristics as well as outstanding driving dynamics responsiveness. The bonded rubber mountings of the transverse links have been optimised for enhanced comfort and higher steering precision.

Torsion beam rear axle. Every Golf Variant below 110 kW output and with front-wheel drive is delivered with a torsion beam rear axle. The modular lightweight axle (track 1,519 mm) consists of a transverse profile open at the bottom, into which an insert plate is welded on each of the outer ends. Different torsion rates can be achieved by differences in the length of the insert plates. This approach provides a significant weight benefit compared with a welded-in tubular anti-roll bar. The arrangement of a transverse profile that is open at the bottom also optimises the roll behaviour and transverse rigidity. The modular lightweight axle is ideally suited to small engines, and also provides outstanding comfort and handling characteristics in combination with the McPherson front axle. An axle with a higher torsion rate is used in combination with the optional sports running gear. The locating mounts of the axle are designed as hydro-bushes to increase driving comfort and the acoustic properties of the axle.

Multi-link rear axle. From an engine output of 110 kW, Volkswagen combines the McPherson front axle with a multi-link rear axle. This axle is also used in all the all-wheel drive (4MOTION/Alltrack) versions of the Golf Variant. The main focus for Volkswagen here was on the areas of kinematics, acoustics, weight and modularity. The basic concept of consistently separating longitudinal and transverse rigidity has been retained. The low longitudinal rigidity of the axle is generated by the soft axle locating mount of the trailing arm to further increase driving comfort. The kinematic and elastokinematic axle characteristics have been

revamped compared with the axle on the predecessor: modified transverse link mounts and newly designed hub carriers significantly improve steering precision and driving stability. The track and camber values are set individually as required for each vehicle type via eccentric bolts on the spring link and upper transverse link. The connection of the tubular anti-roll bar and shock absorber at the spring link is a key design feature; this reduces the forces within the axle.

Two steering systems Two different steering systems are available for the new Golf Variant. A steering rack with linear ratio is used in the basic version. In comparison with the predecessor, the ratio of this steering system is now noticeably more direct, reflecting the smaller steering angle requirement and allowing more instantaneous vehicle response. A progressive steering system is again optionally available and as standard in conjunction with the Golf Variant R-Line. This features an even more direct on-centre ratio with only two steering wheel turns from lock to lock. New algorithms have been established in the software of both systems which in particular further enhance the dynamic response of the steering.