



Golf eTSI, Golf eHybrid and Golf GTE

International Media Drive

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Note: This press release along with images and videos of the new Golf models with hybrid drive can be found online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.

1. Golf 1.0 eTSI DSG / 81 kW /- Combined consumption (NEDC): 4.3 l/100 km; CO2: 98 g/km; efficiency class A
2. Golf 1.5 eTSI DSG / 110 kW - Combined consumption (NEDC): 4.6 l/100 km; CO2: 106 g/km; efficiency class A
3. Golf 1.5 eTSI DSG / 96 kW - the vehicle is a near-production prototype, status as of 24 August 2020.
4. Golf 1.4 eHybrid DSG / 150 kW- Combined consumption (NEDC): 1.4- 1.2 l/100 km; 11.6- 11.0 kWh/100 km; CO2: 31- 28 g/km; efficiency class A+
5. Golf 1.4 GTE DSG / 180 kW- Combined consumption (NEDC): 1.7 l/100 km; 12.4 kWh/100 km; CO2: 38 g/km; efficiency class A+
6. www.isi.fraunhofer.de/de/presse/2017/presseinfo-26-2017-plug-in-hybridfahrzeuge.html
7. Golf GTI - near-production prototype
8. ID.3 - power consumption in kWh/100 km (NEDC): 15.4-14.5 (combined); CO2 emissions in g/km: 0; efficiency class: A+.



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In brief

48 V mild hybrid and plug-in hybrid:

Volkswagen is launching five electrified Golf models

News at a glance

- **Hybrid offensive.** The new Golf will be launched in five different hybrid versions in 2020 – three mild hybrid models and two plug-in hybrid models
- **eTSI.** Two Golf eTSI – generating 81 kW (110 PS) and 110 kW (150 PS) – are Volkswagen's first vehicles with the new 48 V mild hybrid drive
- **eTSI outlook.** Third Golf eTSI generating 96 kW (131 PS) will be launched later this year
- **48 V power.** The new mild hybrid systems save up to 0.4 l/100 km of fuel and offer exceptionally good moving-off performance
- **eHybrid.** The new Golf eHybrid with a 150 kW (204 PS) plug-in hybrid drive is now available to order
- **GTE.** The new Golf GTE is being launched in the coming days. Its plug-in hybrid drive develops 180 kW (245 PS)
- **Increased electric range.** 80 km (eHybrid) and 62 km (GTE) – significantly longer electric range than the predecessor (47 km)
- **Increased overall range.** Plug-in hybrid models permit overall ranges of 870 km (eHybrid) and 745 km (GTE)
- **Always all-electric start.** The Golf eHybrid and Golf GTE always start in electric mode and therefore produce zero local emissions
- **Predictive hybrid control.** The sophisticated electronics incorporate GPS and route data into drive control

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The new Golf hybrid models

Wolfsburg, August 2020. Volkswagen is launching a completely new range of innovative 48 V mild hybrid, plug-in hybrid and electric models. The Golf is among the highest-volume vehicles in this electric mobility



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offensive – it is the most successful Volkswagen model with more than 35 million cars built. The eighth generation was introduced at the end of 2019. It will be available in future with five hybrid drives in a wide range of different power classes. Already on the market: the new Golf 1.0 eTSI¹ with 81 kW (110 PS) and the Golf 1.5 eTSI generating 110 kW (150 PS)² – powered by the brand's first 48 V mild hybrid drive (eTSI). Both engines are as efficient as they are powerful and thanks to an additional electric boost they offer an extraordinarily good performance when moving off. A further 48 V mild hybrid version with 96 kW (131 PS)³ will be added in 2020. A 7-speed dual clutch gearbox (DSG) is always on board as standard. All Golf eTSI models will be available to order in the Life (practical), Style (exclusive) and R-Line (sporty) equipment versions.

Two new plug-in hybrid drives. Two new plug-in hybrid models will also be launched in the coming days: the Golf eHybrid⁴ and the Golf GTE⁵. These Golf models are equipped with an externally charged lithium-ion battery with an energy capacity that has been increased by 50 percent to 13 kWh compared with the plug-in hybrid model from the previous Golf Mk7 generation. The two plug-in hybrid models are powered either by the electric drive motor, by a high-torque TSI (turbocharged petrol engine) or by both units together. The powertrain of the new Golf eHybrid produces a system power of 150 kW (204 PS). This Golf is always offered in the elegant Style equipment version and is recommended as a particularly comfort-oriented plug-in hybrid model. The Golf eHybrid has a consumption of only 11.0 kWh/100 km (NEDC). The all-electric range is up to 80 kilometres; the combined range is 870 kilometres (both values in accordance with NEDC). The also highly economical Golf GTE has been designed for extremely sporty performance. Here, the powertrain provides a system power of 180 kW (245 PS) – the fusion of electric drive motor and TSI therefore achieves the same power level as the current Golf GTI⁷. The Golf GTE can be driven by purely electric power for up to 62 kilometres



with an energy consumption of 12.4 kWh. Combined range: 745 kilometres (all three GTE values also NEDC).

Much more economical than the predecessor. A comparison between the Golf eHybrid and the Golf GTE with exactly the same power output (150 kW / 204 PS) from the now superseded Golf Mk7 generation shows just how economical the new plug-in hybrid models are. The new Golf eHybrid has a combined NEDC fuel consumption of 1.2 l/100 km and an NEDC power consumption of 11.0 kWh as mentioned above. That corresponds to 0.7 l/100 km less fuel consumption and 1.1 kWh/100 km less power consumption than the now replaced Golf GTE based on the Golf Mk7. The electric range has also been significantly improved to 80 kilometres compared with the previous range of 47 kilometres. The overall range of the new Golf eHybrid has also been greatly increased to now 870 km compared with the previous 760 km.

Electric mobility for all. With three new eTSI engines and two new plug-in hybrid drives, the Golf is now the Volkswagen model line with the most diverse hybrid spectrum. Together with the new, all-electric ID.3⁸, for which there will be three different battery sizes, Volkswagen will therefore offer one of the most systematically electrified compact class vehicle ranges in the world.

Golf eTSI – coasting function uses kinetic energy

High-tech TSI plus 48 volts. With the new eTSI engines, Volkswagen is offering an inexpensive range of electrified, highly efficient drives that operate independently of any charging infrastructure. The technical basis of the new 48 V mild hybrid drives for the 110 kW and 96 kW output levels is a highly-innovative and efficient 1.5-litre four-cylinder TSI engine with Active Cylinder Management (ACT); a 1.0-litre three-cylinder TSI engine is used in the Golf eTSI with 81 kW. The new feature of the eTSI engine is its 48-volt system. A 48 V belt-driven starter-alternator and a 48 V lithium-



ion battery optimise performance and reduce the fuel consumption in comparison with a pure petrol drive also equipped with an automatic gearbox. Taking the Golf 1.5 eTSI with 110 kW as an example: its combined NEDC consumption is only 4.6 l/100 km. In comparison, the superseded Golf Mk7 had an NEDC consumption of 5.0 l/100 km as a 1.5 TSI with 110 kW and DSG dual clutch gearbox.

Saving fuel when coasting. All eTSI drives feature an efficient brake energy recuperation function; the braking and deceleration energy is stored in the 48 V battery. The battery makes it possible to coast with the combustion engine completely switched off; all the important on-board systems such as the brakes or the electromechanical power steering are still supplied with power via the 48 V battery when the TSI engine has been switched off. The 48 V system also means that the engine is restarted extremely smoothly. In addition, the eTSI engines offer exceptionally dynamic moving-off performance because the electric motor means that high torque is available immediately.

Golf eHybrid and Golf GTE – electric booster and zero emissions

Long ranges – in both electric and hybrid modes. The new plug-in hybrid drives temporarily turn the Golf into a zero emission vehicle. Comprising a 1.4-litre TSI engine, an electric drive motor and a lithium-ion battery under the rear bench seat, the drive system provides a fascinating combination of minimum consumption and very impressive power development. The Golf eHybrid develops a system torque of 350 Nm practically from a standing start, while the Golf GTE produces 400 Nm.

Zero emissions in everyday driving. The long electric ranges move the application spectrum of the two new Golf plug-in models in the direction of a fully-fledged zero emission vehicle. That is because the Golf eHybrid and Golf GTE are able to cover the daily driving distances of most commuters with their range of up to 80 electric kilometres. It can generally



be said that practically all short-distance trips are possible with zero local emissions with these Volkswagen models. This also takes place automatically, because both the Golf eHybrid and the Golf GTE always start journeys in the all-electric E-MODE if the battery is sufficiently charged (except at battery temperatures of below -10°C). For this reason, customers who buy these models also benefit from government grants in many countries. Incidentally, the claim that plug-in hybrid cars are charged less frequently than electric vehicles is a prejudice that was already shown to be incorrect in a large-scale study carried out in the US and Germany by the renowned Fraunhofer Institute for Systems and Innovation Research (ISI) together with the Karlsruhe Institute of Technology (KIT) at the end of 2017⁶. Since both models can also be driven in all-electric mode at speeds up to 130 km/h, they also allow longer distances to be covered on motorways under purely electric power. In addition, it is also possible to reserve electric energy during longer journeys in order to guarantee that it is possible to drive in E-MODE with zero local emissions in the built-up area at the destination, for example. At the start of the journey, the driver simply enters the percentage of the battery capacity that must be reserved in the infotainment system. The battery also does not have to be fully charged at the start of the journey for this, since it can also be charged during the trip by the TSI engine and brake energy recuperation.

Predictive hybrid strategy. The intelligent software and hardware of the Golf contributes to increasing the electric range and reducing consumption. An example: both plug-in hybrid models are equipped as standard with the Discover Media navigation system. The navigation systems include the topography in the route calculation using map data and GPS in order to offer the route that can be driven most efficiently – with only few uphill gradients, for example. In addition, the navigation system allows the Golf to provide the driver with predictive information about the route ahead. This allows deceleration in good time before a bend, for example, in order to obtain the optimum brake energy



recuperation effect. When the also standard ACC – Adaptive Cruise Control – is active, the Golf models with plug-in hybrid drive even do this automatically. Irrespective of whether driving in manual mode or with active ACC, the predictive hybrid strategy means that plug-in hybrid models can recognise town boundaries and therefore automatically adapt operation of the electric drive motor in advance in Hybrid mode.

Plug-in charging. Full charging of the battery in the Golf eHybrid and Golf GTE is normally performed externally. A charge port is provided in the front wing on the driver side for this purpose. The charging cable is plugged in here. This “plug-in” connection also explains the designation of the hybrid drive. Depending on the power source, charging takes place with 2.3 or 3.6 kW alternating current (AC). When supplied with 230 volts at 2.3 kW via the normal domestic grid, the battery is fully charged again in five hours if it had previously been completely empty. If the power source is a Volkswagen wall box or a charging station with 360 volts and a charging cable designed for 3.6 kW, the charging time is reduced to three hours and 40 minutes. The battery charger integrated in the car manages charging fully automatically; all the driver has to do is to connect the plugs. The driver can also control the time at which charging takes place via the infotainment system or using the We Connect app on a smartphone in order to benefit from cheaper off-peak electricity, for example. Convenient: the vehicle interior can be cooled or heated before the start of a journey both during charging with a connected charging cable or whenever the vehicle is parked.

Expansion of the charging infrastructure. In general, it can be said that electric charging when on the move is also becoming increasingly easier and routine, since Volkswagen Group is continuously expanding its charging infrastructure: by 2025, the company will have installed around 35,000 charging points in Europe itself together with its commercial partners, and many of these will be publicly accessible. These will be complemented by the flexible, fast charging stations from Volkswagen



Group Components, which can be set up wherever there is a short-term need, such as at major events. These become fixed charging points through connection to the low-voltage network and can charge two electric cars or plug-in hybrid vehicles simultaneously thanks to their fast charging technology (charging power up to 150 kW).

Efficiency that is fun. The Golf eHybrid and Golf GTE are not just efficient Volkswagen cars that offer temporary zero local emission driving, but are also very dynamic models. Both Golf versions have a 1.4-litre TSI engine and a HEM80evo type electric drive motor on board; the electric drive motor forms a compact unit together with the 6-speed DSG dual clutch gearbox (DQ400e) designed for this application. When the full system power of 150 kW is used, the Golf eHybrid accelerates to 100 km/h in 7.4 seconds; the comfortable Golf reaches its top speed at 220 km/h. The Golf GTE has a top speed of 225 km/h and covers the classic sprint in 6.7 seconds with its 180 kW. This means that it also impresses as a sports car among the compact hybrid models. However, in both cases it is not the top speed or the sprint that is most important, but rather the power development, which is both incisive and fascinating: the electric drive motor acts like an additional booster, supporting the turbocharged engine and ensuring that powerful torque is continuously available.

Exclusive as standard. Volkswagen offers the Golf eHybrid in the upscale Style trim level. Like its predecessor, the Golf GTE will once again be launched as an independent model with customised GTE equipment. Always standard equipment: features such as the new Digital Cockpit Pro (digital instruments with hybrid displays) and the Discover Media navigation system including streaming, Internet and DAB+, mobile phone interface with inductive charging function and voice control. Also on board these hybrid models as standard: Dynamic Road Sign Display, a multifunction leather steering wheel, Autonomous Emergency Braking Front Assist, the Air Care Climatronic automatic air conditioner, a brake energy recuperation function, the local Car2X warning system, the new



keyless comfort start function Keyless Start, LED Plus headlights and LED tail light clusters as well as 17-inch alloy wheels. The driver and front passenger sit on sports comfort seats in the Golf eHybrid, while customised premium sport seats with integrated head restraints in GTI style are used in the Golf GTE. The Golf eHybrid is standard-equipped with Travel Assist for assisted driving up to 210 km/h (including Adaptive Cruise Control ACC and lane keeping system Lane Assist). The Golf GTE is also equipped with details such as sporty bumpers and side sills, an LED light strip in the radiator grille as well as other customised GTE-specific exterior and interior equipment.

Golf eTSI – the 48 V mild hybrid in detail

The drive components

48 V plus 12 V. The new 48 V system helps to save fuel. In fact, consumption is reduced by up to 0.4 l/100 km. The 48 V technology permits transmission of higher electric power levels with comparatively small conductor cross-sections and a compact battery, and thus also with low additional weight. That leads to recuperation of significantly more energy during braking and deceleration. The energy stored in the 48 V lithium-ion battery supplies the 12 V vehicle electrical system and drives a 48 V belt-driven starter-alternator. This belt-driven starter-alternator takes on the role of the alternator and starter while simultaneously operating as a small, lightweight electric motor that instantly boosts the drive torque when moving off. The output of the generator is transferred by the belt drive. It also starts the combustion engine – which is switched off as much as possible while the vehicle is moving – in a barely perceptible way. In this case, the 48 V battery supplies energy to all the important systems of the Golf eTSI. Overall, the 48 V mild hybrid drive combines low consumption and emission values with excellent moving-off performance that is hardly matched in this way by systems without electric boost.



EA211 and 7-speed DSG dual clutch gearbox. One 1.0-litre and two 1.5-litre TSI engines serve as the drive basis for the new 48 V mild hybrid systems. All three TSI engines belong to the ultra-modern EA211 TSI series. Gear changing is performed as standard by an automatic 7-speed DSG dual clutch gearbox (DQ200). Always on board: a petrol particulate filter. All eTSI engines of the new Golf comply with the Euro 6d-ISC-FCM emission standard.

eTSI with 81 kW. The 1.0 TSI is a three-cylinder engine with a displacement of 999 cc. It develops a power output of 81 kW (110 PS) and the maximum torque of 200 Nm is available between 2,000 and 3,000 rpm. The high-tech engine operates with the particularly efficient, high-compression TSI Miller combustion process and a turbocharger with variable turbine geometry (VTG).

eTSI with 96 kW. A four-cylinder engine with a displacement of 1,498 cc is used for the higher power outputs. The version with 96 kW (131 PS) also features the TSI Miller combustion process and a VTG turbocharger. The engine develops its maximum power between 5,000 and 6,000 rpm. Like in the 1.0 TSI, the maximum torque is exactly 200 Nm; however, this is available over a wider rpm range between 1,400 and 4,000 rpm in the case of the 1.5-litre engine.

eTSI with 110 kW. Like the 96 kW engine, the 1.5 TSI with 110 kW (150 PS) delivers its maximum power between 5,000 and 6,000 rpm. Thanks to Active Cylinder Management (ACT), two of the four cylinders are switched off as often as possible on both 1.5-litre engines with users barely noticing. This minimises both consumption and emissions. The maximum torque of the 110 kW engine is 250 Nm and this is available between 1,500 and 3,500 rpm. The Golf eTSI with 150 PS has a top speed of 224 km/h.



Golf eHybrid and Golf GTE – the plug-in hybrid in detail

The drive components

Extended plug-in hybrid range. Volkswagen will offer the new Golf in two plug-in hybrid versions in future: as Golf eHybrid and Golf GTE models. The predecessor had been available as a Golf GTE version only. The new Golf eHybrid offers a system power of 150 kW (204 PS) and a system torque of 350 Nm and is available in the exclusive Style equipment line, reflecting its comfort-oriented positioning. The new Golf GTE is positioned as a very sporty model. The design, setup and equipment of this version create a bridge to the Golf GTI. The system power of 180 kW (245 PS) and system torque of 400 Nm are also oriented towards this iconic model. With this greater bandwidth of plug-in hybrid models, Volkswagen is meeting the needs of a continuously growing number of customers who are today deciding in favour of a model with this intelligent and versatile drive system.

50 percent larger battery. Compared with the predecessor, the energy content of the battery for the new plug-in hybrid models has been increased significantly – by no less than 50 percent to 13 kWh. This offers the advantage of a much longer electric range. This has increased to up to 80 kilometres.

Combination of E and TSI. For propulsion, both models use the combination of a 1.4-litre TSI engine (EA211) with 110 kW (150 PS) and an electric drive motor of the HEM80evo type, which generates a peak power output of up to 80 kW (110 PS). The TSI develops a torque of 250 Nm and the electric drive motor produces 330 Nm. In the case of the Golf GTE, a dedicated software application makes it possible to obtain an even higher system output and also a more powerful system torque from this drive combination, thus permitting realisation of the performance typical for a GTE model. Independently of the power output, both plug-in hybrid



models comply with the Euro 6d-ISC-FCM emission standard and the highest efficiency class A+.

Starting in E-MODE. Both Golf models are designed so that they can cover short distances in particular using purely electric power. That is why they always start in E-MODE when the battery is sufficiently charged. In this way, the Golf eHybrid and Golf GTE automatically become zero emission vehicles at the start of every journey. People who often drive short distances and do not make long journeys frequently will not have to visit a petrol station very often.

Long distances in Hybrid mode. On longer journeys and above speeds of **130 km/h**, the powerful electric motor supports the efficient petrol engine (TSI). Here, the optimised interaction between electric motor and combustion engine boosts efficiency. In other words, electric energy can be used for all-electric driving, for driving as a hybrid vehicle, or also to improve performance in the Golf eHybrid and Golf GTE. The electric assistance has the effect of an additional booster. The new lithium-ion high-voltage battery – located in the vehicle floor in front of the rear axle – supplies the electric motor with power. A power electronics module converts the direct current of the battery into alternating current for the electric motor. For power transmission, both Golf models are equipped with an automatic 6-speed dual-clutch gearbox (DQ400E) developed especially for use in hybrid vehicles. Only the front axle is driven in each case.

Two instead of five operating modes. The high-voltage battery can be charged via the external power grid or by the TSI engine and recuperation during the journey. In order to be able to travel in E-MODE in a town at the end of a longer trip, Volkswagen has reconfigured the operating modes of the hybrid system and therefore simplified battery recharging during the journey. Instead of five operating modes like in the predecessor, there are now only two: E-MODE (all-electric driving) and Hybrid (automatic or manual changeover between electric motor and TSI engine). The two



previous Battery Hold (maintaining battery charge level) and Battery Charge (charge battery via TSI) modes have been integrated into the Hybrid mode. The previous GTE mode is now covered by the Sport driving profile in both models; in the Golf GTE, a higher system torque and higher system power are also available here.

Infotainment display – hybrid functions and displays

Scalable battery energy storage. The Golf eHybrid and Golf GTE are equipped as standard with 10.0-inch digital instruments (Digital Cockpit Pro), an infotainment display also with a size of 10.0 inches, and a multifunction steering wheel. There are also centrally located digital touch panels with direct access buttons for intuitive and simple operation. To charge the battery while driving, the driver can open the “Drive mode” selection menu either via the Mode direct access button under the air conditioning control panel or via the infotainment system. E-MODE and Hybrid mode are located here centrally on the uppermost level for selection by the driver. If the driver selects the Hybrid option, a battery with ten scale steps (0 to 100 percent) is then displayed showing the current charge level. The driver can recognise the charge level intuitively by the number of battery segments that are lit up in light blue. Next to the battery is a symbol with a stylised gear wheel. The driver can then access manual Hybrid mode by tapping on this symbol. The driver now has the option of maintaining the battery charge level (via the equals sign “=”) or can increase it (up arrow “^”) or lower it to a defined level (down arrow “v”) in steps of 20 percent. To exit manual Hybrid mode again and use both drives automatically once more, the driver simply has to tap on the battery.

Standard driving profile selection. The driving profile selection with the profiles Eco, Comfort, Sport and Individual is located under the same menu option below the drive modes. In Sport mode, parameters such as the drive characteristics, engine sound, steering response or Adaptive Cruise Control



are configured so that they are especially dynamic. In Eco mode, all systems through to the air conditioning system are operated with maximum energy efficiency, while in Comfort mode they are adjusted to offer maximum comfort. In Individual mode, all parameters right up to light assistance can be adjusted manually. If the Golf is equipped with DCC adaptive chassis control, the driver can also individually adjust the running gear from very comfortable through to extremely sporty by means of a digital slider.

Digital Cockpit Pro – hybrid functions and displays

Three basic layouts. In the Digital Cockpit Pro, the driver can choose between three different basic layouts by means of the “View” digital steering wheel button. First: a classic layout with outer round instruments and a central display. Second: a reduced layout with square outer fields and an also centrally located display. Third: the navigation layout, where the map extends in the background over the entire display, but also with the two reduced information fields on the left and right.

Power meter as central display. In the Digital Cockpit Pro, the starting readiness (READY), battery charge flow (discharge, charge, hold) and the overall range (fuel tank and battery), among other things, are displayed at the bottom edge in both plug-in hybrid models. Instead of a rev counter, a power meter (located on the left) is always active in the layout with classic round instruments. The left half of this scale shows whether the vehicle is consuming electric power (Power / blue area) or feeding electric energy into the battery through brake energy recuperation (Charge / green area); the right half of the scale shows the engine speed of the TSI engine. If the engine speed is zero, this is an additional indication for the driver that the vehicle is driving under purely electric power or coasting. If the driver uses the electric drive motor as an additional booster for strong acceleration, this is also displayed (Boost).



New GTE view. The Golf GTE offers a special feature. Here the driver can activate a fourth basic layout by means of the "View" button: the GTE display. Here, the middle of the display features a large central power meter (again with Charge, Power, Boost and rpm displays) as a round instrument – the letters GTE are displayed in the centre in blue. In this case, the round instruments on the left and right are correspondingly reduced in size. The graphic display with the central power meter is a digital tribute to the cockpit instruments of classic sports cars.

Easy selection of a wide range of information. Using the arrow buttons in the right spoke of the multifunction steering wheel and an OK button positioned centrally there with a confirmation function, the driver can assign different general and hybrid-specific displays to the three basic displays – left, centre, right – in the Digital Cockpit Pro. Possible displays include the charge level of the battery in percent or the remaining ranges with TSI engine and electric drive motor. It is also possible to quickly and easily call up displays such as the average consumption or the media library track display. The driver alone decides which instrument shows which information. All these settings are not normally changed all the time but – like on a smartphone – are configured once according to personal taste or needs and then stored for the respective driver.



Golf eTSI, Golf eHybrid and Golf GTE – the equipment

As you like it. The Golf eTSI can be configured in three equipment versions: Life, Style and R-Line. The Golf eHybrid is always offered in the exclusive and elegant Style line, while the Golf GTE comes with an independent GTE specification. The equipment scope at a glance:

Golf – the basic equipment as the starting point. No matter whether Life, Style, R-Line or GTE – all versions are based on the Golf basic equipment, which is then changed and extended on a model-specific basis. This basic package includes assist systems such as the Lane Assist lane keeping system, Autonomous Emergency Braking Front Assist with Pedestrian Monitoring, XDS electronic differential lock and Car2X (local communication with other vehicles and the traffic infrastructure). The Digital Cockpit (basic system) and the 8.25-inch Composition radio system are digitalised and offer extensive connectivity in the vehicle interior; the mobile online services and functions of We Connect and We Connect Plus have also been integrated. Also standard: a multifunction steering wheel, single-zone automatic climate control (Climatronic), the keyless comfort start system Keyless Start, a Bluetooth provision for mobile telephone, LED headlights, LED tail light clusters, LED daytime running lights, LED reading lights and two USB-C ports.

Life. As well as everything included in the Golf specification, the Life equipment line features standard elements including 16-inch Norfolk alloy wheels, exterior background lighting including logo projection onto the ground and door handle recess lighting, an interface for high-voltage wireless phone charging, Wireless App Connect (wireless iPhone integration), a centre armrest at the front (with two USB ports and vents), a centre armrest at the rear (including load-through hatch), chrome trim around the vents, window regulator switches and mirror adjuster, Park Distance Control, as well as the automatically activated motorway and city



light. Also provided as standard: lumbar supports at the front, front passenger seat height adjustment, smartphone and map pockets on the front seats, an infotainment system with additional functions, a 12 V socket in the luggage compartment, illuminated vanity mirrors in the sun visors, and a variable luggage compartment floor. From the Life equipment line upwards, the Golf also comes with adjustable interior background lighting in ten colours. Standard fabric for seats and trim: light-coloured Maze Storm Grey or the darker Maze Soul.

R-Line. The R-Line version is designed for maximum sportiness; the equipment content of the Golf and Life lines are included in the basic configuration. The R-Line is additionally characterised by the following features (extract): 17-inch Valencia alloy wheels, R-Line-specific bumpers, high-gloss black sill trims, a rear diffuser, premium sport seats featuring integrated head restraints, 30-colour interior background lighting, sports running gear, progressive steering, driving mode selection, black headliner, aluminium gear knob, multifunction steering wheel with perforated leather, R-Line-specific trims and contrasting topstitching as well as brushed stainless steel pedals and foot rest. Standard interior material: grey Karoso Soul.

Style. The exclusive Style equipment package also includes the following standard equipment details in addition to or in deviation from the Golf and Life features: 17-inch Belmont alloy wheels, additional exterior chrome features (including side window parapet), sports seats at the front with centre seat panels in ArtVelours (driver side as ErgoActive electrically adjustable seat), leather steering wheel and leather gear knob, pedals in aluminium finish, exterior mirror adjustment with memory function, interior background lighting in 30 colours, LED Plus headlights with cornering light and all-weather light, LED tail light clusters with dynamic turn signal, Air Care Climatronic with 3-zone temperature control, and Travel Assist. Standard interior fabric: light-coloured Rock Storm Grey or darker Rock Soul. Also standard: the Discover Media navigation system.



GTE: The features of the Golf and Life versions serve as the basis for this configuration. On the exterior, the equipment of the Golf GTE is supplemented by 17-inch alloy wheels, a customised front section, a grained-texture rear diffuser, a unique roof spoiler, the corresponding model logos, red-painted brake calipers and sill extensions. The functions include a front axle differential lock, a sound actuator and the latest generation of the keyless locking and starting system Keyless Access. In the interior, the top-of-the-range version of the Digital Cockpit (multiple screen configurations) and the 10-inch Discover Media navigation system merge to form a digital landscape. The Golf GTE is started by means of the engine button in the centre console which pulsates in red when the vehicle is stopped. All pedals are made of stainless steel. Like the typical red on the Golf GTI, blue is used on the new Golf GTE as a distinctive colour to finish elements such as the premium sport seats, steering wheel and radiator grille bar. The Golf GTE is also equipped as standard with a new LED light strip under the radiator grille bar. LED Plus headlights additionally turn night into day as standard.