



Volkswagen

International Driving Presentation of the new Jetta

Nice, January 2011

Notes:

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Jetta / Driving presentation: Nice / VOLKSWAGEN /

Debut in Europe:

New Jetta causes a stir in the saloon world

High-quality saloon of the 4.64 metre class for under 21,000 euros

Jetta is one of the world's most sustainable saloons at 4.2 l/100 km

- Wolfsburg/Nice, January 2011. Volkswagen has reconceptualised, restyled and redimensioned the Jetta – a car that has been successful on all continents (over 9.6 million units sold). Now measuring 4.64 metres in length (+ 9.0 cm) it is closing the gap between the Golf (4.20 metres) and Passat (4.77 metres) more precisely in Europe. Visually, the new Jetta has also fully separated itself from the compact class best-seller, the Golf; as a result, this saloon is as independent as an Eos or a Tiguan.
- **New saloon class:** The 2011 Jetta is an ideal choice for all those car drivers who desire an impressively styled saloon whose comfort, safety and quality all rate at the highest levels. So far, the vehicles offered in this size and quality class have for the most part been significantly more expensive vehicles. Now the Jetta offers an alternative at an affordable price (from 20,900 euros). The Volkswagen shines with new TDI and TSI engines (top fuel economy: 4.2 l/100 km), efficient dual-clutch transmissions (DSG) and very spacious interior dimensions.
- **Success in the USA:** With its new package, styling and technology concepts, the Jetta now has the potential to achieve successes in Europe similar to those in the USA. There, it is the most successful car of any European carmaker. Up to 110,000 vehicles from this model series are sold every year between New York and Los Angeles;



Americans value the Jetta as a highly safe sporty saloon. It was for this reason that Volkswagen presented the new US version of the car at the centre of New York's Times Square in June 2010.

- **Truths on both sides of the Atlantic:** Never before has a Jetta been this sporty, this efficient or this large. Conceptually and stylistically, the saloon takes a giant leap forward. As mentioned, the saloon's design is no longer derived from that of the Golf, rather it follows separate lines. Designers and engineers also completely recreated the interior. Thanks to the long wheelbase (2.65 metres) that was extended along with the car's overall length, the rear seating area has gained significant length (an additional 6.7 cm of legroom).
- **Key data of pure efficiency:** Tremendous advances were also made in the powertrain area. Consider the 1.6 TDI with 77 kW / 105 PS: In the BlueMotion Technology version, this common rail turbodiesel only consumes 4.2 l/100 km (equivalent to 109 g/km CO₂). Or take the example of the 1.2 TSI, which also outputs 77 kW / 105 PS and has BlueMotion Technology: The direct injection turbo petrol engine consumes just 5.3 l/100 km (equivalent to 123 g/km CO₂) – and this is a saloon with petrol engine that can accelerate to 190 km/h. As noted, the Trendline version of the Jetta 1.2 TSI costs 20,900 euros; the base price of the Jetta 1.6 TDI Trendline with BlueMotion Technology is 23,475 euros (prices in Germany). Other power levels: a TDI with 103 kW / 140 PS and (following over the course of the year) three TSIs with 90 kW / 122 PS, 118 kW / 160 PS and 147 kW / 200 PS. This means that the Jetta will be exclusively powered by state-of-the-art charged

direct injection engines. All engines except the 105 PS TSI may be combined with an optional dual-clutch transmission (DSG).

- **Here's where it starts:** The Trendline equipment line is the entry level into the world of the Jetta. However, it is certainly not a base version in the classic sense of the word. When it comes to safety, for example, it offers six airbags (optionally eight), five crash-optimised head restraints (with special anti-whiplash design in front), daytime running lights, automatic seatbelt detection system, automatic hazard lights on hard braking, Hill Climb Assist, ABS with braking assistant and ESP with countersteering feature and trailer stabilisation. Exterior features of the Jetta Trendline include such details as 205 tyres on 16-inch steel wheels, electrically adjustable and heated door mirror with integrated indicators and green tinted insulating glass. Inside, the Jetta's convenience features have been upgraded with details such as a climate control system (Climatic), dust and pollen filter, remote control central locking, electric windows all round, outside temperature indicator with frost warning, chrome bezels for air vents, multifunction display and height adjustable driver's seat (fabric seat covers in "Cardeol" design).



- **The popular middle:** The next level up, the Comfortline, starts at prices from 22,600 euros in Germany (Jetta 1.2 TSI with 77 kW / 105 PS). From the outside, this model is distinguished by such features as chrome accents on the radiator grille and 16-inch, 5-spoke “Navarra” alloy wheels. Inside, the Jetta Comfortline is upgraded by such details as storage pockets on the backs of the front seats, centre armrests (with storage compartment in front armrest), 8-way adjustment of the comfort seats (with fabric covers in “Sienna” design), fabric floor mats, RCD 210 Radio-CD system, a chrome pack (including rotary light switch and climate system control dials) and what is known as the small leather pack (steering wheel, gearshift grip and parking brake lever) as well as black accents (“Black Pyramid”). Also standard equipment: the Park Pilot assistance system (front and rear), lowering of the passenger side mirror for reversing, and four reading lamps (two in the front, two in the rear).
- **Bridge to the next class up:** The Jetta’s most elegant equipment features are offered on the Highline version. It may be ordered in combination with TSI engines from 90 kW / 122 PS (base price in Germany) or any of the TDI power levels (base price for 77 kW / 105 PS: 25,875 euros). Outside, standard features beyond those of the Trendline and Comfortline include 17-inch alloy wheels (“Porto” type with ten spokes), a chrome surround for the lower air intake, chrome trim under the side windows, a headlight cleaning system and front fog lights with cornering light.

- **Simply economical:** In addition, the new Jetta is one of the most economical cars in its class in terms of cost of ownership. Consider the Jetta 1.2 TSI Trendline with 77 kW/105 PS and BlueMotion Technology: Given fuel consumption of just 5.3 l/100 km, favourable insurance rates (German classes: liability 17, full comprehensive 16, part comprehensive 18) and low costs for motor vehicle tax, maintenance and repairs to parts subject to wear, this car attains the lowest Cost of Ownership (CoO) in the immediate competitive field.



Top quality, lots of space and low costs

Significantly larger Jetta closes gap between Golf and Passat

High-end saloons of the same size considerably more expensive

Wolfsburg / Nice, January 2011. Notchback and hatchback – two vehicle concepts, two design approaches, two types of automotive taste. The two car versions appeal to completely different markets, depending on class and region. Consider the USA: There vehicles with notchbacks – i.e. the classic saloon style – are not only the favourites in the automotive luxury class; even in the compact class they attain a respectable market share of 37.7 percent. A similar situation exists in countries like China or Turkey. The Volkswagen Jetta is a bestseller in all of these regions, and it has sold in the millions globally. Germany, however, is an example of how certain markets follow their own rules: the hatchback is more popular there with a considerable market share of 46.7 percent in the compact and lower medium class (A-Segment). Just like in France and Italy. In these countries, the Golf is a star whose sales are measured in millions of units. In classes above the compacts, however, saloons gain in significance. High mileage business drivers as well as private customers – from Scandinavia to Mediterranean countries – like the saloon from the medium class upwards, especially when styling and technology are of a sporty nature and quality is high. In Western Europe, saloons attain a share of about 20 percent within this B segment, and the trend is rising.

That is why Volkswagen gave the Jetta a new size, a new concept and a new design. From a purely objective perspective, it is positioned exactly between the A and B segments at a length of 4.64 metres. Based



on its attractive base price of 20,900 euros (Germany), it continues to win over drivers of compact saloons, but at the same time it appeals to a new clientele that drives – or would like to drive – a larger and higher end saloon.

New Jetta fills range between Golf and Passat

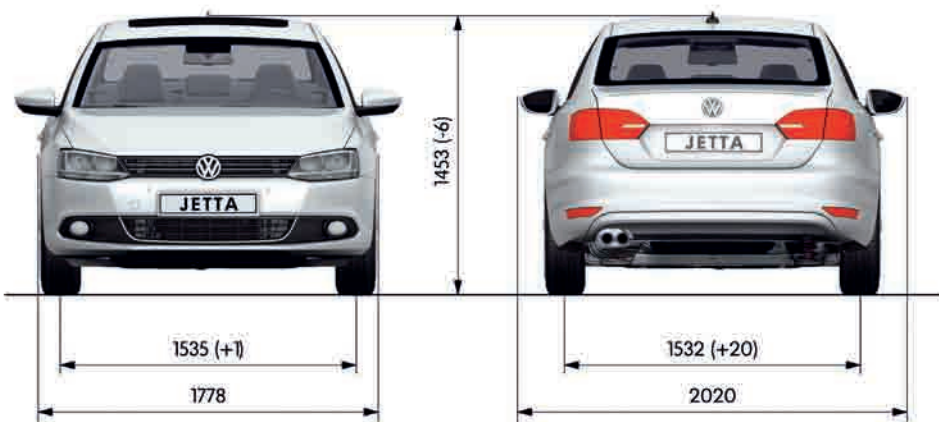
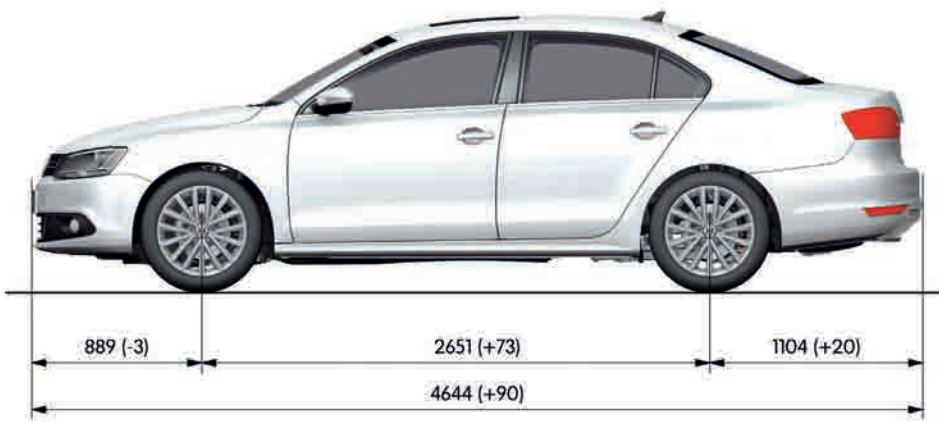
So, with the larger Jetta Volkswagen has differentiated the range of compact and mid-class cars with greater precision. It better fills the space between the brand's mega-sellers, the Golf and the Passat. It is also the ideal choice for car drivers who prefer the dynamic styling of a practical sport saloon and expect the highest levels of comfort, safety and quality. Until now, the only choices for these car drivers were vehicles costing thousands of euros more. In the Jetta, they can now find an alternative that German carmakers have not offered so far in this price class. In Western Europe, the first generations of the Jetta had simply been considered notchback derivatives of the Golf. That is now a thing of the past. Because the new Jetta has fully separated itself from the Golf.

Low cost of ownership

In addition, the new Jetta is also one of the most economical vehicles of its class in terms of operating costs. Its positive economical traits add up to a convincing bottom line that is hard to beat.

Consider the Jetta 1.2 TSI Trendline with 77 kW / 105 PS and BlueMotion Technology: Given a fuel consumption of just 5.3 l/100 km, favourable insurance rates (German classes: liability 17, full comprehensive 16, part comprehensive 18) and low costs for motor vehicle tax, maintenance and repair of parts subject to wear, this car attains the lowest Cost of Ownership (CoO) in the immediate competitive field.

Also contributing to low running costs are the Jetta's long service intervals. Aside from scheduled service (oil changes), the interval between regularly scheduled maintenance may be as much as 60,000 kilometres depending on driving style and driving region (at the latest every two years). And this saves on cash too.



Bestseller bridges to the next vehicle segment

Sixth generation Jetta was made significantly larger and more comfortable

Jetta's fully galvanised safety body is extremely durable

Wolfsburg/Nice, January 2011. The 2011 Jetta has a completely new vehicle design. A look at its fully galvanised body illustrates this most clearly: Never before has a Jetta been this large, this sporty or this independent. Just how independent is evident in the fact that from now on the Jetta will no longer share any body components with the technically related Golf. Rather, the new Jetta is now more of a dominant independent vehicle like the Eos or Tiguan. Moreover, with the Jetta Volkswagen is once again setting completely new quality benchmarks in a market segment.

Exterior styling and dimensions

The new model is 4.64 metres long, 1.45 metres tall and 1.78 metres wide. This makes the Volkswagen nine centimetres longer than the previous model. Through the interplay of its exterior dimensions, this generates a powerful ratio of proportions. In parallel, the new Volkswagen "design DNA" sharpens the car's styling. As a result, clear, precise lines and the tension of athletically-muscular surfaces impart a timeless elegance and dynamic styling to the saloon. The consequences: the Jetta's image communicates such a superior statement in styling that for all practical purposes the Volkswagen is positioned in a higher vehicle class.

Front end: Here it is the coupé-like incline of the windscreen and the consistent use of horizontal lines that define the design. The high-gloss black radiator grille forms a stylistic unit with the trapezoidal



headlights. The dual round headlights are subdivided by so-called masking blades to form a large upper area with dipped and main beam lights and a narrow lower area with daytime running lights and turn indicators. The chrome masking blades continue the horizontal emphasis of the front end lines right into the headlights. The results: visually, the Jetta appears wider and more dynamic. In the area of the dipped headlight, new H7 Longlife halogen bulbs are used; they exhibit a significantly longer life. The generally more severely stressed parking and daytime running lights are also implemented in Longlife or Super-Longlife technology. Optimal tuning of the mounting height and size of the dipped beam headlight reflector yield very good and broad illumination of the roadway with greater illumination on the car's own side of the road.

Under the unit consisting of grille and headlights is the cleanly sculpted surface of the fully painted bumpers. On the next lower level, an air intake and tray-shaped front spoiler (in the style of "splitters" used in motorsport) give the front end a sporty finish. In the upper front end section, the transition from the V-shaped bonnet into the side wings produces a powerful effect. The shoulder section implemented here contributes to the car's dynamic-muscular styling.

Side profile: In the saloon's side profile, design characteristics that have defined all new Volkswagens of the past year meld to create another interpretation of the "design DNA" conceptualised by the Italian Head of Design of the Volkswagen Group (Walter de Silva) and the German Head of Design of the Volkswagen Brand (Klaus Bischoff).



The best example of this: the so-called character or “tornado” line. Its form intersects the main volume of the large, harmonised surfaces, thereby conveying a strong dynamic. The door mirrors also have a sporty appeal: Their design with integrated turn indicators in the form of narrow stripes follows a stylistic solution also implemented in the new Passat and Eos.

The wheelarches are striking. Thanks to the large track widths (front 1,535 mm, rear 1,532 mm) they form a precise transition – as though carved by a knife – to accommodate wheels up to 18 inches in size. Another typical design characteristic is the line work in the area of the C-pillars. Here, the trailing edge of the door follows a straight line from the side sill diagonally back into the triangle window; stylistically, this lengthens the door and gives the overall vehicle an even larger and more elegant appearance.

Rear section: Harmonised surfaces and sporty shoulders also dominate the look at the rear of the Jetta. The very wide rear window with its coupé-like angle offers excellent visibility behind the saloon; at the same time it emphasises the car’s dynamic lines. Its interplay with the C-pillars, as striking as they are elegant, and the clearly sculpted shoulder section, produces a design that is extremely dominant with a strong street presence. Powerfully illuminating and visually prominent: the rear lights. They are split into two sections, extending from the wing into the bootlid and displaying an unmistakable look both day and night. The bootlid itself has an aerodynamically optimised trailing edge that minimises air turbulence and increases the car’s downforce to the

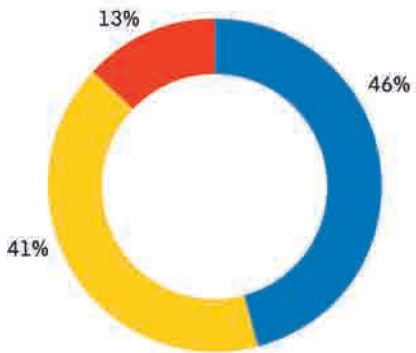


road. The vertical surface of the bootlid with its integrated VW logo and segmented rear lights shows a slight flare – a styling tool that further emphasises the saloon’s sportiness.

To access the 510 litre boot, the bootlid can be opened by wireless remote control. Perfection in details: A special, patented reflector geometry illuminates the entire lower licence plate and boot area together with a uniform light intensity.

Passive safety

The new Jetta is equipped with six airbags as standard equipment (driver and front passenger airbags, side airbags in front and side curtain airbags in front and rear). Customers can add optional rear side airbags to this package. To ensure that the airbags deploy to their proper positions faster than ever, the new Jetta has a special sensor system for detecting crash intensity and igniting the airbags. The electronics, located centrally in the passenger compartment, evaluate low-frequency “palpable” deceleration signals. In addition, specially tuned accelerometers measure frequency components in the mid or “audible” range. These signal components are generated as car body waves when load-bearing structures in the front of the car deform very quickly. They propagate throughout the vehicle structure at a high speed and make precise information on the severity of the crash available very quickly.



- ≤ 220 MPa
- ≤ 420 MPa
- > 1000 MPa



By intelligently interrelating the “palpable” and “audible” signal components, the airbag sensor system obtains a faster and simultaneously more reliable characterisation of the crash. This makes it possible to adapt the deployment performance of the airbags and belt tensioners to the crash situation in order to provide optimal protection for passengers. In Germany, the Volkswagen sensor system has been awarded the Bavarian Innovation Prize.

High-strength, form-hardened steels are also used in the new Jetta. These special steels help to create an extremely safe vehicle structure while avoiding spiralling weight gains. The impact energy is routed through defined load paths according to the crash type, to absorb a share of the energy that would otherwise impact on the car’s occupants. These extremely high-strength steels were used to produce such structures as the A-, B- and C-pillars as well as the cant rails.



Material quality and impression define a new standard

Interior of the new Jetta has been fully redesigned

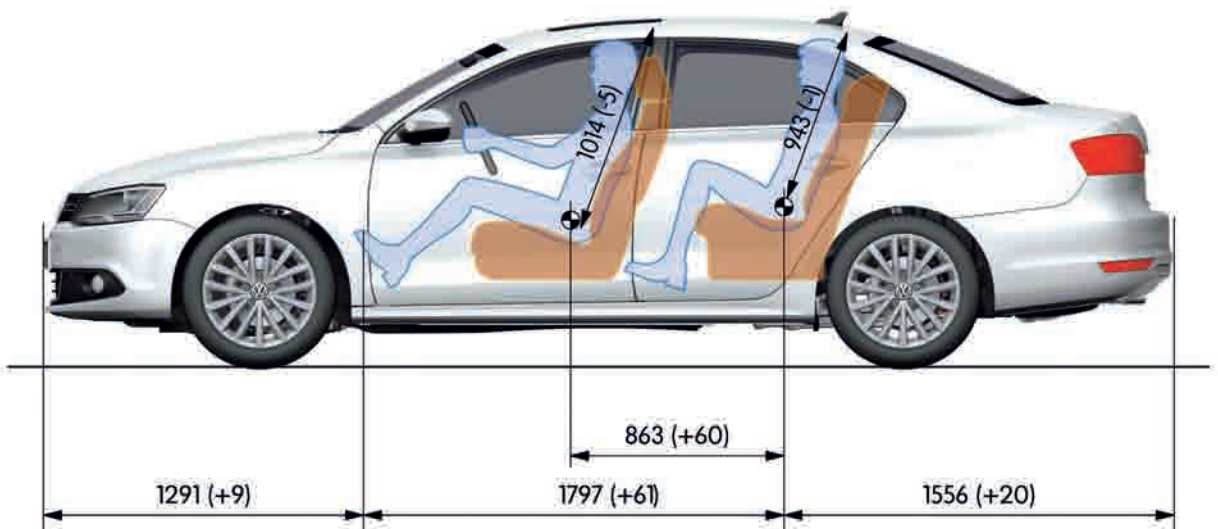
New Jetta offers significantly more interior space thanks to extended wheelbase

Wolfsburg/Nice, January 2011. The Jetta's interior with its high-end quality creates a solid bridge to the class above, widening its lead over the competition. Inside, the new Jetta offers unparalleled perfection in details and – as a common conceptual thread – self-explanatory controls.

Ergonomic cockpit

The silver framed round instruments designed in the style of the new Passat are positioned for optimum viewing; the multifunction display (trip computer) is located between them. The new three-spoke steering wheel design (optional leather-trimmed steering wheel with multifunction keys) impresses both visually and to the touch. The right hand rests ergonomically on the gearshift grip. Further up the centre console are the redesigned and intuitive controls for the climate control and the radio and radio-navigation systems. This console section is slightly inclined towards the driver for an ideal alignment of the dashboard that focuses on the driver's needs.

The parking brake lever was also repositioned, freeing up more space on the right side that is now used for larger cupholders. Numerous storage options – including an option-dependent centre armrest with large storage box and special sunglasses holder – all perfect the car's everyday practicality.



More space for driver and front passenger

Despite the flatter roofline, the effective headroom for both driver and front passenger was also increased to 1,014 mm. Both occupants take their places on completely redesigned and ergonomically optimised seats that offer a high level of long-distance travel comfort and ample adjustments (optional 6-way and 8-way adjustment). The extended wheelbase, now 2,651 mm, enabled a significantly more comfortable layout of the Jetta's 3-person rear seating area. Consider knee room: it is now a huge 1,046 mm. Headroom in the rear, at 943 mm, is still on the same good level of the previous model.

510 litre cargo capacity

Even the base version sports a folding rear bench seatback with a 60/40 split, increasing the car's versatility. The 510 litre boot can be opened from inside the car by a remote unlock switch (or by unlocking from the exterior or by the standard wireless remote control). A load-through provision integrated in the centre armrest (standard from Comfortline) increases versatility.

All-round protection

The new Jetta is equipped with six airbags as standard (driver and front passenger airbags, side airbags in front and side curtain airbags in front and rear). Customers can add optional rear side airbags to this package (*for detailed information on the topic of passive safety, see the Body section*).



Standard and optional features

New Jetta has standard climate control and daytime running lights

Base version has six airbags, ESP with countersteering function and Climatronic

Three equipment lines and BlueMotion Technology with Stop/Start system

Wolfsburg/Nice, January 2011. In Europe, Volkswagen is offering the Jetta with three equipment levels: Trendline, Comfortline and Highline. Volkswagen drivers will be familiar with this model matrix. The Trendline is a type of base version, yet it offers much more than just basic features. That is because its standard features include climate control (Climatic), electric windows all round, six airbags and intelligent ESP with countersteering function and trailer stabilisation. At market launch, the Jetta Trendline will be offered with one TDI engine and one TSI engine; both output 77 kW/105 PS. These two Jettas may also be ordered in an especially fuel-efficient BlueMotion Technology version. In this case, standard equipment includes a Stop/Start system and battery regeneration. A 7-speed dual-clutch transmission (DSG) is also available in the Jetta Trendline 1.6 TDI.

Even more comfortably equipped, as the name implies, is the Jetta Comfortline. Currently, it can also be delivered with the 105 PS TDI and TSI engines and a TDI with 103 kW/140 PS; the more powerful TDI may be ordered with a 6-speed DSG as an option. The top model of the series is the Jetta Highline. At its European debut, it is being offered with both of the TDI engines (105 PS and 140 PS; each available with DSG as an option).

(All equipment data in this press release refers to the models offered in Germany.)



Jetta Trendline in detail

Safety features aboard the Jetta Trendline include six airbags (optionally eight), crash-optimised head restraints at all seating locations and anti-whiplash system in front, ISOFIX mounting points for suitable child seats, daytime running lights, rear-facing reflectors in all doors, seatbelt detection, automatic hazard light activation during hard braking and ESP. Along with the stabilisation programme, other ESP functions include countersteering support, trailer stabilisation, anti-lock braking system (ABS) with braking assistant, anti-slip regulation (ASR), electronic locking differential (EDS) and engine drag torque control (MSR).

Outside, the Jetta Trendline sports details such as dual halogen headlights with integrated daytime running lights, 205 tyres (low rolling resistance optimised in BlueMotion Technology version) on 16-inch wheels, electrically adjustable and heated door mirrors with integrated turn indicators, a black radiator grille and green tinted heat-insulating glass. The body of the Jetta is galvanised, and so it effectively protects against corrosion. All add-on parts (bumpers, door mirror housings and door handles) are painted in body colour.

Inside, the car's comfort and visual appearance are upgraded with such features as air conditioning (in conjunction with Climatronic), glovebox cooling, dust and pollen filter, wireless remote control for central locking, outside temperature indicator with frost warning, chrome surrounds for air vents as well as instruments (with white



backlighting), switches in red night design, make-up mirrors in the sun visors, interchangeable interior accents (standard: “Matt Chrome”), AUX-IN port, multifunctional display, 6-way driver’s seat adjustment (including height adjustment) and 4-way adjustment of the front passenger seat (fabric covers in “Cardeol” pattern).

Other standard features are outside temperature display, electric windows in all doors, automatic opening of the bootlid and central locking with wireless remote control (including bootlid).

Jetta Comfortline in detail

The mid-range Comfortline equipment version is marked by such features as chrome accents in the radiator grille and 16-inch, five-spoke “Navarra” alloy wheels. Interior details of the Jetta Comfortline include storage pockets on the front seatbacks, centre armrests (with storage box in front), 8-way adjustment of the comfort seats (forward/back, up/down, seatback forward/back, lumbar support forward/back) including the front passenger seat, high-end seat covers in “Sienna” pattern, woven floor mats, 12V accessory outlet in the boot-space, RCD 210 radio-CD system with MP3 playback function and four loudspeakers, chrome packet (including rotary light switch and dials for the climate control system), what is known as the small leather pack (steering wheel, gearshift grip and parking brake lever) as well as black accents (“Black Pyramid”).



Also standard: the Park Pilot (front and rear), lowering of the passenger door mirror for reversing and four reading lights (2 front, 2 rear).

Jetta Highline in detail

The Highline version offers the most exclusive Jetta features. Outside, in addition to the Comfortline's equipment, the Highline features 17-inch alloy wheels ("Porto" type with ten spokes), a chrome surround for the lower air intake screen, chrome trim under the side windows, headlight cleaning system and front fog lights with static cornering lights. Automatically heated windscreen washer nozzles provide for more visibility in the coldest season of the year.

Interior features distinguishing the Jetta Highline from the Comfortline version are sport seats with "Gloss" seat covers, including seat heating, especially high-end décor accents ("Iridium" pattern), and automatic climate control (Climatronic).

Three basic interior colours

In the Trendline and Comfortline equipment versions, the seats and interior trim can be ordered in one of the basic colours "Titan Black" and "Latte Macchiato." The Highline model is available with a fabric/leather combination with a colour choice of "Titan Black" or "Corn Silk." In the Jetta Comfortline and Jetta Highline, Volkswagen offers an additional "Vienna" leather option in "Titan Black" or "Corn Silk" colour.

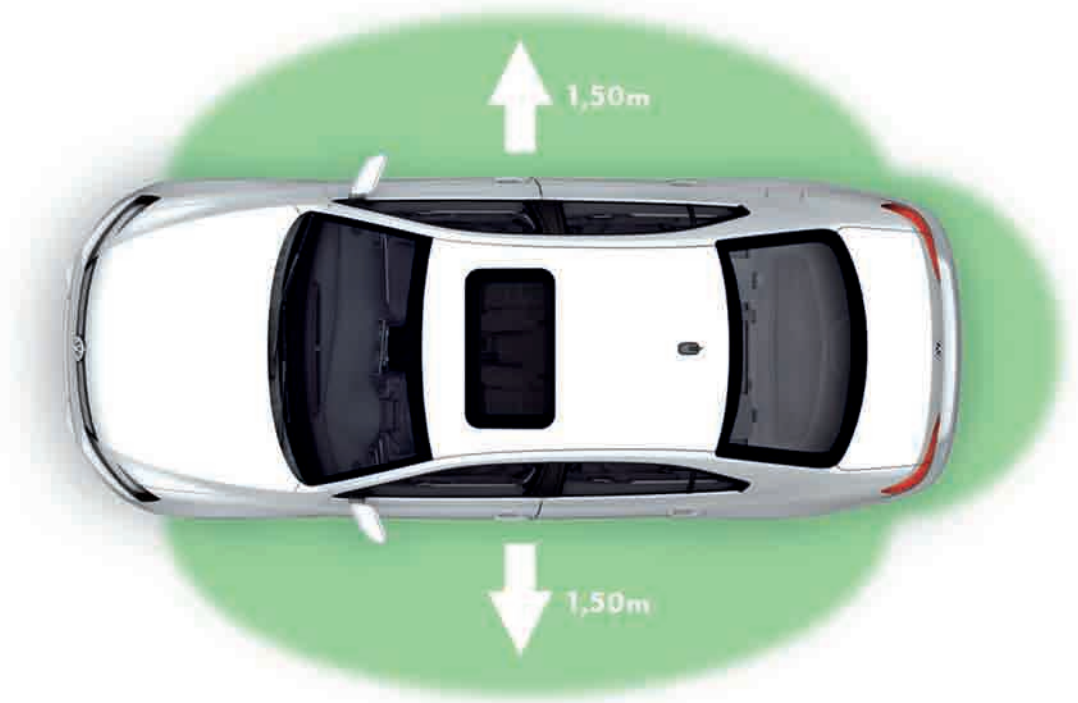


Customisation by optional features

The new Jetta may be customised for the buyer's intended use, personal taste and budget. Optional features range from a wide variety of alloy wheels (16 and 17 inch in conjunction with the Sport Pack) to privacy glass in the rear and details such as an electric tilt/slide sunroof or multimedia socket (MEDIA-IN) with USB/iPod interface. Some key technical features in this class are the Keyless Access keyless locking and engine starting system, Light Assist automatic main beam control, various radio and radio-navigation systems and the 300 Watt Volkswagen Sound audio system with eight high-performance loudspeakers and a powerful subwoofer. Keyless Access, Light Assist, radio systems and radio-navigation systems in detail:

Keyless Access

The Keyless Access option is a locking and engine starting system that makes do without a door or ignition lock. When one of the front door handles is touched, the system detects access authorisation from a transponder in the person's jacket, trousers or handbag, unlocks the Jetta (in this case including the electric steering column lock), releases the engine immobiliser and optional anti-theft warning system and enables an engine start by the engine Start/Stop button. From the outside, the Jetta is locked by touching one of the door handles – on one of the surfaces specially marked for this purpose. As an alternative, the Volkswagen may of course also be locked or unlocked from the inside or by wireless remote control.



Mode of operation: When the door handle is touched, this essentially ‘wakes up’ the Jetta. The electronics utilise outside antennae (including one in each of the front door handles) to externally radiate an inductive field to scan for a valid ID transponder – a suitable sender – at a distance of up to 1.5 metres from the Jetta. If it finds one, the antenna routes the code emitted by the sender to the relevant control module. All of this happens faster than the blink of an eye. If the code is correct, the doors are unlocked. Three other antennae in the vehicle can also localise a transponder or “key” here. In the passenger compartment, other antennae check whether the ID transponder is located inside the car. To protect children, for example, the car’s engine cannot be started while the ID transponder is outside the vehicle – even by just a few centimetres.

Light Assist

The “Light Assist” feature being introduced in the Jetta is a new automatic main beam activation system. This camera-based system detects a wide variety of traffic situations based on light sources around the car and outputs a dimmed or main beam command. Starting at a vehicle speed of 60 km/h, the main beam is automatically activated or deactivated accordingly, providing a significant gain in convenience and safety.



Radio-CD and radio-navigation systems

The RCD 210 audio system is standard on the higher equipment lines. The optional RCD 310 (with dual tuner and 8 loudspeakers) offers even more power and functions. The top audio system is the RCD 510 with integrated CD changer, interface for SD cards and touchscreen. As an option, the RCD 310 and RCD 510 may also be supplemented by a DAB module for digital radio reception. All Jetta versions are available with an optional hands-free system (3 systems) for mobile telephones. Moreover, a high-end sound system specially tailored to the Jetta is offered under the in-house label “Volkswagen Sound.” Increasingly, car buyers are choosing a factory-installed navigation system. The following modules are offered on the new Jetta:

RNS 310: An attractively priced entry-level option in radio-navigation systems is the new RNS 310 with 5-inch touchscreen (400 x 240 pixels), CD player, SD card slot and dual tuner. The SD card interface can be used to save the navigation data (by copying it from the navigation CD) and MP3 files for music replay.

RNS 510: The top model among the radio-navigation systems is the RNS 510. It serves up such high-end features as a 6.5-inch touchscreen, DVD player, voice activation, an SD card slot and extremely fast 30 Gigabyte hard drive.



Powertrain and running gear technology

Downsizing, Stop/Start system & battery regeneration improve efficiency

1.6 TDI (diesel/ 105 PS) with BlueMotion Technology: just 4.2 l/100 km!

1.2 TSI (petrol/ 105 PS) with BlueMotion Technology: just 5.3 l/100 km!

Wolfsburg / Nice, January 2011. Making their debut in the Jetta at market launch are engines at two power levels: 77 kW / 105 PS (as diesel / TDI and petrol / TSI) and 103 kW / 140 PS (TDI). Of course, every Jetta engine complies with the EU-5 emissions standard. The TDI and TSI with 105 PS are also available with a BlueMotion Technology package. Its technical features include a Stop/Start system and recovery of kinetic energy by battery regeneration. The “small” TDI illustrates just how fuel efficient the BlueMotion Technology models are: The 4.6 metre long saloon with this engine consumes just 4.2 l/100 km – a top value, and not only in this class. The 140 PS TDI makes a fuel efficient appearance too: its combined fuel consumption is 4.8 l/100 km! Both TDI engines operate with common rail injection (which is quiet and efficient) and are equipped with a particulate filter. On the 105 PS TSI with BlueMotion Technology, fuel economy is a low 5.3 l/100 km – which is sensational for this market segment.

Over the course of the year, three more engines will follow for the Jetta. There will be three TSIs with 90 kW / 122 PS, 118 kW / 160 PS and 147 kW / 200 PS. With the exception of the 1.2 TSI, all other Jetta engines may be combined with an optional 6-speed DSG (77 kW TDI, 103 kW TDI, 147 kW TSI) or 7-speed DSG (90 kW TSI, 118 kW TSI).



Four petrol direct injection engines with 105 PS to 200 PS

Technically speaking, petrol direct injection, engine charging and reduced displacement are some of the most efficient ways to significantly reduce fuel consumption while improving a vehicle's dynamic performance. That is why Volkswagen is taking exactly this approach in its TSI engines: reducing engine displacement, which in turn lowers friction and charge changing losses, results in lower specific fuel consumption and better engine efficiency. Engine charging in the Jetta takes the form of either a combination of turbocharger and supercharger or simply a turbocharger, depending on the power level.

1.2 TSI with 77 kW/105 PS: This turbocharged 1.2 litre four cylinder engine is the newest TSI in the line-up; like all engines of this type, it too follows the TSI downsizing philosophy with its 1,197 cm³ displacement. And this means maximum power with minimal fuel consumption. This Jetta is offered with an optional BlueMotion Technology package. From standstill, the 77 kW/105 PS Jetta 1.2 TSI accelerates to 100 km/h in 10.9 seconds, and its top speed is 190 km/h. This contrasts with benchmark-setting fuel consumption and emission values: 5.7 l/100 (134 g/km CO₂) in the standard version, or 5.3 l/100 km, equivalent to 123 g/km CO₂, in the BlueMotion Technology version. The 1.2 TSI reaches its maximum power at 5,000 rpm. Its maximum torque of 175 Newton metres is available between 1,500 and 4,100 rpm. The Jetta 1.2 TSI is combined with a 6-speed manual gearbox as standard equipment.

1.4 TSI with 90 kW/122 PS: In the mid-range of engine power, the new saloon is powered by an efficiently operating 1.4 litre TSI with 90 kW/122 PS (at 5,000 rpm). With a combined fuel consumption of 6.2l/100 km (144 g/km CO₂), the turbocharged engine makes the manually shifted Jetta one of the most fuel-efficient cars of its performance class. The 122 PS TSI takes the car to a top speed of 202 km/h. The saloon handles the classic 0-100 km/h sprint in 9.9 seconds. In the Jetta, the four cylinder engine reaches its maximum torque of 200 Newton metres between 1,500 and 4,000 rpm. This Jetta version may also be ordered with a 7-speed DSG gearbox.

1.4 TSI with 118 kW/160 PS: This twincharged engine, i.e. both turbocharged and supercharged, with 118 kW/160 PS (at 5,800 rpm) is exceptionally economical (combined fuel consumption with manual gearbox: 6.3 l/100 km), low emitting (147 g/km CO₂) and torque strong (maximum of 240 Newton metres between 1,500 and 4,500 rpm). With this engine and a manual gearbox, the Jetta sprints to 100 km/h in 8.3 seconds; its top speed is 221 km/h. As an option, this engine may be ordered together with the 7-speed DSG.

Especially interesting is the complementary interaction of supercharger and turbocharger. The supercharger, mechanically driven by a belt, increases the TSI's torque at low engine speeds. This is a charging unit based on the Roots Principle. A special aspect of this supercharger is its internal gearing, which enables high supercharger performance even at low engine speeds.

At higher engine speeds, the exhaust gas-driven turbocharger (with wastegate control) kicks in. Then the supercharger and turbocharger work in series. The supercharger is operated via a solenoid clutch that is integrated in a module within the water pump. A control gate ensures that the flow of fresh air required for the operating point reaches the turbocharger or supercharger. In pure turbocharger mode the control gate is open. Then the air takes the familiar path of conventional turbocharged engines via the front intercooler and throttle valve and into the induction pipe. Starting at an engine speed of 3,500 rpm the supercharger turns all of the work over to the turbocharger.

2.0 TSI with 147 kW/200 PS: At the highest power level, the Jetta is driven by a 147 kW/200 PS (at 6,000 rpm) TSI. This turbocharged 2.0 litre engine is legendary; it is used in such vehicles as the sporty Golf GTI (although on that car it has an extra 10 PS). In the new Jetta, this four cylinder TSI also delivers impressive driving performance with excellent fuel economy. Over 100 kilometres, it consumes just 6.9 litres of fuel (equivalent to 160 g/km CO₂), which is directly injected into its four cylinders that can output up to 280 Newton metres of torque (from 1,800 rpm). Meanwhile, the engine enables a top speed of 236 km/h. The Jetta 2.0 TSI completes the sprint to 100 km/h in 7.5 seconds. Tuned to this engine's high torque is the 6-speed DSG that is available as an option.



Two direct injection diesel engines with 105 PS and 140 PS

1.6 TDI with 77 kW/105 PS: The entry-level engine of the common rail TDI line-up for the Jetta is a 1.6 litre four cylinder with 77 kW/105 PS (4,400 rpm) and a maximum torque of 250 Newton metres (1,500 to 2,500 rpm). Its combined fuel consumption (4.5 litres) represents a savings of 0.7 l/100 km compared to the previous model with unit injector technology. This TDI is available with a 7-speed DSG (4.7 l/100 km) or as a BlueMotion Technology version (5-speed manual, optional 7-speed DSG). Equipped with BlueMotion Technology and a manual gearbox, fuel consumption is reduced to 4.2 l/100 km (109 g/km CO₂); the BlueMotion Technology version with DSG attains 4.3 l/100 km and 113 g/km CO₂. All engine versions enable impressive driving performance. After just 11.7 seconds, the saloon reaches the 100 km/h mark from standstill; its top speed is 190 km/h.

The technology of the 1,598 cm³ four cylinder reflects the highest standard on the market in this vehicle segment. The diesel fuel is directly injected via a common rail system into the combustion chamber at a pressure of 1,600 bar; special piezo actuators control the multiple injections and fuel volumes with extreme precision.

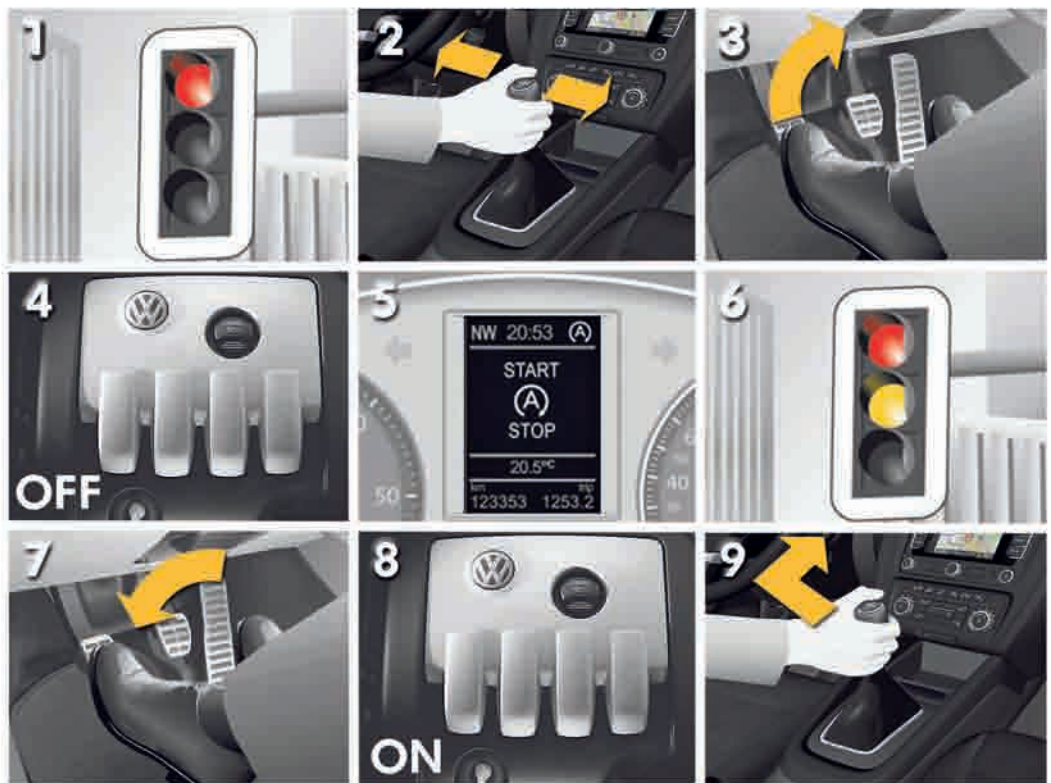
2.0 TDI with 103 kW/140 PS: The strongest common rail TDI in the Jetta line-up is a 1,968 cm³ 16-valve four cylinder with 103 kW/140 PS (at 4,200 rpm). At a low 1,750 rpm, the remarkably quiet TDI develops a maximum torque of 320 Newton metres (up to 2,500 rpm). Thanks to these key performance parameters, the TDI accelerates the manually

shifted Jetta to 100 km/h in just 9.5 seconds. Its top speed is 210 km/h. Here too, combined fuel consumption is extremely low at 4.8 l/100 km; the same applies to its CO₂ emissions of 126 g/km. Like the 1.6 TDI, the 2.0 TDI may also be ordered with DSG; its low combined fuel consumption of 5.3 l/100 km and similarly low CO₂ emissions (138 g/km) would have been inconceivable for an automatic model in this performance class until just recently.

Injection pressures of up to 1,800 bar and special eight-hole injection nozzles ensure especially fine atomisation of the diesel fuel in the 2.0 TDI. Piezo in-line injectors are responsible for operating the injection nozzles. In this process, electrically controlled piezo crystals initiate injection in fractions of a second with the support of a hydraulic element. Compared to conventional solenoid valves, piezo technology enables more flexible injection processes with smaller, more precisely metered fuel quantities and multiple injections with up to 7 individual injections per work cycle. The advantages: very quiet and smooth engine running, spontaneous response behaviour and low fuel consumption and emissions.

BlueMotion Technology in detail

Stop/Start system: The driver approaches a red light, brakes the Jetta to a stop, shifts into neutral and takes the foot off the clutch (with DSG it is sufficient to press the brake pedal). This causes the engine to shut off momentarily. In the multifunction display the text “Start (A) Stop” appears. As soon as the traffic light turns green again, the driver



depresses the clutch (or with DSG simply releases the brake), and the engine starts, the “Start (A) Stop” text is cleared, the driver engages a gear and resumes driving. Essentially, the driver does not need to perform any extra operating steps compared to a conventional car, yet saves up to 0.2 litres per 100 kilometres in the city using the Stop/Start system.

Unlike vehicles without the Stop/Start system, the BlueMotion Technology models have an extra battery data module (for acquiring momentary battery charge status), a heavy-duty engine starter, a DC/DC converter (guarantees voltage stability in the vehicle’s electrical system) and an exceptionally durable deep-cycle glass mat battery on board.

Battery regeneration: Regeneration helps to utilise the energy expended in driving as ideally as possible. During coasting and braking phases of the Jetta – i.e. whenever the driver releases the accelerator pedal or brakes – the system elevates the voltage of the alternator (generator), and this electricity is used to bulk charge the vehicle’s battery. Thanks to this alternator control as a function of engine efficiency, and the optimally charged battery that results, the voltage of the alternator can be reduced whenever this is desirable – e.g. when accelerating or while constantly maintaining a desired speed. The alternator may even be shut off entirely. This relieves engine load, which in turn reduces fuel consumption. In addition, the battery – always optimally charged – supplies the vehicle’s electrical system with sufficient energy during the stopped phase of the engine (e.g. at traffic lights). Battery

regeneration requires special software for energy management and modified engine controller software.

Gearbox with five, six or seven gears

As an alternative to the 5 and 6-speed manual gearboxes, the new Jetta will also be offered with either a 6-speed or 7-speed dual clutch gearbox (DSG), depending on the engine. Both DSG versions are characterised by maximum economy and shifting dynamics, which have never been attained to this extent before. Besides having different numbers of forward gears, another way in which the DSG systems differ technically is in their clutch types. While two dry clutches are used in the 7-speed DSG, the dual clutch of the 6-speed DSG runs wet in an oil bath.

True of both gearboxes: more than any other automatic, the dual clutch gearboxes have the potential to reduce fuel consumption and thereby emissions. Compared to a manual transmission, gains may be as much as 12 percent, depending on the engine, and even 20 percent compared to an automatic with torque-converter clutch. The two DSG versions are application-specific. While the 6-speed DSG shines when paired with torque-strong engines (up to 350 Newton metres), the 7-speed DSG is especially effective in combination with smaller engines (up to 250 Newton metres torque).



Running gear: MacPherson-type in front, multilink in rear

In its driving properties, the new Jetta is also one of the safest automobiles in the world. All Jetta versions worldwide are equipped with the latest generation of the electronic stabilisation programme (ESP) as a standard feature. The running gear tuning is as safe as it is comfortable and dynamic. A MacPherson strut-type front suspension with coil springs and telescoping shock absorbers is used in the Jetta. At the rear, a multi-link system is at work with independent wheel suspension, gas dampers and separate springs. Anti-roll bars on the front and rear running gear optimise handling properties. The Jetta's smooth yet precise electro-mechanical power steering also has a positive effect on the car's comfort, performance and active safety.



Eight engine-gearbox combinations at market launch

	1.2 TSI / 77 kW / 105 PS	1.2 TSI / 77 kW / 105 PS BlueMotion Technology
Engine		
Engine type / valves per cyl.	4-cylinder petrol engine / 2	4-cylinder petrol engine / 2
Injection / charging	Direct / turbocharger	Direct / turbocharger
Displacement	1,197 cm ³	1,197 cm ³
Max. power at 1/min	77 kW / 105 PS at 5.000	77 kW / 105 PS at 5.000
Max. torque at 1/min	175 Nm at 1,500–4,000	175 Nm at 1,500–4,000
Emissions class	Euro 5	Euro 5
Manual gearbox	6-speed gearbox	6-speed gearbox
Automatic (DSG)	--	--
Weight data		
Kerb weight*	1.302 kg	1.305 kg
Allow. gross weight	1.800 kg	1.800 kg
Payload**	573 kg	570 kg
Allow. axle load front / rear	920 kg / 930	920 kg / 930
Allow. trailer load***, braked, by grade (percent)	1,200 kg at 12 % 1,500 kg at 8 %	1,200 kg at 12 % 1,500 kg at 8 %
Allow. towbar / roof load	75 kg / 75	75 kg / 75
Driving performance		
V/max	190 km/h	190 km/h
0–100 km/h	10.9 s	10.9 s
80–120 km/h****	14.0 s	14.0 s
Fuel consumption		
Fuel	Super, 95 octane	Super, 95 octane
Manual gearbox: City / Highway / combined	7.1 / 4.9 / 5.7 l/100 km	6.6 / 4.6 / 5.3 l/100 km
Automatic (DSG): City / Highway / combined	--	--
CO₂ emissions		
Manual gearbox	134 g/km	123 g/km
Automatic (DSG)	--	--
Model matrix		
Combined with	Trendline, Comfortline	Trendline, Comfortline

	1.6 TDI / 77 kW/105 PS	1.6 TDI / 77 kW/105 PS BlueMotion Technology
Engine		
Engine type / valves per cyl.	4-cylinder diesel engine / 4	4-cylinder diesel engine / 4
Injection / charging	Common rail / turbocharger	Common rail / turbocharger
Displacement	1,598 cm ³	1,598 cm ³
Max. power at 1/min	77 kW/105 PS at 4,400	77 kW/105 PS at 4,400
Max. torque at 1/min	250 Nm at 1,500–2,500	250 Nm at 1,500–2,500
Emissions class	Euro 5	Euro 5
Manual gearbox	5-speed gearbox	5-speed gearbox
Automatic (DSG)	7-speed DSG	7-speed DSG
Weight data		
Kerb weight*	1,392 kg (DSG: 1,412)	1,395 kg (DSG: 1,415)
Allow. gross weight	1,910 kg (DSG: 1,930)	1,900 kg (DSG: 1,920)
Payload**	593 kg	580 kg
Allow. axle load front / rear	1,010 kg / 950 (DSG: 1,030 / 950)	1,000 kg / 959 (DSG: 1,020 / 950)
Allow. trailer load***, braked, by grade (percent)	1,400 kg at 12 % 1,700 kg at 8 %	1,400 kg at 12 % 1,700 kg at 8 %
Allow. towbar / roof load	75 kg / 75	75 kg / 75
Driving performance		
V/max	190 km/h	190 km/h
0–100 km/h	11.7 s	11.7 s
80–120 km/h****	15.0 s	15.0 s
Fuel consumption		
Fuel	Diesel, 51 cetane	Diesel, 51 cetane
Manual gearbox: City / Highway / combined	5.7 / 3.9 / 4.5 l/100 km	5.2 / 3.6 / 4.2 l/100 km
Automatic (DSG): City / Highway / combined	5.6 / 4.2 / 4.7 l/100 km	4.9 / 4.0 / 4.3 l/100 km
CO₂ emissions		
Manual gearbox	119 g/km	109 g/km
Automatic (DSG)	123 g/km	113 g/km
Model matrix		
Combined with	Trendline, Comfortline, Highline	Trendline, Comfortline, Highline

	2.0 TDI / 103 kW / 140 PS
Engine	
Engine type / valves per cyl.	4-cylinder diesel engine / 4
Injection / charging	Common rail / turbocharger
Displacement	1,968 cm ³
Max. power at 1/min	103 kW / 140 PS at 4,200
Max. torque at 1/min	320 Nm at 1,750–2,500
Emissions class	Euro 5
Manual gearbox	6-speed gearbox
Automatic (DSG)	6-speed DSG
Weight data	
Kerb weight*	1,411 kg (DSG: 1,441)
Allow. gross weight	1,940 kg (DSG: 1,970)
Payload**	604 kg
Allow. axle load front / rear	1,030 kg / 960 (DSG: 1,060 / 970)
Allow. trailer load***, braked, by grade	1,500 kg at 12% 1,700 kg at 8%
Allow. towbar / roof load	75 kg / 75
Driving performance	
V/max	219 km/h (DSG: 208)
0–100 km/h	9.5 s
80–120 km/h****	10.0 s
Fuel consumption	
Fuel	Diesel, 51 cetane
Manual gearbox: City / Highway / combined	6.1 / 4.1 / 4.8 l/100 km
Automatic (DSG): City / Highway / combined	6.7 / 4.5 / 5.3 l/100 km
CO₂ emissions	
Manual gearbox	126 g/km
Automatic (DSG)	138 g/km
Model matrix	
Combined with	Comfortline, Highline

* = With driver (68 kg), cargo (7 kg), fuel tank 90% full

** = Payload consists of 68 kg driver and 7 kg cargo

*** = Subtract 10% from allowable trailer weight at 1,000 m above sea level and for additional 1,000 m in elevation.

**** = Measured in gear in which V/max is reached (only manual gearbox)

