

**International driving presentation of the
Golf Alltrack, Golf R Estate and Golf GTD Estate**

Málaga, in April 2015

You will find this press release as well as images and videos about the new versions of the Golf online at:
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Contents

International driving presentation of the Golf Alltrack, Golf R Estate and Golf GTD Estate

Key Aspects

Brief summary	Page 03
Golf Alltrack	Page 09
Golf R Estate	Page 15
Golf GTD Estate	Page 23

New – Golf Alltrack, Golf R Estate and Golf GTD Estate: the most exclusive Golf Estate cars ever launch in 2015

Golf Alltrack: crossover of estate car and SUV brings together on- and off-road worlds

Golf R Estate: 300 PS estate car has four-wheel drive and DSG as standard

Golf GTD Estate: sporty diesel icon is new long-distance express car

Ten key facts about the new versions of the Golf Estate:

1. Volkswagen is further extending the worldwide successful Golf Estate range upwards with the "Alltrack", "R" and "GTD" versions
2. "Alltrack": passenger car and SUV in one – the new Golf Alltrack brings together the on- and off-road worlds, both technically and visually
3. "Alltrack": off-road driving profile, 4MOTION four-wheel drive as standard and 20 mm additional ground clearance perfect the vehicle's characteristics on unpaved trails
4. "Alltrack": engines produce 81 kW / 110 PS (TDI), 110 kW / 150 PS (TDI), 132 kW / 180 PS (TSI) and 135 kW / 184 PS (TDI)
5. "GTD Estate": top speed of up to 231 km/h, yet consuming a mere 4.4 l/100 km with a 6-speed manual gearbox
6. "GTD Estate": engine develops 135 kW / 184 PS of power and an impressive 380 Nm of torque
7. "GTD Estate": bi-xenon headlights, 17-inch alloy wheels, "Composition Touch" radio system and automatic climate control come as standard
8. "R Estate": 300 PS four-wheel drive Estate will be a top-class sports car among compact estate cars
9. "R Estate": most powerful Golf Estate accelerates to 80 km/h in 3.8 seconds and reaches 100 km/h in 5.1 seconds

10. "R Estate": all-round vehicle with top speed of 250 km/h features 6-speed DSG with coasting function that executes automatic gear changes as standard equipment

Wolfsburg / Málaga, April 2015. The Golf Estate from Volkswagen is one of the most successful compact estate cars with over two million units sold. It is a car as versatile as the legendary "Swiss army knife". In its recently launched latest generation, the best-seller – that is based on the Golf VII – was refined into a stylish all-round vehicle that addresses the needs and wishes of a wide variety of target groups. Today, the range of versions begins with the Golf Estate 1.2 TSI BlueMotion Technology Trendline with 63 kW / 85 PS and finishes with the new Golf R Estate with 221 kW / 300 PS. The model range was extended to follow the trend of increasingly higher demand for more customised versions of the Golf Estate. That is why no fewer than three new and exclusive models that follow this trend are making their debut in 2015, causing a stir in the compact estate class: the Golf Alltrack, the already mentioned Golf R Estate and the Golf GTD Estate. They were all created based on the modular transverse matrix (MQB) – an innovative technology system in which Volkswagen can implement all conceivable drive types.

- **Higher.** The new Golf Alltrack combines the best of on-road and off-road driving. A lifestyle estate car with standard four-wheel drive and a custom design, which plays out its strengths on all types of terrain and does never quit, not even on the highest of mountain passes on the way to a skiing vacation. Parameters: 4MOTION, four torque-strong engines with 81 kW / 110 PS to 135 kW / 184 PS and an additional 20 mm of ground clearance.
- **Faster.** The new Golf R Estate was developed by Volkswagen R GmbH for those who really want to drive faster. Faster in the sense of a top-class sports car. Therefore, Volkswagen transferred the Golf R engine and chassis to the Golf Estate, resulting in one of the sportiest compact estate cars. Parameters: four-wheel drive Estate with 221 kW / 300 PS and driving properties that even guarantee exceptional performance on the North Loop of the Nürburgring.

- **Further.** The new Golf GTD Estate was designed for people who want to go further in a sporty fashion and are looking for a very dynamic car with very low fuel consumption. For the first time, Volkswagen has therefore transferred the GTD idea to an estate car – a new generation of long-distance express cars. Parameters: front-wheel drive 135 kW / 184 PS, aerodynamically refined with 15 mm lower sport chassis.

Golf Alltrack – higher

First Alltrack as a Golf Estate. In 2012, Volkswagen introduced the Passat Alltrack to close the gap between the on-road and off-road worlds. Now Germany's most successful automaker is transferring this concept to another vehicle class with the new Golf Alltrack. Technical and visual features of the Golf Alltrack include a 4MOTION four-wheel drive system, higher ground clearance, wheel arch mouldings and flared side sills that offer body protection, newly designed bumpers and many other independent exterior and interior features. One petrol engine (TSI) and three diesel engines (TDI) are available as drive units for the Golf Alltrack – all are powerful turbocharged direct-injection engines. The 1.8 TSI that produces 132 kW / 180 PS is an entirely new addition to the Golf line-up. TDI versions of the Golf Alltrack are offered at these power levels: 81 kW / 110 PS (1.6 TDI), 110 kW / 150 PS (2.0 TDI) and 135 kW / 184 PS (2.0 TDI). The versions with 180 PS and 184 PS transfer their power to the four-wheel drive system via a standard 6-speed dual clutch gearbox (DSG).

4MOTION, EDL, XDS+. The Golf Alltrack was designed for good performance on both paved roads and light off-road terrain. The 4MOTION four-wheel drive system with its innovative Haldex coupling creates the foundation for this performance. In addition to the Haldex coupling that acts as a longitudinal lock, the four-wheel EDL system – operating as an electronic differential lock which is integrated in the ESC electronic stability control system – assumes the role of electronic transverse locks at both axles. In addition, the

Golf Alltrack is also equipped with the supplemental XDS+ system at the front and rear axles. It optimises steering response by applying brief braking interventions at the wheels on the inside of a bend during fast cornering.

High maximum trailer weight. The combination of the 20 mm higher ground clearance, "Offroad" driving profile and 4MOTION four-wheel drive system give the Golf Alltrack off-road driving traits that are more typical of an SUV. The Golf Alltrack not only offers exceptionally good off-road properties and active safety benefits, but it is also an ideal towing vehicle, designed to handle trailer weights of up to 2,000 kg (braked on 12 % incline).

Golf R Estate – faster

First R in form of a Golf Estate. For the first time since the Golf R made its debut as the Golf R32 in 2002, an R-series model is launching as an estate car. The exclusive Golf R Estate has a power output of 221 kW / 300 PS. Its turbocharged engine transfers up to 380 Nm of torque to the 4MOTION permanent four-wheel drive system via a standard 6-speed dual-clutch gearbox (DSG). Contributing to the car's dynamic performance are a sport suspension (lowered 20 mm), an innovative progressive steering system and "ESC Sport" – which can be completely deactivated for use on a race track. The Golf R Estate accelerates from a standstill to 80 km/h (50 mph) in just 3.8 seconds and to 100 km/h (62 mph) in 5.1 seconds. The top speed of the sports car among estate cars is electronically governed to 250 km/h. Its fuel consumption figures show just how efficiently the turbocharged four-cylinder engine of the Golf R Estate works. On average, the sportiest Golf Estate model consumes just 7.0 l/100 km (equivalent to 164 g/km CO₂). The new top model of the Golf Estate range was developed by Volkswagen R GmbH.

New "R"-style rear design. Looking at the exterior of the Golf R Estate, which is fitted with 18-inch "Cadiz" alloy wheels, the dominant lines of the Golf R hatchback were adopted up to the B pillars. Starting at the rear doors, special modifications outline the unique design of the Golf R Estate. At the rear, it is distinguished

from the other Golf Estate models by a new bumper in R design, a high-gloss black diffuser, four chrome-plated tailpipe trims of the exhaust system, so-called "aero flaps" on the D-pillars and LED number plate light.

Spacious sports car. The Golf R Estate is one of very few sports cars that do not throw in the towel when it comes to leisure activities that require lots of space or even transporting an entire family. This Volkswagen could very well be the most versatile sports car on the market with a cargo volume of 605 to 1,620 litres. Inside, the new Golf R Estate features top sport seats in a "fabric-Alcantara" material mix, blue ambient lighting and overall sporty and exclusive features.

Golf GTD Estate – further

First GTD as a Golf Estate. It was 33 years ago when the first Golf GTD entered the market. It became an icon of all sporty diesels. This was due to the fascinating and almost unique ability of the GTD to combine the performance of a sports car with the fuel economy of a small car. Now, for the first time since the original Golf GTD made its debut in 1982, Volkswagen is launching the sportiest of all compact diesels as an Estate. The agile diesel estate car is powered by a 135-kW / 184-PS 2.0-litre TDI engine. Combined fuel consumption with a 6-speed manual gearbox: 4.4 l/100 km (equating to 115 g/km CO₂). Optionally, Volkswagen offers the GTD Estate with a dual-clutch gearbox (DSG). With a low fuel consumption figure of just 4.8 l/100 km (CO₂: 125 g/km), the new estate proves to be exceptionally efficient. It achieves low emissions using technologies such as a NOx storage catalytic converter.

Front-wheel drive, XDS+, ESC Sport. The 2.0-litre common rail turbodiesel of the front-wheel drive Golf GTD Estate is characterised by extreme power. This engine develops its maximum torque of 380 Nm already at a low 1,750 rpm. This focused turbocharged efficiency lets the new Golf GTD Estate accelerate

from 0 to 100 km/h in just 7.9 seconds with either gearbox version, while a top speed of 231 km/h (DSG: 229 km/h) reveals it to be a true sports car among diesel estates. Other attributes of its special positioning are its sporty customised design in GT style and standard features such as the XDS+ driving dynamics function, ESC Sport, progressive steering, sport chassis (lowered by 15 mm) and 17-inch ("Curitiba") wheels with 225 tyres.

Higher – the Golf Estate for every terrain:

Crossover of estate car and SUV brings together on- and off-road worlds

For all terrains: Golf Alltrack launches with four-wheel drive and off-road look

Powerful engines: one new TSI with 180 PS and three TDI engines ranging from 110 PS to 184 PS

Ten key facts about the new Golf Alltrack:

1. Passenger car and SUV in one: the new Golf Alltrack brings together the on- and off-road worlds, both technically and visually
2. The multifaceted Golf Alltrack, like the larger Passat Alltrack, is based on the versatile body of the Estate
3. Permanent 4MOTION four-wheel drive comes as standard
4. Off-road driving profile and up to 20 mm additional ground clearance perfect the vehicle's characteristics on unpaved trails
5. Engines produce 81 kW / 110 PS (TDI), 110 kW / 150 PS (TDI), 132 kW / 180 PS (TSI) and 135 kW / 184 PS (TDI)
6. 180-PS and 184-PS versions will launch with a 6-speed DSG that executes gear changes automatically as standard
7. The front and rear of the vehicle feature independent designs, and the car has flared wheel arches and side sills
8. Sophisticated high-end interior with unique materials and accents match the vehicle's sporty character
9. Golf Alltrack can already be ordered in Germany
10. Golf Alltrack comes with striking 17-inch alloy wheels and size 205/55 tyres as standard

Wolfsburg / Málaga, April 2015. In 2012, Volkswagen introduced the Passat Alltrack to bridge the gap between the on-road and off-road worlds. Now Germany's most successful automaker is

transferring this concept to another vehicle class with the new Golf Alltrack. Technical and visual features of the Golf Alltrack include its 4MOTION four-wheel drive system, higher ground clearance, wheel arch mouldings and flared side sills that offer body protection, newly designed bumpers and many other independent exterior and interior features. One petrol engine (TSI) and three diesel engines (TDI) are available in the Golf Alltrack – all of them are powerful turbocharged direct-injection engines. The 1.8 TSI that produces 132 kW / 180 PS is an entirely new addition to the Golf range. TDI versions of the Golf Alltrack will launch at these power levels: 81 kW / 110 PS (1.6 TDI), 110 kW / 150 PS (2.0 TDI) and 135 kW / 184 PS (2.0 TDI). The versions with 180 PS and 184 PS transfer their power to the four-wheel drive system via a 6-speed dual clutch gearbox (DSG) as standard.

Four-wheel drive and running gear

Permanent four-wheel drive. The Golf Alltrack was designed for good performance on both paved roads and light off-road terrain. This is possible thanks to the 4MOTION four-wheel drive system. The system, which is equipped with a latest generation Haldex coupling, is activated even before wheel slip occurs, utilising a proactive control system that adapts to the momentary driving state and prevents nearly all loss of traction. Under relatively low engine load conditions, or when coasting, the front axle is driven while the rear axle is decoupled. This basic drive layout saves fuel. If necessary, the rear axle can be variably engaged within fractions of a second. This is done by the Haldex-5 coupling, which is activated via an electro-hydraulic oil pump. A control unit continually calculates the ideal drive torque for the rear axle and controls to what degree the multi-plate coupling should engage by controlling the oil pump. If necessary, nearly 100 per cent of the drive torque can be directed to the rear axle.

EDL and XDS+. In addition to the Haldex coupling, which acts as a longitudinal lock, the four-wheel EDL system – operating as an

electronic differential lock that is integrated in the ESC electronic stability control system – assumes the role of a differential lock at both axles. The Golf Alltrack is also equipped with the supplemental XDS+ function at the front and rear axles. This optimises steering response by executing braking interventions at the wheels on the inside of a bend during fast cornering. As soon as the electronics detect that the load at one of the wheels on the inside of a bend has dropped below a certain threshold, the hydraulic unit of the ESC system applies brake pressure to this wheel to restore optimal traction.

Offroad driving profile and off-road suspension. The combination of the 20 mm higher ground clearance, "Offroad" driving profile and 4MOTION four-wheel drive system gives the Golf Alltrack off-road driving traits that are more typical of an SUV. The "Offroad" driving profile activates a hill descent function (maintains a constant speed on the descent), a modified accelerator pedal response and an off-road configuration of the ABS system (modified control thresholds form a desirable wedge of gravel in front of the wheels). The Golf Alltrack not only offers exceptionally good off-road properties and active safety benefits; it is also an ideal towing vehicle, designed to handle trailer loads of up to 2,000 kg (braked on 12 % incline).

Engines

1.8 TSI with 180 PS. For the first time, Volkswagen is offering a 1.8-litre TSI with 132 kW / 180 PS (from 4,500 rpm) in the Golf. The direct-injection four-cylinder turbocharged engine is ideally suited for use in the Golf Alltrack, because it develops an impressive maximum torque of 280 Nm from a low 1,350 rpm and maintains this value constantly up to 4,500 rpm. The Golf Alltrack 1.8 TSI comes with a 6-speed dual-clutch gearbox (DSG) as standard. The versatile vehicle has a top speed of 217 km/h and accelerates to 100 km/h in 7.8 seconds. Its agility contrasts with an economical fuel consumption figure of 6.6 l/100 km (equates to 155 g/km CO₂).

1.6 TDI with 81 kW / 110 PS. The turbodiesel engines of the new Golf Alltrack come from the EA288 engine series. These common rail four-cylinder engines, which were introduced in the latest seventh generation Golf, are among the most efficient in the world. Despite their different engine displacements and power levels, they share a number of key technology modules. These include emissions-relevant components such as the fuel injection system, turbocharger and intercooler integrated in the induction manifold module. A sophisticated exhaust gas recirculation system is also used. Also included: oxidation catalytic converter, diesel particulate filter and NOx storage catalytic converter. The entry-level engine of the Golf Alltrack range is a 1,598 cc TDI with 81 kW / 110 PS which consumes just 4.8 l/100 km (equates to 124 g/km CO₂). This engine reaches its maximum power between 3,200 and 4,000 rpm, and its maximum torque of 250 Nm is available between 1,500 and 3,000 rpm. In this case, the Golf Alltrack 1.6 TDI – that is always equipped with a manual six-speed gearbox – accelerates to 100 km/h in 12.1 seconds and reaches a top speed of 187 km/h.

2.0 TDI with 150 PS. At the next power level up, Volkswagen installs a 1,968 cc TDI with 110 kW / 150 PS in the Alltrack which has a combined fuel consumption of just 4.9 l/100 km (127 g/km CO₂). This version always comes with a 6-speed manual gearbox. The 2.0-litre TDI has two balancer shafts that make it run very smoothly. It develops its maximum power between 3,500 and 4,000 rpm, and its maximum torque of 340 Nm is available from a low 1,750 rpm (up to 3,000 rpm). The Golf Alltrack 2.0 TDI has a top speed of 207 km/h, and it accelerates to 100 km/h in 8.9 seconds.

2.0 TDI with 184 PS. This Golf Alltrack 2.0 TDI is one of the most powerful diesel estate cars in its class with a power output of 135 kW / 184 PS (from 3,500 to 4,000 rpm). Its two-litre turbocharged engine transfers a maximum torque of 380 Nm to the 6-speed DSG – which comes as standard in this car – from a low 1,750 rpm. It constantly maintains this value up to 3,250 rpm. The car's power and torque – together with its four-wheel drive system – not only perfect

its off-road properties but also enable trailer loads of up to 2,000 kg (braked on 12 % incline). The TDI also delivers very sporty driving performance: 7.8 seconds for the sprint to 100 km/h and a top speed of 219 km/h are proof of this. The Golf Alltrack 2.0 TDI consumes just 5.0 l/100 km (132 g/km CO₂).

Exterior

Side profile. The Golf Alltrack, which has up to 20 mm additional ground clearance, essentially has the same car body as the Golf Estate. However, much of the new model's exterior was customised. From the side, the black wheel arch mouldings of the Golf Alltrack are visually prominent; this rugged protection is continued in mouldings that run above the side sills and into the lower areas of the redesigned bumpers. The side sills, painted in matt "Reflex Silver", have sporty flares, and offer additional protection. The car's side body styling is complemented by 17-inch "Valley" alloy wheels designed specifically for the Volkswagen Alltrack models (or the optional 18-inch "Canyon" alloys), door mirror caps painted in glossy "Reflex Silver", an "Alltrack" badge on the wings, a chrome trim strip (matt) beneath the side windows and "Silver" anodised roof rails.

Front and rear sections. The front end of the Golf Alltrack features a low-profile radiator grille crossbar in the upper front area that sports a high-gloss chrome look and extends into the headlights. The radiator grille in honeycomb design with a chrome "Alltrack" badge was designed in matt "Black". The lower cooling air intake in the fully redesigned bumper also has a honeycomb structure. Another visual highlight here is a distinctive crossbar in "Matt Reflex Silver", which extends across the entire width of the bumper and into the side body where, like a wing, it incorporates the standard fog lights (with integrated cornering lights). Underbody protection in "Reflex Silver" completes the lower section of the front end. At the rear, the Golf Alltrack – which is fitted with dark-red tail lights – also has a new bumper design with underbody protection in "Matt Reflex Silver". The version with the 180-PS TSI engine is distinguished by its dual-branch

exhaust system with chrome tailpipes on the left and right. Meanwhile, the TDI versions create a sporty visual presence with dual chrome tailpipes on the left side.

Interior

Exclusive features. The high-end interior of the Golf Alltrack reflects its sporty off-road character. In this car, interior styling is defined by such details as a leather-trimmed steering wheel and gear shift lever, custom seat covers with the "Alltrack" badge on the backs of the front seats, accents in "Dark Magnesium" (centre console and dash panel) and "Tracks" (dashboard and interior door trim) as well as ambient lights in the door trim. Other standard features (in addition to those of Comfortline) include: automatic climate control ("Climatronic"), LED reading lights for the front and rear seats, lights in the front footwell areas, "Composition Touch" infotainment system and Driver Alert System. Exclusive features include a chrome trim strip with "4MOTION" badge on the centre console compartment lid, stainless steel door sill guards with "Alltrack" badge and chrome accents for various switches and buttons (lights, electric windows, mirrors). Sporty features include the (optional) black headliner, including upper roof pillar trim, and custom pedals and foot rest in aluminium look.

Miracle of space. Like every Golf Estate, the new Golf Alltrack, too, is a compact miracle of space. Even with five adults on board, cargo capacity amounts to 605 litres (loaded up to the rear seat backrest). If the storage space with its minimum width of 1,003 mm and minimum height of 936 mm is utilised up to the front seat backrests and to the headliner, it offers a volume of 1,620 litres. The cargo area is 1,055 mm long up to the backs of the rear seats, and 1,831 mm long up to the backs of the front seats.

Cargo space features. The cargo floor in the luggage compartment can be varied in height or completely dismantled with just a few

hand movements. Another standard feature is a bootspace cover designed as a roller blind. When it is not needed, the roller blind – like the net partition – can be stored under the cargo floor. Practical features are remote unlatching of the 60:40 split rear bench seatbacks and their folding mechanisms. The seatbacks are easily released by unlatching levers in the side walls of the luggage area; then the backrests automatically fold forward, creating a nearly level surface together with the cargo floor.

Faster – the Golf Estate as an exclusive sports car

Golf R Estate with 300 PS has potential for the race track

Fastest Golf Estate ever built accelerates to 100 km/h in 5.1 seconds

Golf R Estate launches with 4MOTION four-wheel drive and DSG as standard

Ten key facts about the new Golf R Estate:

1. First Golf R in the history of the Golf Estate
2. Golf R Estate with 300 PS will be a top-class sports car among compact estate cars
3. Its maximum torque of 380 Nm is available from 1,800 to 5,500 rpm
4. Permanent 4MOTION four-wheel drive comes as standard
5. Golf R Estate accelerates to 80 km/h in 3.8 seconds and reaches 100 km/h in 5.1 seconds
6. Capable of a top speed of 250 km/h, the Golf R Estate has a combined fuel consumption of just 7.0 l/100 km
7. Golf R Estate will be delivered with 6-speed DSG with coasting function that executes gear changes automatically
8. Bi-xenon headlights and R-specific LED daytime running lights included as standard
9. Golf R Estate has factory-installed 18-inch wheels with size 225/40 R 18 tyres
10. Also standard are "top sport seats" (front) in fabric/Alcantara ("Race" style) including heated seats

Wolfsburg / Málaga, April 2015. Volkswagen has launched the sportiest all-round vehicle of the compact class in Europe: the new Golf R Estate. For the first time since the model range was established – the first generation made its debut in 2002 – the Golf R, the icon of four-wheel drive compact sports cars, is being launched as an estate car. The exclusive model produces 221 kW /

300 PS of power. The turbocharged engine of the Golf R Estate transfers up to 380 Nm torque to the permanent 4MOTION four-wheel drive system via its standard 6-speed dual-clutch gearbox (DSG). Distributing this drive power to all four wheels guarantees maximum traction, performance and active safety. Delivering pure dynamic performance are a sport suspension (lowered 20 mm), the innovative progressive steering system and "ESC Sport" – which can be fully deactivated for use on a race track. Optional highlights include the latest generation of the DCC adaptive chassis control system with a driving profile selector that features a Race mode.

0-100 km/h in 5.1 seconds and 7.0 litres per 100 km. The Golf R Estate accelerates from a standstill to 80 km/h in just 3.8 seconds and reaches 100 km/h in 5.1 seconds. The top speed of the sports car among estate cars is electronically governed to 250 km/h. Its fuel consumption and emission figures show just how efficiently the turbocharged four-cylinder engine of the Golf R Estate operates. In the New European Driving Cycle (NEDC), the sportiest Golf Estate ever consumes just 7.0 l/100 km; this figure equates to CO₂ emissions of 164 g/km.

The Golf R Estate is one of very few sports cars that do not throw in the towel when it comes to leisure activities that require lots of space or even transporting an entire family. With a storage capacity of 605 litres (loaded up to the rear seat backrest), this Volkswagen offers an impressively large luggage area – even with five people on board.

Exterior

New rear design concept. The exterior of the Golf R Estate follows the dominant lines of the hatchback model up to the B-pillars. Starting at the rear doors, special modifications outline the unique design of the Golf R Estate. At the rear, it is distinguished from the other Estate versions of the model series by a new bumper in "R" style, a high-gloss black diffuser, four chrome-plated tailpipe trims

of the exhaust system, so-called "aero flaps" on the D-pillars and LED number plate illumination. Another standard feature in the Golf R Estate are the dark-red tail lights.

Front end. At the front, the Golf R Estate can be made out by the likewise R-specific bumper with very large air inlets, a unique radiator grille (with "R" logo) as well as standard bi-xenon headlights with integrated R-specific daytime running lights. The LED daytime running lights create a distinctive dual "U" pattern beneath the dual headlights; they project a particularly striking light pattern both day and night.

Side profile. From the side, the Golf R Estate is characterised by "R" style side sill panels painted in body colour, "R" logos on the front wings and "matt chrome" door mirror caps. The elegant black window trim matches the high-gloss elements at the front and rear. The 18-inch "Cadiz" alloy wheels that were specially designed for the R models have ~~size-~~225/40 size tyres; clearly visible behind them are the extremely fade resistant brakes with callipers painted in black (including "R" logo). The sportiest Golf Estate can also be ordered with optional 19-inch alloy wheels; Volkswagen offers "Cadiz" wheels in this size as well. In addition, "Pretoria" alloy wheels in motorsport design and the colours "grey metallic", "black", and "black with blue wheel flange" are exclusively available as 19-inch flow-formed wheels (exceptionally lightweight and sturdy).

Interior

Exclusive sports seat system. Inside, the new Golf R Estate is fitted with top sport seats in a "fabric-Alcantara" material mix (seat covers in "Race" fabric, inner surfaces of lateral support panels in Alcantara with decorative stitching in "crystal grey" and "R" logo on the seat backrests), blue ambient lighting, automatic climate control and a radio-CD system ("Composition Touch"). One of the options offered by Volkswagen for the Golf R Estate is the Nappa Carbon leather upholstery, including heating for the front seats. Here, the inner side

support panels and head restraints are all upholstered in a dark "Carbon" style leather. Meanwhile, the middle seat panels may be ordered in either dark or light "Nappa" leather ("anthracite" or "modern grey"). The decorative seams are "crystal grey" in the leather upholstery version as well. The three-spoke sport steering wheel in "R" design is also trimmed in leather. Integrated in the lower steering wheel spoke is another "R" badge. Here too, all leather elements are upgraded by decorative stitching in contrasting "crystal grey" colour.

Cargo space dimensions. The versatile rear seating system was adapted to the look of the front sport seats. As mentioned above, the Golf R Estate with five people on board has a cargo volume of 605 litres (loaded up to the rear seat backrests). When the storage space with its minimum width of 1,003 mm and minimum height of 936 mm is fully utilised up to the front seat backrests and to the headliner, it offers a volume of 1,620 litres. The cargo area is 1,055 mm long up to the backs of the rear seats, and 1,831 mm long up to the backs of the front seats.

Cargo space features. The cargo floor in the luggage compartment can be varied in height or completely dismantled with just a few hand movements. Another standard feature is a bootspace cover designed as a roller blind. When it is not needed, the roller blind – like the net partition – can be stored under the cargo floor. Practical features are remote unlatching of the 60:40 split rear bench seatbacks and their folding mechanisms. The seatbacks are easily released by unlatching levers in the side walls of the luggage area; then the backrests automatically fold forward, creating a nearly level surface together with the cargo floor.

Interior refinements. The decorative inlays of the dash panel and door trim panels feature "Carbon Race" design; standard ambient lighting is also integrated in the door trim panels. Also illuminated (in blue) are the door sill guards. As a standard feature, the pedals and foot rest on the driver's side are designed in stainless steel look. Customising extends all the way to the floor mats, which have

upgraded piping in the contrasting colour "crystal grey". The instruments and the start menu of the touchscreen on the centre console were also modified. To give a sporty feel from the very start, when the ignition is switched on, the illuminated light-blue needles of the tachometer and speedometer sweep once across the entire scale to the end pin – in the case of the speedometer to the 320 km/h mark. The instrument pointers are also automatically illuminated as soon as the driver's door is opened. The infotainment system touchscreen shows the animated "R" badge as a start screen.

The TSI engine

High-tech turbocharged engine. Like the two and four-door hatchback versions, the new Golf R Estate is powered by an advanced four-cylinder engine of the EA888 series. As mentioned, it has a power output of 221 kW / 300 PS (from 5,500 to 6,200 rpm) – making it one of the most powerful four-cylinder engines on the market. Its maximum torque of 380 Newton metres is available over a remarkably wide speed range from 1,800 to 5,500 rpm.

Innovative detailed solutions. The turbocharged petrol direct injection engine is characterised by details such as water-cooled exhaust gas routing through the cylinder head to the turbocharger (to efficiently reduce full-load fuel consumption) and a dual injection system with both direct injection and port injection. Thanks to its fully-electronic coolant control system, this TSI of the Golf R Estate offers very efficient thermal management with a shorter warm-up phase, which also leads to reduced friction losses and lower fuel consumption. Moreover, the TSI has variable valve timing with dual camshaft adjustment. In addition, the valve lift on the exhaust side can be switched over two stages. This solution enables optimal control of the charge exchange process for better performance, fuel economy and lower emissions.

Four-wheel drive system

4MOTION as standard. Permanent 4MOTION four-wheel drive has always been an identifying feature of the Golf R. This is also true of the new Golf R Estate. In the Estate, the latest generation four-wheel drive system is combined as standard with a 6-speed dual-clutch gearbox (DSG) that performs gear changes automatically, but permits manual shifting as an alternative. The 4MOTION system, equipped with a Haldex 5 coupling, is activated even before any wheel starts to slip, eliminating, almost entirely, any loss of traction. Under low engine load conditions, or when coasting, the front axle is driven while the rear axle is decoupled. However, the rear axle of the Golf R can be variably engaged in fractions of a second whenever necessary. This is done by means of a Haldex coupling, which is activated by an electro-hydraulic oil pump. If necessary, nearly 100 per cent of the drive torque can be directed to the rear axle.

Chassis control and drive system controls

Four-wheel EDL as differential locks and XDS+. In addition to the Haldex coupling that acts as a longitudinal lock, four electronic differential locks (EDL) integrated in the electronic stability control (ESC) act as transverse locks. In the Golf R Estate, the electronic differential locks are implemented as what is referred to as four-wheel EDL at both axles. In addition, the Golf R Estate is equipped with XDS+ at the front and rear axles. This brakes the wheels on the inside of a bend during fast cornering, which optimises steering characteristics and reduces understeer. In technical terms, XDS+ is a functional extension of the electronic differential locks.

ESC Sport. As in the Golf R hatchback, the Estate is also equipped with the "ESC Sport" function as standard. The system is activated by a two-stage switch on the centre console. When the driver presses this switch for around 1.5 seconds, ESC switches to the "ESC Sport" mode. In very fast driving with lots of bends – such as on a race track – ESC responds later and thereby enables even more agile handling characteristics. When the ESC button is pressed for longer

than three seconds, the system is fully deactivated for professional use on the race track.

Progressive steering. The Golf R Estate is equipped with progressive steering as standard. Drivers do not need to turn the steering wheel as much to turn a desired radius; therefore, they do not need to reach over the steering wheel as often in tight bends. With progressive steering, it takes 2.1 turns of the wheel to reach the end stop, while without this option it takes 2.75 turns. How it works: conventional steering systems operate with a constant gear ratio; the new steering of the Golf R Estate, in contrast, operates with a progressive steering gear ratio. This perceptibly reduces steering work when manoeuvring and parking. On country roads with lots of bends, and when making turns, the driver experiences greater dynamics due to the more direct layout.

DCC. The new Golf R can be ordered with the second generation of DCC adaptive chassis control as an option. DCC offers the three modes "Comfort," "Normal" and "Sport," which are selected and displayed via the touchscreen on the centre console as part of the "Driving Profile Selector" functionality. In "Sport" mode, even more dynamic handling properties are implemented.

Race mode. Another exclusive feature on board the Golf R Estate is the Driving Profile Selector. This is normally optional but a standard feature in conjunction with DCC. A total of four driving programmes are available, and in conjunction with DCC five: "Eco", "Normal", "Individual" and the special "Race" mode that was specially tailored to the R models; when DCC is installed, there is also the "Comfort" mode. All modes were specifically tuned for use in the Golf R Estate. In "Race" mode, damping is increased (which further reduces movements of the body structure), and engine response and shift points of the DSG are configured to be even more dynamic. The opposite is the case in "Eco" mode: here, engine control, the air conditioning unit and other auxiliary systems are controlled for optimal fuel efficiency. There is also a coasting function in Eco mode, so when the driver releases the accelerator pedal – e.g. when

slowing down on an approach to a traffic light or on route segments with descents – the DSG disengages and the engine idles. This enables optimal utilisation of the kinetic energy of the Golf R Estate.

Further – the Golf Estate as a long-distance express car: Sporty diesel icon makes its debut as a 184-PS estate car

With a top speed of up to 231 km/h, the Golf GTD Estate consumes a mere 4.4 l/100 km.

Golf GTD Estate accelerates from 0 to 100 km/h in 7.9 seconds

Ten key facts about the new Golf GTD Estate:

1. New Golf GTD Estate develops 135 kW / 184 PS of power and a hefty 380 Nm of torque
2. With a top speed of up to 231 km/h, the Golf GTD Estate consumes a mere 4.4 l/100 km with a 6-speed manual gearbox
3. Sporty look: front bumper in dynamic GTD style, rear end with dual exhaust pipe with chrome trim
4. Bi-xenon headlights, 17-inch alloy wheels, "Composition Touch" radio system and automatic climate control come as standard
5. Sport suspension, XDS+ vehicle dynamics function and ESC Sport ensure superior handling
6. New Golf GTD Estate accommodates five adults along with 605 litres of luggage
7. When loaded to the headliner, the maximum cargo space of the sporty yet practical vehicle increase to 1,620 litres
8. Sport seats, leather-trimmed steering wheel, leather-trimmed gear knob and black headliner are GTD interior attributes
9. Golf GTD Estate is offered with a 6-speed dual clutch gearbox as an option
10. Equipped with a Stop-Start system, the Golf GTD Estate combines thrilling dynamics and maximum efficiency.

Wolfsburg / Málaga, April 2015. It was 33 years ago when the first Golf GTD entered the market. It became an icon of all sporty diesels. This was due to the almost unique ability of this long-distance Golf car of the Golf model range to combine the performance of a sports car with the fuel economy of a small car. Now, for the first time since the original Golf GTD made its debut in 1982, Volkswagen is launching the sportiest of all compact diesels as an estate car. The agile diesel estate is powered by a 135-kW / 184-PS 2.0-litre TDI engine. Combined fuel consumption with a 6-speed manual gearbox: 4.4 l/100 km (equating to 115 g/km CO₂). Optionally, Volkswagen offers the Golf GTD Estate with a dual-clutch gearbox (DSG). Here too, a low fuel consumption figure of just 4.8 l/100 km (CO₂: 125 g/km) distinguishes this highly efficient estate car. Low emissions are ensured by such technologies as a NO_x storage catalytic converter; the GTD Estate also fulfils the Euro-6 emissions standard as an Estate.

Dynamic driving performance and handling properties

0-100 km/h in 7.9 seconds. The Golf GTD Estate has a stop/start system as standard, and in battery regeneration mode it exploits deceleration phases to charge the battery. The 2.0-litre common rail turbodiesel is distinguished by its already cited fuel economy and its extreme power. The engine – which is equipped with two balancer shafts – develops a constant maximum torque of 380 Nm from 1,750 rpm to 3,250 rpm. This focused charge of efficiency lets the new Golf GTD Estate accelerate from 0 to 100 km/h in just 7.9 seconds with either gearbox version. Its top speed of 231 km/h (DSG: 229 km/h) reveals it to be a sports car among diesel estates. Further attributes of its special sporting status are standard features such as the XDS+ vehicle dynamics function, ESC Sport, progressive steering that is as direct as it is comfortable, sport suspension (15 mm lower) and 17-inch wheels ("Curitiba" design) with ~~size-~~225 size tyres.

XDS+. Technically, the XDS+ electronic differential lock is a functionality that is integrated in the electronic stability control system (ESC) for improved vehicle dynamics. XDS+ is an extension of XDS, which is familiar from the previous model; its functionality has now been extended to cover all unbraked driving states. The new system improves agility and reduces the steering angle the driver needs to input by means of targeted brake interventions at the wheels on the inside of the bend at both axles. In addition, XDS+ is effective over all conceivable road friction coefficients, resulting in more precise handling, even on snow.

ESC Sport. In the new Golf GTD Estate, Volkswagen is offering the "ESC Sport" function for very experienced drivers. The system is activated by a two-stage switch on the centre console. If the driver pushes the button once briefly, it deactivates the ASR function (traction control). When the button is pressed for longer than three seconds, Electronic Stability Control (ESC) switches to the "ESC Sport" mode. In very fast driving with lots of bends – such as on the race track – ESC responds later and thereby enables even more agile handling characteristics. As an alternative to activation via the pushbutton on the centre console, ESC can be activated or deactivated by CAR menu settings.

Progressive steering. Thanks to progressive steering, drivers of the Golf GTD Estate will not need to turn the steering wheel as much to turn through any desired radius. When driving through tight bends they will also not need to reach their hands over the wheel as often. With progressive steering, it takes 2.1 turns of the wheel to reach the end stop; with the standard steering system of less powerful Golf models it takes 2.75 turns. How it works: conventional steering systems operate with a constant gear ratio; the new steering system of the Golf GTD Estate, in contrast, operates with a progressive steering gear ratio. This perceptibly reduces steering work when manoeuvring and parking. On country roads with lots of bends, and when making turns, the driver experiences greater dynamics due to the more direct layout.

Powertrain technology

EA288 engine series. The TDI of the Golf GTD Estate is one of the four-cylinder diesel engines of the EA288 engine series. This efficient engine conforms to the limits of the Euro-6 emissions standard, even in the sporty Golf Estate. Key features of the GTD engine include variable valve timing (VVT), dual-loop exhaust gas recirculation (EGR), integration of the intercooler in the intake manifold, a common rail system that now operates with 2,000 bar instead of 1,800 bar and a turbocharger designed for the higher power levels.

Variable valve timing. Variable valve timing with a camshaft adjuster is the most important component for reducing emissions already inside the engine. Among other things, the concept implemented for the GTD engine enables a high degree of effective compression during the cold start and the warm-up phase, low-emission combustion with very good NO_x and particle values as well as a good, sustained filling of the combustion chamber up to the full load range.

Dual-loop EGR system. Dual-loop exhaust gas recirculation is of prime importance in attaining minimal emissions. It consists of a cooled low-pressure EGR system (LP-EGR) on the exhaust side and an uncooled high-pressure EGR system (HP-EGR) on the induction side. The driving force behind this were the stringent requirements of the Euro-6 emissions standard that make it essential to lower emissions even more significantly after a cold start. The uncooled high-pressure EGR is primarily used for this purpose; it improves the combustion process by increasing the inlet air temperature. This, in turn, increases the exhaust temperature, which accelerates the response of the catalytic converters. The results: low raw HC (hydrocarbon) emissions while keeping NO_x values low. In addition, mixing in uncooled exhaust (HP-EGR) during low-rev driving prevents cooling of the emission control equipment when the engine's operating temperature is low. Meanwhile, the low-pressure EGR system plays out its advantages during normal driving

operation and up to the full-load range, in order to ensure highly-effective NOx reduction, even at higher load requirements.

Sophisticated emission control system. To ensure the car complies with the Euro-6 emissions standard, there is a NOx storage catalytic converter upstream of the diesel particulate filter in the Golf GTD Estate. The exhaust system also has two oxygen sensors; one sensor controls the reduced air operating modes for the NOx storage catalytic converter; it also serves as the input parameter for the model stored in the engine controller for determining the engine's NOx and soot emissions. The second oxygen sensor is used to determine contaminant loading and the aging state of the NOx storage catalytic converter. Meanwhile, three temperature sensors, which are also integrated in the exhaust system, provide the input parameters for control of the regeneration operating modes and the exhaust gas temperatures.

Balancer shafts for the GTD engine. The TDI of the Golf GTD Estate is not only very low-emitting, fuel-efficient and torque-strong; it also runs smoothly because it has two balancer shafts with anti-friction bearings which eliminate the free inertial forces that occur in any piston engine system.

Exterior

Bi-xenon headlights as standard. The new Golf GTD Estate leaves the Wolfsburg plant with bi-xenon headlights and cornering lights as standard. One distinguishing feature of the GTD is the understated elegant chrome strip in the radiator grille; it traces the same sporty lines as its legendary red counterpart in the Golf GTI which, however, is not offered as an estate car. The chrome strip extends into the headlights, dividing them into an upper section with bi-xenon elements and a lower section with the indicator. Beneath this is the bumper that is specially designed for the GT models, with integrated LED fog lights (optional) on the left and right as well as air guide elements in a glossy black finish and the lower radiator

grille insert with a black honeycomb structure. From the side, the Golf GTD Estate is distinguished by its 17-inch "Curitiba" style alloy wheels with 225 size tyres and side sill extensions. At the rear, the chrome dual exhaust pipe trims on the left side and a GTD badge identify this sporty Golf Estate. In addition, this Golf is equipped with dark-red tail lights as standard. Like the two-door and four-door versions of the Golf GTD, optional standard paint finishes for the Estate are the three GT exterior colours "Tornado Red", "Black" and "Pure White".

Interior

1,620 litres of cargo space. Alongside the car's dynamism, versatility is another showcase discipline of the new Golf GTD Estate. Thanks to a luggage volume of 605 litres (loaded up to the backrests of the rear seats), the Volkswagen offers a remarkably large bootspace even with five people on board. When the vehicle is loaded up to the front seat backrests and up to the headliner, cargo capacity grows to 1,620 litres. To conceal the luggage compartment behind the rear bench seat from prying eyes, it is fitted with a cover as standard; when it is not needed, the roller blind, like the net partition, can be stowed under the cargo floor. In addition, the cargo floor can be adjusted in height or removed entirely.

GT sport seats as standard. Passengers enter the car over stainless steel door sill guards with white illumination that are fitted as standard. The driver and front passenger sit on sport seats upholstered in classic "Clark"-style GT tartan design. The front seats are height adjustable and fitted with a manual lumbar support and seatback storage pockets. Visually, the Golf GTD Estate features a mixture of black, grey and white colour tones together with chrome elements; leather upholstery ("Vienna") can be ordered as an option. Black headlining rounds off the sporty atmosphere at the top. In addition to the automatic climate control system (Climatronic), Driver Alert system and "Composition Touch" radio system (with features including SD card slot and AUX-IN interface), standard

equipment also includes ambient lighting. Features adding to the exclusive sporty flair of the interior of the new Golf GTD Estate include brushed stainless steel pedal and footrest caps, a leather-trimmed three-spoke multifunction sport steering wheel that is flattened at the bottom and fits perfectly in the hands, a GTD gear knob, and instrument cluster with the extended control settings offered by the "Premium" multifunction display.