



The new Passat: the world's most successful mid-range model will be the first Volkswagen to offer partly automated driving at cruising speed

- **Pre-sales from May: In-depth technical update of the best-selling Passat¹ opens a window into the future of the product line**
- **Travel Assist as a world première: the Passat will be the first Volkswagen to offer partially automated driving at cruising speed**
- **IQ.LIGHT: following the latest Touareg, the Passat will also be offered with IQ.LIGHT – LED matrix headlights**
- **MIB3 goes online: the new Modular Infotainment Matrix systems with integrated SIM card will make their début in the Passat**
- **Zero emissions in the city: the electric range of the new Passat GTE² has been increased to up to around 55 km** in the WLTP cycle (approx. 70 km** in NEDC)**

Wolfsburg/Geneva, March 2019. More comfortable, more digital, and with even more enhanced integration: the highly advanced eighth generation of the Passat celebrates its debut in Geneva. Ralf Brandstätter, Chief Operating Officer for the Volkswagen brand: "This spring, the 30 millionth Passat will roll off the production line. This makes it the most successful mid-range model in the world. The technical update will consolidate its position as one of the best vehicles for business." Travel Assist will be available for the first time in the new Passat. According to Mr Brandstätter: "The Passat has always been a reflection of technical progress. And this is no exception. With the world première of the new Travel Assist, our best-selling car is the first Volkswagen which enables partially automated

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motion across nearly the entire speed range – a true milestone on the path to autonomous driving.”

Travel Assist is activated from the multifunction steering wheel at the touch of a button. The driver must constantly monitor the system for legal and safety-related reasons. To ensure this, Travel Assist (which is active between 0 and 210 km/h) checks whether the driver has hands on the steering wheel. This is more convenient in the new Passat than ever before, as a direct result of the first capacitive steering wheel from Volkswagen. This detects touch by the driver, providing an interactive interface to systems such as Travel Assist. A single touch of the wheel is all it takes. The capacitive surface then detects that the driver is still in control of the car (previously, the driver had to move the steering wheel slightly). Warning signals (visual, acoustic, and brake movement) will alert the driver if they take their hands off the wheel for longer than ten seconds. If the driver does not react, Emergency Assist will automatically brake the Passat, bringing it to a stop.

A whole range of assist systems are available for the new Passat. Emergency Steering Assist, which increases safety in evasive manoeuvres by means of braking intervention, also celebrates its debut in the Passat. The latest generation of adaptive cruise control, ACC, incorporates predictive cruise control. Previously used purely for distance control, ACC now reacts to speed limits, localities, bends, roundabouts, and junctions by appropriately adjusting the car's speed. If the Passat is fitted with DSG, ACC becomes a traffic jam and stop-and-go assistant, as the vehicle then moves off again automatically.

A new multifunction camera perfects the Lane Assist guidance feature (now detects grass areas in addition to lane boundaries). These include the lane change system Side Assist plus Rear Traffic Alert, the emergency



braking system Front Assist with Pedestrian Monitoring, the trailer manoeuvring system Trailer Assist, and the Park Assist parking system. Volkswagen has considerably enhanced the electromechanical brake servo (eBKV). The system is now standard on board the entire model series, enabling the brakes to respond even more quickly, and resulting in impressive enhancements to assisted driving. Adaptive Cruise Control reacts more comfortably, as braking interventions can be controlled more precisely. In conjunction with Front Assist together with Pedestrian Monitoring, the braking distance can be shortened considerably within system limits. These technologies are now grouped under IQ.DRIVE, the new umbrella brand for Volkswagen driver assist systems that pave the way toward assisted driving. Along with its assist systems, the Passat represents the most advanced version of IQ.DRIVE yet seen.

Reworked exterior and new lighting design

The front and rear bumpers, radiator grille and Passat logo, now located centrally at the rear, have all been redesigned. In addition, new LED headlights, LED daytime running lights, LED fog lights, and LED tail light clusters ensure a distinctive light design.

Benefits of the IQ.LIGHT – LED matrix headlights include interactive light control, making night driving safer and easier. Two LED projection systems provide dipped and main beam lighting. The turn signal, daytime running light, and side light are also realised with LEDs. The LEDs on the turn signal with their “wipe” effect are arranged as a narrow horizontal stripe at the top within the headlight. These act as daytime running lights when the turn signal is not in use. The LEDs in the daytime running light also form the side light when dimmed.



The driver switches on the automatic daytime headlights using Dynamic Light Assist. The Passat itself deals with everything else: dimming, main beam activation, city lighting, motorway light. Automatically.

LEDs are the preferred light source even in the basic variants. The dipped beam and main beam as well as the daytime running lights and side lights are implemented using daylight white LEDs in the standard headlight. In addition, the combined fog and cornering light in the bumper optimises visibility using LED technology. The tail light clusters at the rear are equipped exclusively with LEDs. The LED tail lights are also fitted with a turn signal wipe function in the top-of-the-range model.

Appealing interior

The Passat's interior boasts new trim finishes and fabrics, redesigned door trims, a new trim colour, new instruments and a new steering wheel. There is a stylish backlit Passat logo in the dash panel instead of an analogue clock. The centre console tops off a large, open storage compartment with an optional inductive interface for smartphones and adjacent USB-C connection. New Digital Cockpit: three different configurations of the 11.7-inch display can now be customised at the touch of a button on the new multifunction steering wheel, and the display produces even sharper contrast. Top-quality sound: Danish hi-fi specialist Dynaudio has carefully adapted the 700-watt sound system to fit the interior perfectly, and to create the best quality sound yet in a Passat.



Always online

Volkswagen provides expansive digitalisation with respect to operation and information in the new Passat. Compatible Samsung smartphones become a mobile key for opening and starting the Passat. Volkswagen App Connect – the interface for integrating smartphone apps – offers wireless integration of iPhone apps for the first time at Volkswagen, meaning the Passat can be left permanently online.

As well as improved navigation-related services with real-time information, this encompasses new technologies and offerings, music streaming services, Internet radio, natural voice control enriched with online content, seamless use of online services provided by Volkswagen We, and future cloud-based portable vehicle settings. radio.net now allows drivers and passengers to enjoy online radio stations in addition to FM, AM, and DAB stations from around the world. Passengers can also connect their smartphone, tablet, e-book reader, or similar devices to the Internet via a Wi-Fi hotspot. Natural voice control is also available in the Passat thanks to the online connection. "Hello Volkswagen" – that's all the driver needs to say to wake up the Passat to respond to commands. All key navigation, phone, and radio functions can be voice-controlled. For example, simply say, "I want to go to Jungfernstieg in Hamburg," to activate the navigation system. Another very useful feature is the ability to dictate text messages – the Infotainment system even reads out any messages received.



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This digital platform also bundles mobility services from external partners. Volkswagen creates space for new concepts such as We Park (cashless parking), and We Deliver (car access-based services – providing access to the vehicle for service partners).

Zero emissions in the city

The new Passat GTE is equipped with an even larger battery, with an energy content increased from 9.9 kWh to 13.0 kWh – an increase of 31 per cent. The pure electric range was thus extended correspondingly. It is now capable of covering up to approximately 55 km** in the new WLTP cycle, corresponding to around 70 km** in accordance with the NEDC. In addition, a new operating mode configuration has made it much easier to reserve sufficient battery capacity for city destinations. As before, the Passat GTE can be temporarily used as a zero emission vehicle and is not currently liable for road tolls in major cities such as London. At the same time, the combination of the electric motor and turbocharged engine (160 kW / 218 PS system power) means the Passat GTE provides the benefits of a comfortable, safe long-distance vehicle. The Passat GTE already complies with limits set out in the Euro 6d emissions standard, which applies to new vehicles from 2021.

Charging via the electricity grid

The Passat GTE² is equipped with a 3.6 kW battery charger. When connected to a conventional electrical grid with 230 volts / 2.3 kW, the battery – if completely empty – will be fully charged within six hours and 15 minutes. The charging time falls to four hours with a wall box or a charging station with 360 volts / 3.6 kW.



Particulate filter as standard

The new 2.0 TDI Evo is the forerunner of a new generation of diesel engines – a highly efficient turbo diesel engine with an output of 110 kW / 150 PS that produces 10 g/km** less CO² than the equivalent engine in its predecessor. The spectrum of drives also includes three petrol engines (TSI***) with 110 kW / 150 PS, 140 kW / 190 PS, and 200 kW / 272 PS as well as three diesel engines (TDI****). The latter deliver 88 kW / 120 PS, 140 kW / 190 PS, and 176 kW / 240 PS respectively. All TSI and TDI units fulfil the requirements of the Euro 6d-TEMP emission standard. Whether a petrol or diesel engine, all new Passat are equipped with a particulate filter.

Low operating costs

With high-production-volume engines, the Passat is one of the most economical mid-range models in terms of Cost of Ownership (CoO). Take the Passat 2.0 TDI SCR with 110 kW / 150 PS as an example: its COO amounts to 17.3 ct/km – the best among its direct competitors.

New equipment structure

The basic equipment has the designation "Passat", followed by "Business", with the highest level in future being referred to as "Elegance". Business and Elegance can be ordered with optional R-Line personalisation. The launch will also see the release of a sporty special-edition model limited to 2,000 units: the Passat R-Line Edition in an exclusive colour. The special-edition model will be available with one of the two most powerful engines (176-kW-TDI or 200-kW-TSI) and 4MOTION all-wheel drive as standard.

Passat Alltrack²

The permanently all-wheel drive model version of the Passat Estate is a crossover between the Estate and SUV. The standard specification of the Passat Alltrack includes bumpers adapted for off-road driving with

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underbody protection, sill extensions also featuring underbody protection, and robust wheel arch extensions. Thanks to a special off-road mode, modified running gear with greater ground clearance (172 mm), and the permanent 4MOTION all-wheel drive, the Passat Alltrack is just as much at home when driving off-road on terrain otherwise reserved for SUVs.

Notes:

¹⁾ Concept car

²⁾ Near-production concept car

*** Range, fuel consumption, and emissions data are forecast values*

**** All TSI vehicles are fitted with a petrol particulate filter*

***** All TDI vehicles are fitted with a diesel particulate filter and SCR catalytic converter*