

PRESS INFORMATION

PASSAT

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Volkswagen

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The Volkswagen Passat

Overview

- › Sleek design and innovation combine to make Passat the benchmark car in its sector
- › Available in hatch and estate forms
- › Five engine options, including new plug-in hybrid drivetrain fitted to Passat GTE
- › Advanced infotainments system, plus a range of safety, assistance and comfort features
- › Wide range of transmission options, including four-wheel drive
- › Seven core trim levels: S, BlueMotion, SE Business, GT, R-Line, Alltrack and GTE
- › New Alltrack model adds greater off-road performance and rugged look

Launched in 2014, this is the eighth-generation of the Passat – a model that has racked up more than 22 million sales worldwide since its introduction to the Volkswagen range in 1973.

The eighth-generation model picks up where its acclaimed predecessor left off in terms of quality, presence and practicality. However, the new model represents a significant engineering change, thanks to the introduction of a new platform, updated engine line-up and a host of safety and comfort systems.

The Passat sets new standards in the sector with its strong but light MQB-based structure and advanced drivetrains that are that up to 14 per cent more efficient than those offered in the previous model. In its design and in the advanced features it offers, the new Passat bridges the gap between the upper medium and premium class.

Despite exterior dimensions that are actually marginally smaller than those of the previous Passat, interior space is improved, with more leg- and head-room, as well as increased luggage space.

The engine range consists of four diesel units, ranging from a 1.6-litre 120 PS, through two 2.0-litre units with 150 or 190 PS, to a range-topping 2.0-litre bi-turbo with 240 PS, DSG gearbox and 4MOTION four-wheel drive. A plug-in hybrid GTE version with a 1.4-litre TSI petrol engine and electric motor is also available (see separate press information pack for more details). A frugal BlueMotion with a 1.6-litre engine returning 76.3 mpg and just 95 g/km of CO₂ is also available.

Six trim levels are offered: S, BlueMotion, SE Business, GT, R-Line and Alltrack. All include a high level of standard features with Post-Collision Braking System and mis-fuelling prevention on all; Front Assist, Adaptive Cruise Control, Pre-Crash system, Driver Profile Selection, Ergo Comfort seats and front and rear parking sensors on SE and above; and Discover Navigation on the SE Business which is aimed at fleet drivers. Heated Alcantara seats, three-zone climate control and 18-inch wheels are standard on GT, while the range-topping R-Line adds a host of bespoke design features. Alltrack models feature raised suspension (by 27.5mm) and a special off-road setting that delivers specific off-road driving characteristics.

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The Passat GTE is a plug-in hybrid model that offers the best of both worlds, combining a TSI petrol engine and an electric motor. With front-wheel drive and a specially developed six-speed automatic DSG transmission fitted as standard, in GTE mode it has the capability to accelerate the saloon models from 0 to 62 mph in 7.4 seconds and the Estate in 7.6 seconds, on its way to 140 mph where the law permits.

The interior has been developed to match the sophisticated exterior of the eighth-generation Passat. Technologies offered include the optional Active Info Display, which replaces the instrument cluster with a fully configurable interactive 12.3-inch TFT display and a head-up display; the latest Modular Infotainment System, including Car-Net Guide and Inform; a further-developed 360-degree Area View function; and the latest generation of Park Assist. This newly developed Park Assist includes the option for the car to park itself forwards into perpendicular spaces – useful, for example at supermarket car parks, where access to the boot is important. It also includes a world-first Trailer Assist system, which provides assistance when reversing a vehicle with a trailer attached – without the need for any modification of the trailer.

Safety systems include Side Assist with Rear Traffic Alert; Traffic Jam Assist which makes stop-and-go driving more comfortable; Emergency Assist, which can potentially halt a vehicle when the driver is incapacitated; and the latest Front Assist system with City Emergency Braking as well as predictive pedestrian protection.

Volkswagen Retailers in the UK began taking orders for the eighth generation Passat saloon and Estate models on 7 October 2014. The first UK deliveries were made in January 2015.

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At a glance

- Passat made Paris Show debut on 2 October 2014, 41 years after the original. 22 million Passats have been sold worldwide since 1973, of which around 442,000 have found homes in the UK
- Thanks to its innovative lightweight design, the new Passat is up to 85 kg lighter than the previous model, yet it has a longer wheelbase (+79 mm at 2,791 mm) and more interior space
- All engines are EU6 compliant with fuel efficiency improved by as much as 14 per cent over previous units
- Diesel-only range: a 1.6-litre 120 PS, 2.0-litre with 150 or 190 PS, plus a range-topping 2.0-litre bi-turbo with 240 PS, DSG and 4MOTION four-wheel drive
- A plug-in hybrid GTE version with a 1.4-litre TSI petrol engine and electric motor joined the range in August 2016. It has a maximum system output of 218 PS and range of up to 664 miles or 31 miles in pure electric mode
- Alltrack version features off-road styling features, raised suspension and off-road settings for improved driving characteristics on loose surfaces
- GTE blends TSI petrol power with a plug-in electric motor to reach a range of 664 miles
- BlueMotion model returns 76.3 mpg on the combined cycle and has CO₂ emissions of 95g/km
- Six trim levels available: S, BlueMotion, SE Business, GT, R-Line and Alltrack. All offer a high level of standard features with highlights including Post-Collision Braking System and mis-fuelling prevention on all models
- Front Assist, Adaptive Cruise Control, Pre-Crash system, Driver Profile Selection, Ergo Comfort seats and front and rear parking sensors are on SE and above; and Discover Navigation on the SE Business which is aimed at fleet drivers
- Other innovations include Active Info Display, which replaces the traditional instrument cluster with a fully configurable interactive 12.3-inch TFT display
- Best-selling model is the 2.0-litre TDI 150 PS with manual gearbox in SE Business trims. More than 80 per cent are expected to be sold into the fleet market
- The new Passat continues to be produced at Volkswagen's Emden plant in Germany

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Exterior design

The eighth-generation Passat fully showcases Volkswagen's acclaimed design language and perfectly combines bold forms with intricate details.

Compared to its predecessor, the current Passat is fractionally shorter (by 2mm), lower (-14mm) and wider (+12mm). However, the tape measure alone doesn't tell the full story. Thanks to a significant change in layout and wheelbase, the passenger cell is longer and more accommodating.

The estate version is 21mm higher than the saloon (but still some 39mm lower than its predecessor), but is more spacious, with a boot that measures 650 litres, expanding to 1,780 litres with the rear seats folded. To put those figures into perspective, the previous generation Passat's figures were 603 litres with the seats upright (-47 litres) and 1,731 litres with the seats folded flat (-49 litres).

In addition to being spacious and practical, the Passat has a refined, luxurious feel. This is largely down to a change in engine position from the previous model, which allowed the design team to create a lower bonnet line and a more relaxed angle for the windscreen. Precisely drawn edges and creases help to continue the premium impression, while clever details such as the four chrome grille bars that bend inward towards the headlights in a trapezoidal shape highlight the Passat's famed attention to detail.

Immediately noticeable at the rear is that the cabin has a strong inward sweep, and at the bottom it transitions into the wide, flared shoulder section. The rear lights are wide and shallow, with the saloon featuring a large bootlid surface and a distinctive crease beneath the rear lights.

All Passat models have LED rear lights, while the GT features a distinctive horizontal tail light signature that switches over to a vertically oriented brake light signature under braking. Headlights are halogen or LED. In conjunction with Dynamic Light Assist, one of the two LED headlight options automatically adjusts the beam for maximum illumination of the road without dazzling other traffic.

Alltrack models feature a bespoke design package that includes special off-road front and rear bumpers, a chrome trimmed radiator grille and front air intake, matt-chrome effect door mirrors and trapezoid exhaust tailpipes. Anthracite wheel arch protection, matt-chrome effect and anthracite side sill protection and matt-chrome underbody protection complete the look.

Weight reduction

The Passat is based on the Volkswagen Group's modular transverse matrix (MQB) that exploits synergies across vehicle segments such as progress in weight reduction measures. As a result, the eighth generation Passat weighs up to 85 kg less than the previous model thanks to reductions in the chassis, power units, electrics, vehicle body and trim.

The weight of the chassis was reduced primarily through the use of lightweight metals. The rear axle, for example, weighs 4.7 kg less and the steering system 2.2 kg less and overall, the chassis was made up to 9 kg lighter.

The engines used in the Passat weigh appreciably less than those fitted to the previous model, with

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total weight savings of up to 40 kg. Ultra-high strength and hot-formed steels further optimise the weight of the car body, and for the first time in a Passat, aluminium was also used in the body structure.

Improved properties

Despite the weight reduction, improvements were made in body rigidity (a gain of 2,000 Nm/° to 25,000 Nm/° in the estate and 30,000 Nm/° in the saloon). The maximum trailer load was increased by up to 400 kg to 2,200 kg. It is also a fact that around half of a vehicle's fuel consumption is used to overcome sources of driving resistance – weight, air drag, rolling resistance – and this makes the progress made in lowering the weight of the Passat by up to 85 kg all the more significant.

Interior design

The Passat's cabin continues the lean, elegant feel of the exterior and features a host of advanced technologies and features designed to maximise comfort. At the heart of the interior is the dashboard, which features powerful horizontal structures that flow into the doors to create a wide, embracing feel.

The central design element of the dashboard is an innovative air vent that extends across the entire width of the interior like a band and is designed as a functional decorative element. There are no separately placed air nozzles in the Passat, rather one continuous element that is only interrupted by the instruments and the analogue clock in the middle of the dashboard. The architectural feel is further enhanced by chrome fins that are integrated in the air vents and a decorative panel integrated beneath it. The dimensions of the air vent not only affect the design of the dashboard but also have a positive effect on climate control performance and ventilation acoustics.

When creating the Passat, the design team placed special importance on a driver-oriented design. Starting from the driver's seating position, the dashboard builds upwards in the space to the two sides of the instruments, inclined slightly towards the windscreen. This creates a spacious feeling as well as an ideal ergonomic environment. The centre console also has an extremely clean layout, is well organised, and the controls are easy to access. The infotainment system is integrated high on the console and is easy to see; the climate controls are positioned beneath it. Since the console between the driver and front passenger is inclined up towards the infotainment system, the gear shift gate is up high, and the gear knob is in an ideal ergonomic position.

Active Info Display

Fitted as standard on GT, R-Line and GTE Advance and optional on SE Business and Alltrack models, all instruments in the optional Active Info Display are implemented virtually via software with only the icon lights on the upper border of the display are still powered by hardware. Navigation information can be shown in 2D or 3D views on a 12.3-inch display, and its 1,440 x 540 pixel resolution enables extremely precise, high-quality graphics and interactive display of all details.

In Navigation mode, for instance, the speedometer and tachometer are relocated to the sides to make more room for the map, and information on driving, navigation and assistance functions can be integrated into the graphic areas of the speedometer and tachometer as needed. Data that is

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displayed on the centre console via the infotainment system, such as phone contact pages or CD covers, can also be shown in the Active Info Display in the Passat.

Head-up display

The new Passat is the first Volkswagen to be equipped with a head-up display. This projects key information such as vehicle speed or navigation pictograms directly into the driver's primary visual field, meaning drivers keep their eyes on the road while looking at data such as speed. Reaction time can also be significantly reduced by projecting warning messages directly into the driver's visual field.

The Passat's head-up display is a 'combined solution': the data is projected onto an extendable glass panel in front of the windscreen. Developers succeeded in attaining the same display quality as in much more expensive windscreen systems. When it is not being used, the display panel is protected by lowering it into the dashboard, and the opening has a flush closure. From the driver's perspective, the projected data appears to be located two metres in front of the Passat; as a result, because drivers do not have to shift their gaze back and forth between the instruments and the street nearly as often, they do not have to constantly refocus their eyes, thus reducing eye fatigue. The head-up display is activated by a separate control next to the rotary light switch. Drivers can decide for themselves via the infotainment system what information is to be displayed: current speed, permitted speed, navigation advice, assistance systems information and/or warning messages.

Infotainment systems

The Passat features Volkswagen's latest generation of infotainment systems that offer seamless connectivity to smartphones.

Composition Media system (Standard on S and BlueMotion models)

This system is equipped with a 6.5-inch colour touch-screen with proximity sensor that recognises in advance the user's intention to touch the screen and automatically magnifies the display mode.

Features also include DAB digital radio receiver, single CD player, MDI (Multi Device Interface) via USB connection for compatible products and SD card reader. The media system also includes Bluetooth telephone and audio connection for compatible devices, simultaneous pairing of two compatible mobile devices, SMS functionality – allowing users to read, compose and send SMS messages using the touch-screen display to a compatible Android smartphone (while the vehicle is stationary), title and compatible cover art display and facilitates music playback from MP3, WMA and AAC files through eight speakers, front and rear.

Discover Navigation system (Standard on SE Business, GT, Alltrack, R-Line and GTE models. Optional on S and BlueMotion models)

This touch-screen navigation/radio system with Car-Net 'Guide and Inform' builds upon the impressive Composition Media system, but with additional features enabling users to easily manage not only their music, but also navigation data and a broad range of vehicle information. The system offers preloaded European navigation data, 2D/3D map view, three calculated route choices (Fast, Short and Eco), dynamic navigation based on TMC+, branded points of interest and Speed Limit Display. Three-year's Car-Net 'Guide and Inform' access makes it possible to integrate 'traffic information online' into route guidance and transfer public and personal points of interest to the navigation system. The service also

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includes information for fuel location and pricing, parking space availability, weather and news feeds.

The Discover Navigation Pro system (Standard on GTE Advance and optional on all other models)

This touch-screen navigation/DVD radio system with integrated voice activation, Car-Net 'Guide and Inform Plus' and Car-Net 'App-Connect' can be operated intuitively via the 8.0-inch TFT colour touch-screen, enabling users to manage music and navigation data. Eight powerful speakers deliver great acoustics and the DVD system is compatible with MP3 and WMA files. It also offers a 64 GB SSD hard drive, two SD card readers, photo display from JPEG and PNG files, voice control and a USB connection.

The Discover Navigation Pro also features 'Guide and Inform Plus' providing online access to a range of useful information such as traffic, fuel pricing, parking space availability, weather, news feeds and Google Earth. In addition, the Car-Net 'App-Connect' combines the functionality of Apple 'CarPlay', Google 'Android Auto' and 'MirrorLink'™ allowing 'mirroring' of a smartphone display on the infotainment touch-screen via USB connection. Display and operation of certified apps including audio and voice control (if supported by the app).

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Technology highlights

In addition to the infotainment system highlights and enhancements detailed in the preceding section, the Passat benefits from a wide range of standard safety, convenience and comfort features which would previously have been the reserve of the luxury class.

Automatic Post-Collision Braking System (standard on all)

An innovative feature which made its debut on the seventh-generation Golf is an award-winning Automatic Post-Collision Braking System. Studies have found that around a quarter of all traffic accidents involving personal injury are multiple collision incidents, in other words, when there is a second impact after the initial collision.

The Automatic Post-Collision Braking System automatically brakes the vehicle when it is involved in an accident in order significantly to reduce its residual kinetic energy and hence prevent or minimise the severity of a subsequent collision.

Triggering of the system is based on detection of a primary collision by the airbag sensors. Vehicle braking is limited by the ESC control unit to a maximum deceleration rate of 0.6 g. This value matches the deceleration level of Front Assist and ensures that the driver can take over handling of the car even in case of automatic braking.

The driver can 'override' the Automatic Post-Collision Braking System at any time; for example, if the system recognises that the driver is accelerating, it is disabled. The system is also deactivated if the driver initiates hard braking at an even higher rate of deceleration. Essentially, the system applies the brakes until a vehicle speed of 10 km/h is reached, so this residual vehicle speed can be used to steer to a safe location after the braking process.

Misfuel prevention device (standard on all diesel models)

On vehicles with a diesel engine, there is an insert with a mechanically locking flap on the filler neck for the fuel tank. The flap prevents a fuel nozzle from being inserted which is not suitable for diesel fuel (in other words a petrol fuel nozzle) thus protecting the vehicle from being filled with the wrong type of fuel.

Driver Alert system (standard on all)

It is estimated that a quarter of motorway accidents are caused by driver tiredness. For this reason Volkswagen has introduced an innovative fatigue detection system, which is particularly valuable for company car drivers who may cover long distances without a scheduled break.

The Passat's Driver Alert system does not work in the same way as those from other manufacturers which monitor eye movements. Instead, for the first 15 minutes of a journey the system analyses the driver's characteristic steering and driving behaviour. Further into the journey the system continually evaluates signals such as steering angle, use of pedals and transverse acceleration. If the monitored parameters indicate a deviation from the initial behaviour recorded at the beginning of the trip, then waning concentration is assumed and warnings issued.

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The system warns the driver with an acoustic signal lasting five seconds, while a visual message also appears in the instrument cluster recommending a break. If the driver does not take a break within the next 15 minutes, the warning is repeated.

This assistance system cannot detect so-called 'microsleep' but instead focuses on detecting early phases of lapses in concentration. This means it is much less costly than an eye movement monitoring based system – and also still functions when the driver is wearing sunglasses or driving in the dark.

PreCrash preventive occupant protection (standard on SE Business and above, optional on S)

The Passat's preventive occupant protection system is just one example of a technology that has been transferred from the premium to the compact class, having been implemented first in the Touareg.

If the system detects a potential accident situation – such as by the initiation of hard braking via an activated brake assistant – the seatbelts of the driver and front passenger are automatically pre-tensioned to ensure the best possible protection by the airbag and belt system. When a critical and 'unstable' driving situation is detected, for example through severe oversteer or understeer with ESC intervention, the side windows are closed (except for a small gap) and so is the sunroof. This is because the head and side airbags offer optimal support and thereby achieve their best possible effectiveness when the windows and sunroof are almost fully closed.

Adaptive Cruise Control with Front Assist and City Emergency Braking (standard on SE Business and above, optional on S)

This system uses a radar sensor integrated into the front of the car to detect distance from the car in front, maintain a preselected speed and automatically brake or accelerate in traffic.

ACC operates over a speed range from 30 to 160 km/h (approx. 18 to 99 mph) with a manual gearbox and with DSG. In vehicles with DSG, ACC intervenes to such an extent that the car may be slowed to a standstill, depending on the situation. It may also automatically pull away in stop-and-go traffic. ACC maintains a preselected speed and a defined distance to the vehicle ahead, and it automatically brakes or accelerates in flowing traffic. The system dynamics can be individually varied by selecting one of the driving programmes from the driver profile selector.

Front Assist works like ACC with the radar sensor integrated into the front of the car, which continually monitors the distance to the traffic ahead. Even with ACC switched off, Front Assist helps assist the driver in critical situations by preconditioning the brake system and alerting the driver to any required reactions by means of visual and audible warnings. If the driver fails to brake hard enough, the system automatically generates sufficient braking force to help avoid a collision. Should the driver, meanwhile, not react at all, Front Assist automatically slows the car so that under optimal conditions the speed of any impact is minimised. The system also assists the driver by an alert if the car is getting too close to the vehicle in front. The City Emergency Braking function is also part of Front Assist.

City Emergency Braking is a system extension of Front Assist and scans the area in front of the car via radar sensor. It operates at speeds below 30 km/h (approx. 18 mph). If the car is in danger of colliding with a vehicle driving or parked up ahead and the driver does not react, the brake system is preconditioned in the same way as with Front Assist. If the driver fails to intervene, City Emergency

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Braking then automatically initiates hard braking to reduce the severity of the impact. In addition, if the driver is initiating braking, but fails to press the brake pedal sufficiently, the system will assist with maximum braking power.

Driver Assistance Packs

A number of new features are grouped together in packs to simplify choice for customers. The most comprehensive is the Driver Assistance Pack Plus which includes up to seven innovations:

1. Lane Assist

The Passat's camera-based lane-keeping assistant with steering intervention detects lane markings and helps the driver to avoid critical lane changes or inadvertently leaving the lane. The camera sensor permanently scans lane markings to the right and left of the vehicle (both solid and dotted lines). If the car approaches a lane marking, Lane Assist warns the driver visually on the dashboard and via gentle steering vibration. The system differentiates between intentional and unintended lane changes, for example, if the driver has activated the indicators; the driver can also override Lane Assist through a strong steering intervention, so essentially it detects gradual and unintended drifting.

2. Traffic Jam Assist (Plus pack only)

Volkswagen developed its Traffic Jam Assist based on Lane Assist and Adaptive Cruise Control (ACC) and the system makes traffic jams or stop-and-go driving much more comfortable.

The system not only countersteers to make corrections when the car leaves the lane, but, with adaptive lane guidance enabled, it also keeps the Passat in the middle of the driving lane or 'learns' the driver's preferred position.

ACC and Lane Assist merge into Traffic Jam Assist: the system enables assisted sideways and forward guidance. The car steers, accelerates and brakes automatically, but only under the condition that the driver's hands are on the steering wheel and participating in steering, so that the driver can intervene at any time.

3. Emergency Assist (Plus pack only)

Another new system in which Lane Assist and ACC merge is Emergency Assist: as soon as the sensors detect that the driver is not exhibiting any steering, braking or acceleration activities, the system initiates various escalating actions to rouse the driver. If the driver remains inactive, it initiates an emergency stop. The hazard lights are automatically activated, and the Passat executes a slight steering manoeuvre to make surrounding traffic aware of the hazardous situation. ACC prevents the vehicle from colliding with the traffic ahead. Emergency Assist is the first system of its kind.

4. Side Scan (Plus pack only)

This is a radar sensor controlled warning system for changing lanes and blind spots, which incorporates a visual warning via a light in the door mirror housing when it is not safe to change lanes. Two 24 GHz radar sensors scan the approaching traffic at the rear of the Passat, and LEDs in the door mirrors inform the driver when other vehicles are approaching in the blind spot. If the indicator light is activated during this informational stage, this suggests an intentional lane change and therefore a hazard. The bright flashing of the LED in the door mirror signals the danger to the driver.

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5. Predictive Pedestrian Protection

This is an extension of the functionality of Front Assist and City Emergency Braking, and links the radar with the Passat's front camera so that it can detect, in addition to vehicles, any pedestrians at the edge of the road or on the carriageway.

If City Emergency Braking with Pedestrian Detection detects a risk of the Passat potentially colliding with a pedestrian, it alerts the driver with a visual and audible warning. If the driver fails to react to these warnings, the system automatically triggers emergency braking. From 2016, Emergency Braking with Pedestrian Monitoring will be taken into consideration in Euro NCAP's star rating system.

6. Dynamic Light Assist (Plus pack only)

For the first time Volkswagen is combining Dynamic Light Assist (automatic main beam control) and LED technology. The camera recognises any traffic in front and any vehicles approaching from the opposite direction and balances the data using the headlight electronics, which coordinate the spread of light via the daytime running light's controller and pivoting multi-beam lens module.

7. Traffic Sign Recognition (Plus pack only)

When the Assistance Pack is specified in conjunction with Discover Navigation or Discover Navigation Pro, Traffic Sign Recognition is also incorporated. Via a windscreen camera, the system detects speed limit signs and no-passing zones, and up to three of these signs are shown in the central instrument cluster display in front of the driver as well as in the navigation system display. The screen output shows all additional sign text (eg '10pm - 6am' or 'when wet'), and presents this in a logical order. The immediately applicable traffic sign (eg 70 mph) is always shown in first position; signs that are only conditionally valid (eg 50 mph when wet) are shown after. However, if the car's rain sensor detects the onset of rain, the now applicable traffic sign with the added text 'when wet' is shifted to first position.

Area View

Area View, the camera-based surroundings visualisation system, debuted in the Touareg in 2010 and was developed to enable a 360-degree overview. The system has been significantly enhanced for the new Passat with extended functionality, better camera resolution and new 3D bird's eye view perspectives (in conjunction with Discover Pro). The Passat's Area View utilises four cameras located in the boot lid (1), door mirrors (2) and radiator grille (1). With an aperture angle of over 180 degrees per camera, Area View captures the whole area around the car and projects it onto the infotainment system screen.

From the Display menu, the driver can select the camera views (front, rear, side or bird's eye view), with either a full or split screen. In conjunction with the Discover Pro system, the control unit takes the four camera images and generates an overall view of the Passat and its surroundings to create a 3D bird's eye view. In contrast to the normal bird's eye perspective, this view projects the view of the surroundings onto a hemisphere. The system permits a total of 17 different virtual camera positions. They are arranged so that all conceivable perspectives can be displayed around the vehicle.

Driver profile selection (standard from SE Business)

The Passat's driver profile selection offers customers up to five different programmes to allow them to match their car settings to their desired driving style. The standard available programmes are: Eco,

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Sport, Normal and Individual.

Each of these modes alters the throttle mapping and engine management (among other parameters) to the chosen style, so in Eco mode, for example, the engine management, air conditioning and ancillary systems are controlled to achieve maximum fuel efficiency.

Vehicles with a DSG gearbox have an additional coasting function in Eco mode which disengages the gear to allow the engine to idle, thereby ensuring optimal utilisation of the car's kinetic energy and better fuel economy. A fifth profile – Comfort – is also offered on cars which have optional Dynamic Chassis Control.

Trailer Assist

Another useful feature offered on the Passat is Trailer Assist, which makes light work of manoeuvring with a trailer by automatically controlling lateral guidance of the car and trailer combination.

Volkswagen is the first carmaker to offer an innovative system of this kind.

To manoeuvre a trailer in reverse from the carriageway into a driveway, the driver stops at a suitable point and engages reverse gear. The system is activated by pushing a button.

The current and possible steering angles are visualised in the instrument cluster. This is done based on image processing algorithms that evaluate the data from the rear view camera that observes the angle of the trailer in relation to the vehicle. The visually captured trailer angle is used to calculate the steering wheel angle independent of any special types of trailers or towbars.

The wing mirror adjustment switch then serves as a 'joystick', and the driver can use it to adjust the desired driving direction of the combination. The Passat takes the driver's steering commands via the mirror adjustment switch and steers the vehicle; all the driver needs to operate are the brake and accelerator pedals. The car is turned by automatic control of the electro-mechanical servo steering system. It is always possible to make a correction by mirror adjustment.

Trailer Assist can be deactivated by pressing the activation button again or by making a manual steering intervention. In this case, the vehicle-trailer is braked to a standstill. Trailer Assist also automatically slows the car down as soon as it exceeds a defined speed.

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Engines and transmissions

Powering the Passat is an advanced range of diesel engines, all of which are EU6 compliant and incorporate Start/Stop and battery regeneration systems. In the previous generation Passat, less than one per cent of sales were petrol-powered, hence the decision to take a diesel-only range.

The range consists of a 1.6-litre 120 PS, two 2.0-litre units with 150 or 190 PS, and a range-topping 2.0-litre bi-turbo with 240 PS, DSG gearbox and 4MOTION four-wheel drive. A plug-in hybrid GTE version with a 1.4-litre TSI petrol engine and electric motor is also available, along with a frugal BlueMotion with a 1.6-litre engine returning 76.3 mpg and just 95 g/km of CO₂. For more information on the Passat GTE, please see the separate product press pack.

Diesel engines

The Passat's TDI engines belong to the EA288 range. Defining components of these four-cylinder engines are utilised in a modular design. They include emissions relevant parts such as the fuel injection system, the turbocharger and the intercooler integrated within the induction manifold. In addition, a complex exhaust gas recirculation system is used. A further feature of every TDI engine is the layout of emission control components, designed to locate them nearer to the engine. To fulfil various emissions standards worldwide, an oxidation catalytic converter and diesel particulate filter are used in the Passat as emissions control components. The nitrogen oxides are reduced via a NO_x storage catalytic converter or – as in the case of the new 190 and 240 PS TDI models – by means of an SCR system (selective catalytic reduction, using the AdBlue reducing agent).

In order to reduce the engines' consumption further, all the TDI engines have been optimised for minimal internal friction. The measures taken in this regard include the use of piston rings with less pre-tension and of very low-friction bearings for the camshafts and balancer shafts (2.0 TDI). In the oil circulation loop, energy usage has been optimised by an oil pump with two pressure levels and volumetric flow control. During the warm-up phase, an innovative thermal management system utilises separate cooling circuits for the cylinder head and the cylinder crankcase with a water pump that can be deactivated. The TDI engines thus get up to operating temperature far more quickly and in winter the Passat's interior also warms up faster. Another independently controlled cooling circuit enables on-demand control of charge air temperature with additional emissions control benefits. The Passat's TDI engines are not only very low in emissions, fuel-efficient and high in torque, they are also very smooth-running and comfortable. In the case of the 2.0-litre engines, for example, two balancer shafts are used, as mentioned above. They reduce free inertial forces that occur in any piston engine system.

1.6-litre TDI, 1598 cc, 16-valve 4-cyl, 120 PS

The Passat's entry-level diesel is a 1.6-litre common rail TDI producing 120 PS between 3,600 and 4,000 rpm, and 250 Nm (184 lbs ft) of torque from 1,750 to 3,500 rpm. It is available with a six-speed manual or seven-speed DSG gearbox, in S, SE Business and GT trim and with a combined economy from 70.6 mpg.

1.6-litre TDI, 1598 cc, 16-valve 4-cyl, 120 PS BlueMotion

When fitted to the Passat BlueMotion model, this engine returns even lower fuel consumption and

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emissions. Thanks to a number of efficient technology and engineering features – including lowered suspension to improve aerodynamics, the Passat BlueMotion returns up to 63.3 mpg on the combined cycle and has CO₂ emissions of 95 g/km.

2.0-litre TDI, 1968 cc, 16-valve 4-cyl, 150 PS

The Passat's best-selling 2.0-litre TDI produces 150 PS between 3,500 and 4,000 rpm and its maximum torque of 340 Nm (250 lbs ft) is available from as low as 1,750 rpm (up to 3,000 rpm).

2.0-litre TDI, 1968 cc, 16-valve 4-cyl, 190 PS

The Passat's second 2.0-litre TDI develops 190 PS from 3,500 to 4,000 rpm, and equipped with a redesigned turbocharger, the four-cylinder engine produces a huge 400 Nm of torque from as low as 1,750 rpm up to 3,000 rpm.

2.0-litre TDI, 1968 cc, 16-valve 4-cyl, 240 PS

One engine that has been completely redeveloped is the most powerful four-cylinder turbodiesel direct injection engine ever offered by Volkswagen: a 2.0-litre TDI delivering 240 PS (at 4,000 rpm). In order to achieve the high specific output of 120 PS per litre of cubic capacity, a compact bi-turbo module with a high-pressure and a low-pressure turbocharger has been developed. The module enables turbo boost levels of up to 3.8 bar. The cylinder crankcase, crankshaft, connecting rods and pistons have been adapted to the high maximum combustion pressure of 200 bar. In addition a high-performance cylinder head is also being used for the first time.

Another new feature incorporated into the new 2.0 TDI 240 PS engine is a newly developed injection system with piezo injectors which enables injection pressures of up to 2,500 bar. In order to optimise comfort at low engine speeds, Volkswagen uses a newly developed centrifugal pendulum absorber in the gearbox which enables the gear shift points to be lowered still further, lowering the rpm levels, which contributes to the excellent fuel consumption figures.

With this range-topping engine, the new Passat achieves a top speed of 150 mph (148 mph for the Estate). Due to the high maximum torque of 500 Nm (1,750 to 2,500 rpm) the 240 PS Passat and Passat Estate models are equipped as standard with 4MOTION all-wheel drive and seven-speed DSG. In light of the high power output, the fuel consumption figures are remarkably low: 53.3 mpg (saloon) and 52.3 (Estate). The CO₂ emissions: 139 and 140 g/km.

SCR catalytic converter

An integral component of the emissions control system on the 190 and 240 PS models is an SCR catalytic converter. Positioning the oxidation catalytic converter, diesel particulate filter and SCR system (selective catalytic reduction) close to the engine makes the emission control components react especially quickly. Using a specially coated diesel particulate filter (the actual SCR catalytic converter), the SCR system converts the nitrogen oxides (NO_x) in the exhaust gas into nitrogen (N₂) and water (H₂O). This conversion takes place using synthetically produced AdBlue, which is carried in a 13-litre tank and in the Passat only has to be topped up every 9,000 km (approx. 5,600 miles).

DSG / dual-clutch gearbox

Every Passat diesel engine can be combined with a dual-clutch gearbox (DSG). This will be either six-

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or seven-speed. Besides the number of forward gears, other technical aspects differentiating the DSG versions include the clutch type. While in the 'small' seven-speed DSG two dry clutches are used, in the six-speed DSG and the 'big' seven-speed DSG the dual clutches run wet in an oil bath.

BlueMotion Technology

For the past few years, Volkswagen has been producing and developing a range of vehicles that strikes a balance between the highly focused BlueMotion vehicles and the conventional products on which they are based. The range, carrying the 'BlueMotion Technology' badge, combines efficiency with comfort and equipment to create vehicles that deliver greater economy and produce fewer emissions yet are practical as well as conventional to drive, service and maintain.

All new Passat models are equipped with 'BlueMotion Technology' modifications and feature a multifunction computer which includes visual gear change recommendation for optimum fuel consumption, as well as Start/Stop and battery regeneration systems.

The Passat's automatic Start/Stop system is operated through the clutch pedal. When coming to a halt at traffic lights, for example, the driver depresses the clutch and selects neutral. When the clutch is released, the engine shuts down and a 'Start / Stop' symbol illuminates on the multifunction display. In order to move away, the driver simply depresses the clutch once again to select first gear and the engine restarts automatically. The system can be deactivated through a switch, if necessary. With the DSG gearbox, the Start/Stop system is activated through the brake pedal.

A battery regeneration system helps to utilise energy that would otherwise be lost during braking. In deceleration and braking phases, the alternator's voltage is boosted and used for rapid recharging of the car's battery. Thanks to alternator control, it is possible to lower alternator voltage, for example during deceleration or driving at a constant speed. It is even possible to switch off the alternator entirely which reduces engine load and improves fuel consumption. In addition, all S models are fitted with low rolling resistance tyres.

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Servicing

Volkswagen offers customers a choice of servicing regime for their Passat. They can choose Fixed Service or Flexible Service and the appropriate selection is entirely dependent on how the car is likely to be driven and its general use.

The Fixed Service regime is recommended for vehicles that will cover less than 10,000 miles in 12 months and if the vehicle is likely to be used in the following way:

- Predominantly urban driving, short journeys with frequent cold starts
- Activities regularly producing high engine loading, for example frequent hill climbs, driving with vehicle fully loaded and towing
- Driving with high rpm, hard acceleration and heavy braking

In this case, the vehicle will be serviced at regular intervals, at every 10,000 miles or every 12 months. Flexible Service is recommended for vehicles with a daily mileage of more than 25 miles, where the vehicle is driven regularly and on mainly longer distance journeys. The vehicle should be mainly driven at a constant speed with minimum vehicle and engine loading, minimal towing and driven in an economical manner. In this case, the on-board computer informs the driver via a dashboard display, when the vehicle needs a service. A range of engine sensors electronically monitors the vehicle's oil temperature, oil pressure, oil level and brake pad wear to establish when a service is needed.

With the Flexible regime, the vehicle can cover typically between 10,000 and 20,000 miles (maximum) or 24 months (whichever is sooner) between oil changes. An inspection service is typically due after two years of ownership or at 20,000 miles and thereafter every year or 20,000 miles, whichever is soonest.

Customers can choose between Fixed and Flexible at PDI (pre-delivery inspection) and though it is possible to change from one to another during the vehicle's life, it can only be done when a full inspection service is due.

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Running gear

In developing the running gear for the Passat, engineers set out to exploit the advantages of the new Modular Transverse Matrix (or MQB platform – see separate section for full details), and certain specific proven components were further advanced to perfect the car's ride and comfort properties.

The new Passat is equipped at the front with the latest generation strut-type suspension; coil springs are integrated here with telescopic shock absorbers as a unit within the spring strut. The wheels are suspended via the spring struts and the lower wishbones with a track-stabilising scrub radius. At the rear a four-link axle with independent wheel suspension provides a high level of comfort and agile, secure chassis handling. The suspension itself is provided by gas-filled shock absorbers with separate springs. Both front and rear anti-roll bars are used.

The chassis can also be customised by the addition of optional XDS (standard on 240 PS TDI), DCC Dynamic Chassis Control and progressive steering. The new Passat's braking system incorporates Brake Assist, ESC and an electronic parking brake; the front brake discs are internally ventilated.

Front axle

Used at the front of the Passat is enhanced strut-type suspension with spring struts. All components have been reworked for improved functionality, weight and costs. This was made possible, for example, by the use of high-strength steel in the transverse links.

The sub-frame is centrally positioned on the front axle; its frame – designed for maximum transverse rigidity – handles loads from the engine mounts and steering as well as front suspension component loads. Now fully tubular in shape and thus also lighter, the anti-roll bar has, along with its spring rate, been adapted for comfortable and agile handling. The rubber bearings are vulcanised directly onto the painted anti-roll tube; this assures optimal acoustic properties and optimises the responsiveness of the anti-roll bar which is important for vehicle dynamics. A new aluminium pivot bearing has been developed for the Passat. The use of aluminium and the bionic design of this pivot bearing enabled a further weight reduction. Last but not least, the suspension characteristics and spring rates have been adapted for the Passat; in combination with a now 30 mm wider track, they provide the best combination of vehicle dynamics and vibration control.

Rear axle

The new Passat's rear axle is an enhancement of the familiar four-link axle and has been reworked for improved kinematics, acoustics, weight and modularity. However, nothing has changed with regard to its fundamental approach of separating longitudinal and transverse rigidities. The low longitudinal rigidity has been preserved by the trailing link's soft axle control; this was a necessary precondition for further improving ride comfort. Furthermore, Volkswagen has successfully improved the transverse rigidity of the modular performance axle, which is important for steering behaviour, by adjusting the steering link's bearings.

Key design changes to the rear axle are the connections of the tubular anti-roll bar and of the axle damper, which are now made at the spring link. This not only reduces forces within the axle but also has significant advantages in packaging. In addition, the axle has been made lighter by structural

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optimisation of many components and the use of high-strength steels.

Steering

The Passat's electromechanical steering system delivers accurate yet agile responses. In addition, available in the UK on R-Line models as part of the Sports pack is optional progressive steering. Drivers of the Passat will not need to rotate the steering wheel as much to turn through any desired radius. When going around tight bends they will also not need to move their hands so often around the wheel. With the progressive steering fitted to the new Passat, it takes 2.1 turns of the wheel from one end stop to the other, while without this option it takes 2.75 turns. On winding country roads and when turning at junctions, drivers will notice enhanced dynamic performance thanks to the more direct configuration. At low speeds, for example in the city or when parking, the Passat is even easier to handle thanks to the reduced need to turn the wheel.

DCC (Dynamic Chassis Control)

Second-generation Dynamic Chassis Control (DCC) is used in the new Passat. Compared to the normal chassis the vehicle body sits 10 mm lower when fitted with DCC. The system offers three driving modes: 'Comfort', 'Normal' and 'Sport'. In the 'Sport' mode, a very agile style of driving is implemented, while the 'Comfort' mode makes riding in the Passat exceptionally comfortable though still involving.

Via the driver profile selector it is also possible in the 'Individual' profile to assign any other driving profile properties to the DCC mode. The system adaptively controls the damper valves via an enhanced and refined Volkswagen control algorithm and thereby sets the damper characteristic. DCC utilises the input signals from wheel displacement sensors and accelerometers as well as vehicle information from the Chassis-CAN bus; in cycles of one millisecond, it uses these values to compute and adaptively adjust the optimal damping force for every driving situation.

Furthermore, the damping forces selectively applied to the four wheels are individually regulated. In combination with the dynamic chassis control system, new hydro-mounts are used on the rear axle to connect the trailing arm to the sub-frame. They further optimise the vibration characteristics, namely through better damping of the lengthways vibrations that occur when driving over individual bumps. With lengthwise rigidity reduced at the same time, the result on uneven surfaces is that the back wheels roll off bumps in a much softer and more comfortable way. The valves for the adjustable dampers have also been modified for further improved response, resulting overall in a suspension which resolves the apparent conflict between a comfortable and sporty set-up.

4MOTION four-wheel drive

Standard on Alltrack model and models equipped with the 2.0 TDI 240 PS engine, Volkswagen's 4MOTION four-wheel drive system offers exceptional grip at all times.

When under a relatively low load or when coasting, forward drive comes primarily from the front axle, and the rear axle is decoupled which saves fuel. If needed, however, the rear axle is seamlessly and instantly engaged by a multi-plate coupling, activated via an electro-hydraulic oil pump.

A control unit continually calculates the ideal drive torque for the rear axle and controls via activation of the oil pump how much the multi-plate clutch should be closed. The oil pressure

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increases the contact pressure at the clutch plates proportional to the desired torque at the rear axle. So, the level of pressure applied to the clutch plates can be used to vary continuously the magnitude of the transmitted torque. Even when driving off and accelerating, the Passat's wheels are prevented from spinning, because the control unit regulates the torque distribution as a function of dynamic axle loads.

Activation of the coupling is based primarily on the engine torque demanded by the driver. In parallel, what is known as a driving status identification system within the all-wheel drive control unit evaluates parameters such as wheel speeds and the steering angle. If necessary, nearly 100 per cent of the drive torque can be directed to the rear axle.

When manoeuvring or going around tight corners any build-up of pressure on the drive train is avoided by reducing the torque exerted on the coupling. The opposite happens in the event of heavy and rapid acceleration: in this case the coupling torque is increased with corresponding speed. Meanwhile, at high speeds the pre-control of the coupling, which is based on engine torque, is disabled in order to minimise fuel consumption. In this case front-wheel drive dominates. However, even in this situation 4MOTION remains a permanent all-wheel drive system, as the rear axle is instantly re-engaged as soon as any slippage registers on the front axle or the Passat is driven with increased lateral acceleration.

Four-wheel EDS and XDSPlus

In addition to the multi plate coupling that acts as a longitudinal lock, four electronic differential locks (EDS) integrated into the electronic stability control act as transverse locks. If a wheel starts to spin, they ensure that drive power is directed to the wheel on the opposite side within fractions of a second.

While front-wheel drive Passat models are fitted with EDS on the front axle alone, on the all-wheel drive Passat 4MOTION the electronic differential locks are used as so-called four-wheel EDS on the rear axle as well. The new Passat 4MOTION is also equipped on the front and rear axles with the additional XDSPlus function, which during fast cornering slows down the wheels on the inside of the bend, thus optimising steering. In technical terms, XDSPlus is a functional extension of the electronic differential locks.

With its combination of EDS and XDSPlus systems and a rear axle seamlessly engaged via the 4MOTION coupling, the Passat with all-wheel drive provides significant enhancements in terms of safety and handling. It also makes a very good towing vehicle: in the case of the 240 PS Passat TDI the braked towing capacity up a 12 per cent incline is up to 2,200 kg.

Passat Alltrack

In addition to 4MOTION four-wheel drive, Alltrack models are equipped with off-road suspension that provides up to 27.5mm increased ground clearance compared to standard models. Alltrack models are also equipped with an Off-road setting that incorporates hill descent assist to deliver a surefooted driving experience.

Electronic parking brake with auto hold function

All new Passat models have an electronic parking brake which is operated via a switch between the front seats. This also incorporates a standard auto hold function. This is activated via a button near

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the gear lever and is useful when the car is regularly stopping for short periods, for example when driving in heavy traffic. In this case, the parking brake is applied automatically whenever the vehicle is brought to rest on the footbrake, preventing it from rolling forwards or backwards. The brake is then released as soon as the accelerator is pressed.

If auto hold has been switched on when the vehicle ignition is on, it will automatically be switched on the next time the vehicle is started. Likewise if auto hold has been switched off when the vehicle ignition is on, it will automatically be switched off the next time the vehicle is started.

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Safety

As well as making this latest generation the most technically advanced Passat, designers and developers have also made this the safest Passat yet.

Airbag system

The Passat comes with a full complement of airbags: driver and front airbags with passenger side deactivation switch, curtain airbag system for front and rear passengers including front side impact airbags, rear seat side impact airbags and a driver's knee airbag.

In the event of a crash the airbag deploys in front of the driver's knees in less than 20 milliseconds and absorbs – in conjunction with the seatbelt and front airbag – a significant share of the crash energy. The driver is integrated into the vehicle's deceleration early via the thighs and pelvis, and the steering wheel airbag cushions the driver's chest and head at the optimal angle in the resulting, gently introduced upper body movement. In general, the knee airbag protects the driver's legs from a hard collision with the steering column and instrument panel. In an offset impact, the feet are also better protected against lateral ankle twist.

Euro NCAP test results

The Passat was tested ahead of UK launch by the independent European consumer protection organisation Euro NCAP and was awarded the maximum rating of five stars, meaning the eighth generation of the Passat is also considered to be one of the safest cars in the world.

Euro NCAP (New Car Assessment Programme) has been considered to be the most important standard for vehicle safety since 1997. The requirements were tightened again in 2014 and the new Passat passed with excellent results – thanks to a world-class security package consisting of an optimised body structure, a highly effective integrated seatbelt and airbag system and innovative assistance systems.

The overall safety rating of five stars for the new Passat is composed of the results in four sub-areas: occupant protection for adults and children, pedestrian protection and security support. During the extensive investigations on occupant protection for adults, which include a head-on crash test against an aluminium barrier (at 64 km/h (approx. 39 mph) and 40 per cent overlap) as well as a side impact (at 50 km/h (31 mph) in the vehicle structure) and a pole side impact (at 29 km/h (18 mph)), the Passat received 85 per cent of the maximum rating. The new Passat also performed excellently in the important area of child protection and reached over 87 per cent of the attainable point total due to the standard ISOFIX and top tether child seat anchors.

In addition, constructive details of the pedestrian protection in the new Passat were graded; these reduce the risk of injury to pedestrians. These include, for example, the design of the bumper and the bonnet. In the Euro NCAP assessment of the safety systems, the safety optimized head restraints, which minimise the risk of neck injuries in a rear-end collision, and seat belt warning systems for all seats were evaluated. The 'Front Assist' surroundings monitoring system including the City Emergency Braking, which is available from SE upwards and was incorporated in the safety systems category, were also assessed positively.

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Standard equipment

Passat S includes:

WHEELS AND SUSPENSION

Alloy wheels, four 6½J x 16-inch 'Aragon' with 215/60 R16 low rolling resistance tyres and anti-theft bolts

Steel space saver spare wheel

EXTERIOR

Black radiator grille with chrome louvres

Body-coloured bumpers

Body-coloured door handles

Body-coloured door mirrors with integrated indicators

Daytime running lights

Exterior temperature gauge and frost warning function

Galvanised body

Halogen clear headlights, range adjustable

Rear lights incorporating LED technology

Rear number plate lights incorporating LED technology

Windscreen wipers with intermittent operation

INTERIOR

Analogue clock in the dashboard

'Brushed chrome' decorative inserts in dash, centre console and door panels

Chrome-plated instrument and air vent surrounds

Cup holders, front x 2

Front centre armrest with storage compartment and two rear air vents

Glovebox, cooled, illuminated and lockable

Height and reach adjustable steering wheel

Interior lighting: front and rear with interior delay and dimming function

Leather trimmed three-spoke multifunction steering wheel and gear knob

Load lashing points x 4, in luggage compartment

Luggage compartment light

Reading lights, front x 2

Seating

– Upholstery – 'Hampshire' cloth

– Driver's and front passenger's seat height adjustment

– Front seats with lumbar adjustment

Split folding rear seat backrests 60:40

Storage compartment in driver's door for 1.0 litre bottle

Storage compartment in roof console with cover

Storage compartments in front passenger's door for 1.5 litre bottle

Storage compartment in rear doors

Vanity mirrors

White instrument lighting

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12V socket in front centre console

IN-CAR ENTERTAINMENT AND COMMUNICATIONS

Aerial for radio integrated into rear windscreen

Composition Media system

- 6.5-inch colour touch-screen
- Bluetooth telephone and audio connection for compatible devices
- Car information display
- DAB digital radio receiver
- MDI (Multi Device Interface), via USB connection – compatible products only
- Music playback from MP3, WMA and AAC files
- SD card reader
- Simultaneous pairing of two compatible mobile devices
- Single CD player
- SMS functionality – read, compose and send SMS messages using touch-screen display (when stationary, compatible Android smartphones only)
- Title and cover art display
- Think Blue. Trainer. – driver tips and journey analysis
- 4 x 20 watt output
- 8 speakers, front and rear

SAFETY AND SECURITY

ABS (Anti-lock Braking System) – includes BAS (Brake Assist System) and EBD (Electronic Brake-pressure Distribution)

Airbags

- Curtain airbag system, for front and rear passengers, including front side impact airbag
- Driver's and front passenger's airbags with front passenger's airbag deactivation switch
- Driver's knee airbag
- Rear seat side impact airbags, outer

Alarm with interior protection

Automatic Post-Collision Braking System

Disc brakes, front and rear

Driver's and front passenger's safety optimized head restraints, longitudinal and height adjustable

Electronic engine immobiliser

ESC (Electronic Stability Control) – includes EDL (Electronic Differential Lock) and ASR (Traction Control), EDTC (Engine Drag Torque Control) and trailer stabilisation function

First aid kit

Height-adjustable front three-point seat belts with tensioners

High level third brake light

Isofix child seat preparation, outer rear seats

Misfuel prevention device

Press and drive (Keyless start)

Remote central locking with 2 remote keys

Tyre pressure loss indicator

Warning buzzer and light for front seat belts if unfastened

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Warning light for rear seat belts if unfastened

Warning lights for open boot lid and doors

Warning reflector in all doors

3 rear head restraints, height adjustable

3 rear three-point seat belts

COMFORT AND CONVENIENCE

Air conditioning, manual

Electric windows, front and rear

Electrically heated and adjustable door mirrors

One-touch indicator turn signal

DRIVER'S ASSISTANCE

Battery regeneration (recuperation – energy recovery during braking)

Driver Alert system

Electronic parking brake – with auto hold function

Hill hold function

Multifunction computer, includes visual gear change recommendation for improved fuel consumption

Power-assisted steering, speed-sensitive

Remote boot unlocking

Start/Stop function

Warning light for low washer fluid

Passat BlueMotion adds (over S)

WHEELS AND SUSPENSION

Alloy wheels, four 7J x 17-inch 'Soho' with 215/55 R17 tyres and anti-theft wheel bolts

Sports suspension, lowered by approx. 15 mm

EXTERIOR

'BlueMotion' styling pack – uniquely shaped front and rear bumpers

Chrome trimmed front air intake and radiator grille with blue strip

Unique 'BlueMotion' badging

Passat SE Business adds (over S)

WHEELS AND SUSPENSION

Alloy wheels, four 7J x 17-inch 'London' with 215/55 R17 self-sealing tyres and anti-theft wheel bolts

EXTERIOR

Chrome-plated side window surrounds

Front fog lights with static cornering function and chrome trimmed surround

'Gloss Black' B Pillar trim

Rear tinted glass from B pillar backwards, approx. 65 per cent tinted

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INTERIOR

'Diamond Silver' decorative inserts in dash, centre console and door panels

Carpet mats, front and rear

Cup holders with covers, front x 2

LED entrance/warning lights in front doors

Load-through provision

Reading lights, front and rear x 2 incorporating LED technology

Rear seat centre armrest with storage compartment

Seating

- Upholstery - 'Kensington' cloth

- ergoComfort seat with seat cushion tilt adjustment, thigh support and electric backrest adjustment on the driver's side

Vanity mirrors, illuminated

12V socket in luggage compartment

IN-CAR ENTERTAINMENT AND COMMUNICATIONS

Discover Navigation system (in addition to Composition Media system)

- Branded points of interest

- Dynamic navigation based on TMC+

- Preloaded European navigation data

- Speed Limit Display

- Three route options (Fast, Short, Eco)

- 2D/3D map view

CAR-NET

Car-Net 'Guide and Inform' - three-year subscription

- Providing online access to a range of useful information such as traffic, fuel pricing, parking space availability, weather and news feeds

SAFETY AND SECURITY

Automatic leaving home and manual coming home lighting functions

Front head restraints with longitudinal and height adjustment

PreCrash preventive occupant protection

COMFORT AND CONVENIENCE

Automatic dimming interior rear-view mirror

Rain sensor

Remote electrically heated, adjustable and foldable door mirrors, including automatic dimming function on driver's side, door mirror puddle lights and reverse activated kerb-view adjustment on passenger's side

DRIVER'S ASSISTANCE

Adaptive Cruise Control (ACC), including Front Assist, radar sensor controlled distance monitoring system, City emergency braking system, cruise control and speed limiter, Driver profile selection, personalisation for

- Wing mirrors

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- Map and route settings

- Radio stations

- Air conditioning

- Central locking and windows

- Interior lighting

Dusk sensor, automatic driving lights

Parking sensors, front and rear – ultrasonic, audible with audio volume reduction when activated and optical parking

Passat GT adds (over SE Business)

WHEELS AND SUSPENSION

Alloy wheels, four 8J x 18-inch 'Oxford Anthracite' with 235/45 R18 self-sealing tyres and anti-theft bolts

Full size alloy spare wheel (not GTE and GTE Advance models)

EXTERIOR

Decorative trim, front side and rear sills in chrome

Rear lights incorporating LED technology with dynamic lighting effect (not R-Line)

INTERIOR

Brushed aluminium decorative inserts in dash and door panels

'Piano Black' decorative inserts in centre console

Seating

- Upholstery – Alcantara seat centre section and 'Vienna' leather side bolsters

- Heated front seats (not R-Line)

Steering wheel including paddle shift (auto DSG only)

COMFORT AND CONVENIENCE

Ambient lighting and lights in front door

Climate control – 3Zone electronic air conditioning with automatic air recirculation

Heated windscreen washer jets

Panoramic sunroof (not GTE models)

DRIVER'S ASSISTANCE

Active Info Display (not GTE models)

Passat GT 2.0 BiTDI 240PS 4MOTION models add (over GT):

WHEELS AND SUSPENSION

Dynamic Chassis Control (DCC), variable suspension settings – choice of three settings: Sport, Comfort and Normal

SAFETY AND SECURITY

XDS electronic differential lock for improved traction and handling

PRESS INFORMATION

PASSAT

EXTERIOR

LED premium headlights with projection technology. Including dual 'U-shaped' LED daytime running lights. 12 separate LED lights which perform the indicator function. With dynamic curve lighting and headlight washers
Trapezoid exhaust tailpipes, left and right

Passat R-Line adds (over GT)

WHEELS AND SUSPENSION

Alloy wheels, four 8J x 18-inch 'Monterrey' with 235/45 R18 self-sealing tyres and anti-theft wheel bolts
Steel space saver spare wheel

EXTERIOR

'R-Line' styling pack – 'R-Line' design front and rear bumpers, radiator grille and side skirts
Trapezoid exhaust tailpipes, left and right

INTERIOR

Black rooflining
Leather trimmed three-spoke multifunction steering wheel with aluminium inserts and 'R-Line' logo
Seating
– Upholstery – 'Race' seat centre section and 'Vienna' leather side bolsters
– Front seats with embroidered 'R-Line' logo on backrest
Stainless steel pedals – clutch, brake and accelerator
Unique 'R-Line' carpet mats, front and rear
Unique 'R-Line' decorative inserts for dash and door panels
Unique 'R-Line' door sill protectors

Passat R-Line 2.0 BiTDI 240PS 4MOTION models add (over GT):

WHEELS AND SUSPENSION

Dynamic Chassis Control (DCC), variable suspension settings – choice of three settings: Sport, Comfort and Normal

SAFETY AND SECURITY

XDS electronic differential lock for improved traction and handling

EXTERIOR

LED premium headlights with projection technology. Including dual 'U-shaped' LED daytime running lights. 12 separate LED lights which perform the indicator function. With dynamic curve lighting and headlight washers

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Passat Alltrack models add (over GT):

WHEELS AND SUSPENSION

Four 7J x 18-inch 'Kalamata' alloy wheels with 245/45 R18 self-sealing tyres and anti-theft wheelbolts

Increased ground clearance, raised by approx. 27.5 mm

Off-road suspension

EXTERIOR

'Alltrack' styling pack – uniquely shaped off-road front and rear bumpers

Chrome trimmed radiator grille and front air intake

Matt-chrome effect and anthracite side sill protection

Matt-chrome effect door mirrors

Matt-chrome effect underbody protection, front and rear

Trapezoid exhaust tailpipes, left and right

Unique 'Alltrack' badging

Wheel arch protection, anthracite

INTERIOR

Brushed stainless steel door sill protectors with unique 'Alltrack' logo

Brushed stainless steel pedals

Seating upholstery in 'Summit' cloth

'Tracks' decorative inserts in dash, centre console and door panels

DRIVER'S ASSISTANCE

Four-wheel drive – 4MOTION

Multifunction colour display

Off-road setting, including hill descent assist

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Insurance groups

Thanks to its impressive security and safety features, the Passat secured the following insurance group ratings from the ABI (Association of British Insurers), all of which are lower than those achieved by the previous generation model:

Saloon

S

1.6-litre TDI 120 PS	15E
2.0-litre TDI 150 PS	21E

BlueMotion

1.6-litre TDI 120 PS	15E
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SE Business

1.6-litre TDI 120 PS	12E
2.0-litre TDI 150 PS	19E

GT

1.6-litre TDI 120 PS	13E
2.0-litre TDI 150 PS	19E
2.0-litre TDI SCR 190 PS	22E
2.0-litre BiTDI SCR 4MOTION DSG	28E

R-Line

2.0-litre TDI 150 PS	19E
2.0-litre TDI SCR 190 PS	23E
2.0-litre BiTDI SCR 4MOTION DSG	28E

GTE

1.4-litre TSI 218 PS Hybrid	26E
Advance 1.4-litre TSI 218 PS Hybrid	26E

Passat Estate

S

1.6-litre TDI 120 PS	15E
2.0-litre TDI 150 PS	21E

BlueMotion

1.6-litre TDI 120 PS	15E
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SE Business

1.6-litre TDI 120 PS	12E
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2.0-litre TDI 150 PS 19E

GT

1.6-litre TDI 120 PS 13E

2.0-litre TDI 150 PS 19E

2.0-litre TDI SCR 190 PS 22E

2.0-litre BiTDI SCR 4MOTION DSG 28E

R-Line

2.0-litre TDI 150 PS 19E

2.0-litre TDI SCR 190 PS 23E

2.0-litre BiTDI SCR 4MOTION DSG 28E

Alltrack

2.0-litre TDI 150 PS 4MOTION 19E

2.0-litre TDI SCR 190 PS 4MOTION 22E

GTE

1.4-litre TSI 218 PS Hybrid 26E

Advance 1.4-litre TSI 218 PS Hybrid 26E

Ratings are based on the ABI's 1-50 system. The 'E' denotes that the vehicle exceeded the co-called Thatcham (ABI) requirements.

PRESS INFORMATION

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