Volkswagen

The new Polo – Driving presentation

Hamburg, summer 2017

Volkswagen

Content

In brief

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Notes: This press kit as well as images and videos on the new Polo are available online at: www.volkswagen-media-services.com. User ID: vwpolo; password: Cpact#22.
Features and technical data of production models apply to models offered in Germany. Details for other countries may vary.

1 = Polo TGI - fuel consumption compressed natural gas (CNG), kg/100 km: urban 4.2 - 4.1 / extra-urban 2.7 - 2.6 / combined 3.2 - 3.1; CO_2 emissions combined in g/km: 87 - 85 g/km; efficiency class: A+.
2 = Polo 1.0 TSI 48 kW - fuel consumption in l/100 km: urban 6.0 - 5.9 / extra-urban 4.1 / combined 4.8 - 4.7; CO_2 emissions combined in g/km: 110 - 108; efficiency class: C - A.
3 = Polo 1.0 TSI 55 kW - fuel consumption in l/100 km: urban 6.0 - 5.9 / extra-urban 4.1 / combined 4.8 - 4.7; CO_2 emissions combined in g/km: 110- 108; efficiency class: C - A.
4 = Polo 1.0 TSI 70 kW - fuel consumption in l/100 km: urban 5.8 - 5.5 / extra-urban 4.1 - 3.8 / combined 4.7 - 4.4; CO_2 emissions combined in g/km: 107- 101; efficiency class: B.
5 = Polo 1.0 TSI 70 kW (DSG) - fuel consumption in l/100 km: urban 5.8 - 5.7 / extra-urban 4.1 - 4.0 / combined 4.7 - 4.6; CO_2 emissions combined in g/km: 107- 105; efficiency class: B.
6 = Polo 1.0 TSI 85 kW - fuel consumption in l/100 km: urban 5.8 - 5.6 / extra-urban 4.3 - 4.0 / combined 4.8 - 4.6; CO_2 emissions combined in g/km: 109- 105; efficiency class: B.
7 = The vehicle has not yet gone on sale.
8 = Polo GTI - fuel consumption in l/100 km: urban 7.7 / extra-urban 4.9 / combined 5.9; CO_2 emissions combined in g/km: 134; efficiency class: C.
9 = Polo 1.0 TDI 59 kW - fuel consumption in l/100 km: urban 4.5 - 4.4 / extra-urban 3.4 - 3.3 / combined 3.8 - 3.7; CO_2 emissions combined in g/km: 99- 97; efficiency class: A.
10 = Polo 1.0 TDI 70 kW - fuel consumption in l/100 km: urban 4.5 - 4.4 / extra-urban 3.7 - 3.3 / combined 4.0 - 3.7; CO_2 emissions combined in g/km: 105- 97; efficiency class: A.
11 = Golf GTI - fuel consumption in l/100 km: urban 8.2 - 7.8 / extra-urban 5.5 - 5.3 / combined 6.4 - 6.3; CO_2 emissions combined: 148 - 145; efficiency class: D.

Volkswagen

Wolfsburg / Hamburg, summer 2017

Sportier, larger, more connected and personalised – the new Polo launches with a digital cockpit for the first time

In brief

Key facts
The new Polo – key facts and figures

- **Sixth generation Polo to continue success story:** With more than 14 million units sold worldwide to date (including derivatives nearly 16.5 million units), the Polo is one of the most successful vehicles in its class.
- **Optimised package due to MQB:** Longer and lower in height than the previous generation, the new Polo is also larger inside. Length: 4,053 mm (+81 mm), wheelbase: 2,548 mm (+92 mm), cargo capacity: 351 litres (+71 litres).
- **Thanks to MQB, Polo sets standards in its class:** Features such as Front Assist, Blind Spot Monitor, ACC, Automatic Post-Collision Braking System and LED headlights are otherwise only familiar from higher vehicle classes.
- **First Polo with digital instruments:** The second generation of Active Info Display celebrates its world premiere in the new Polo.
- **Polo appeals with emotional and charismatic design: :** The new exterior is marked by expressive dynamism with a masculine front end.
- **The luxury of choice:** Trendline, Comfortline, Highline, GTI, Beats and lifestyle packages result in a broad range of versions.
- **Polo sets standards in personalisation:** 14 body colours and eight dashpad colours offer almost limitless possibilities.
- **Natural gas for the first time:** New highlight in the Polo: TGI (natural gas) with 66 kW / 90 PS[1].
- **Attractive pricing:** New Polo launches with four doors and Front Assist as standard at a price of 12,975 euros (Germany).

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The new Polo in brief

This Polo makes the future real

Progressive compact car. The Polo, which has sold more than 14 million units worldwide, is a giant among small cars. Now a completely redeveloped sixth generation has arrived. Pre-sales of the best-seller have already started in the first European countries. Standard on every model: four doors and the area monitoring system Front Assist with City Emergency Braking and Pedestrian Monitoring as well as the Automatic Post-Collision Braking System. The Polo, which has been upgraded comprehensively, is now less expensive when price-adjusted for added features. For example, in Germany the well-equipped basic model costs 12,975 euros (Polo 1.0 Trendline with 48 kW / 65 PS[2]). The sixth generation Polo's concept and configuration are a reflection of automotive progress and the new status quo among compact automobiles. Four trim lines form the basis for the new Polo configuration: Trendline, Comfortline, Highline and Beats (which includes a 300-watt sound system). Following on from these, towards the end of the year will be the next Polo GTI[2].

Three high production volume engines at market launch. Customers of the sixth generation Polo will, in time, be able to choose from a total of nine efficient petrol, diesel and natural gas engines. The three powerplants that can be ordered at market launch are three-cylinder petrol engines at the three most popular output levels: two 1.0 MPI engines, one with 48 kW / 65 PS[1] and the other with 55 kW / 75 PS[3] as well as a turbocharged 1.0 litre TSI with 70 kW / 95 PS[4]. All models are equipped with a stop-start system and a regenerative braking mode. It is possible to combine a dual clutch gearbox (DSG) with any engine with a power output of 95 PS[5] or more. Another important aspect for buyers of the new Polo who drive it in personal or business use is that all three engine versions offered at market launch attain best-in-class figures for comprehensive insurance classifications and cost of ownership.

Six more engines by the end of the year. Six additional engine options will be introduced in stages by the end of the year: three petrol, two diesel and one natural gas engine. The petrol engine range will be completed by a 1.0 TSI with 85 / 115 PS[6] and the further developed 1.5 TSI ACT with 110 kW / 150 PS[7] and Active Cylinder Management (cylinder shut-off). The top petrol engine will also follow by the end of the year: a potent 2.0 TSI with 147 kW / 200 PS[8] in the Polo GTI. Another new development is the first natural gas engine of the Polo: the 1.0 TGI with 66 kW / 90 PS[1]. The engine range will be rounded out by two efficient diesels: the two 1.6 TDI engines deliver 59 kW / 80 PS[9] and 70 kW / 95 PS[10] respectively.

Expressive design. The sixth generation Polo has been designed on the modular transverse matrix (MQB) vehicle platform. This offers the ability to create significantly more dynamic proportions with a long wheelbase, short body overhangs and a sporty ratio of its key dimensions (longer, wider, lower overall height but improved headroom). The design has been made more powerful, masculine, charismatic and expressive than previously. This has resulted in a completely new vehicle.

Avant-garde interior. Designers also gave the interior an expressive and avant-garde flavour. It is an interior without precedent, developed for the digital era. The Polo is the first car in its class to offer fully digital instruments –the Active Info Display –as an option. The instruments are arranged on the same viewing, with infotainment system displays up to 8.0 inches in size (which, on top versions, are glass-encased). Digital interfaces for smartphones allow easier access to their apps and various online services on board. Not only can smartphones be charged by wire, but also wirelessly (inductively) as an option. Interior dimensions of the sixth generation Polo are also much larger. As a result, the car offers more space for five occupants and a boot volume that has increased significantly from 280 to 351 litres.

Four equipment versions and three packages. The new Polo is launching in the three trim core lines: Trendline, Comfortline and Highline, and as a

'Beats' special edition. The Polo Beats brings a 300-watt sound system and various customised features on board that were developed jointly by Volkswagen and US-based audio specialist Beats. Another version heading towards the starting flag is the Polo GTI[8], which will follow at a later stage. Even the base version, the Trendline, is well equipped: now included as standard are such features as rear doors, LED daytime running lights with Coming Home function, a speed limiter, the Automatic Post-Collision Braking System and the Front Assist area monitoring system with City Emergency Braking and Pedestrian Monitoring.

Systematically designed to offer choice. Everything becomes more colourful and personalised in the new Polo with a large range of fresh new colours (a total of 14 exterior colours) and twelve wheels (14- to 18-inch, some painted in contrasting colour), dashpads in eight different colours, two interior trim versions and eleven different seat covers. The further range of personalisation options is nearly limitless. These include contrasting coloured roofs; the largest panoramic sunroof in its class; full-LED headlights; LED tail light clusters; an R-Line package and features such as a 300-watt sound system from Beats and wireless charging for smartphones (optionally including an inductive aerial connection). In addition, the new Polo impresses with assistance systems, some of which have been adapted directly from the Golf and Passat.

The new Polo is the first model to be based on the new Volkswagen brand strategy: "We make the future real"

Four fields of innovation. The new Polo was created under the motto: "We make the future real" –the idea that guides the Volkswagen brand strategy. It defines progressive parameters for each and every Volkswagen. The new Polo is the first model to be created based on this strategy and is now launching in production. The Polo development and design teams addressed the brand strategy's four fields of innovation: Automated Driving, Intuitive Usability, Connected Community and Smart Sustainability.

The teams used these fields of innovation to develop the DNA of the new Polo.

- **Automated Driving.** Volkswagen has made the new Polo even safer and more convenient and comfortable by implementing numerous semi-automated systems – many of them representing preliminary steps towards automated driving. Cutting-edge technology from the Golf and Passat is being introduced to the Polo class in the form of assistance systems such as the area monitoring system Front Assist with City Emergency Braking and Pedestrian Monitoring, the lane-changing assistant Blind Spot Monitor, Cross Traffic Alert and adaptive cruise control (ACC).
- **Intuitive Usability.** In the Polo, Volkswagen is systematically advancing digitalised display and control concepts. As previously mentioned, this involved locating instruments and the infotainment system along a common visual axis in the newly conceptualised cockpit. For the first time, Volkswagen is offering the Polo with an Active Info Display, and for only a modest extra price. This creates a digitalised display and control environment when combined with the glass-encased displays of the top infotainment system versions.
- **Connected Community.** Volkswagen is connecting people, cars and the environment more intensively than ever. The new Polo illustrates this very well. Interfaces for integrating smartphones such as App-Connect (with MirrorLink®, Android Auto™ and Apple CarPlay™) are being supplemented by Volkswagen Car-Net which adds the various online services of 'Guide & Inform'. These include online traffic information and information on filling stations and parking places.
- **Smart Sustainability.** Volkswagen is advancing the development of innovative high-volume production models with sustainable drive systems. New technologies in the Polo that follow this theme include the latest Active Cylinder Management – automatic cylinder shut-off –

in the high-tech 1.5 TSI ACT petrol engine. Another example of smart sustainability is the new 1.0 TGI natural gas engine.

Key aspects

Statements
Quotes on the new Polo

"The Polo is a young, fresh car. It combines charisma with strong technology. No other car offers so much space for its size. This makes our Polo the number one compact car, and it will remain number one."

Dr Herbert Diess, Chairman of the Volkswagen Brand Board of Management

"The new Polo brings the future to the compact class. A whole lot of space based on the modular transverse matrix, sustainable engines like a new natural gas TGI, the world premiere of a new generation of the Active Info Display, the latest infotainment systems and forward-thinking assistance systems – all of these qualities enable this Volkswagen to overcome traditional class boundaries."

Dr Frank Welsch, Member of the Volkswagen Brand Board of Management, responsible for Development

"The much better proportions create the framework for a grown-up, confident appearance of the sixth generation Polo – charismatic, progressive, contemporary and friendly. We have systematically utilised this realignment to build a powerful compact."

"This Volkswagen can immediately be made out as the original of its class, but also as a completely new generation. A Polo with an expressive design which makes the compact – now as a four-door only – sportier, cleaner and thoroughly unique within the range of brand models. This is a car that fits in perfectly with our times – both visually and technologically."

Klaus Bischoff, Head of Design, Volkswagen Brand

Car body concept
Expressively designed compact car

First Polo based on the modular transverse matrix (MQB)

MQB A0 as the basis. Like the Golf, Touran, Tiguan, Passat and Arteon, the Polo is now also based on the modular transverse matrix (MQB). Here it is the A0 version adapted for particularly compact models. The MQB A0 has a whole armada of advantages. The compact proportions, which the design team also used as a starting point for a very dynamic look, immediately catch the eye. In addition, the technical advantages of the MQB can be found under the vehicle skin such as an optimised package, improved body stiffness, very good crash properties and an unchanged body weight – despite the greater size and enhanced safety features.

Torsionally stiffer and safer. Progress that has been achieved compared with the previous version can also be measured quantitatively. For instance, Volkswagen was able to improve the body stiffness of the fifth Polo generation from an already good 14,000 Nm/° to more than 18,000 Nm/°. At the same time, the new Polo effortlessly satisfies crash requirements such as those of these tests: Euro NCAP Front Wall 0°, Euro NCAP Side AEMDB and Euro NCAP Pillar 75° 32 km/h. Thanks to the use of MQB A0, comfort gains have also been made courtesy of the 92 mm longer wheelbase, optimised entry and exit for rear seating and overall package improvements. Nonetheless, all of these benefits have been achieved without any increase in body weight.

Avant-garde design conveys charisma and dynamism

Larger and sportier. The positive effects of the MQB A0 on the car's proportions and, in turn, on its design, are huge. The car has much more dynamic proportions and a significantly longer silhouette, because the wheelbase, exterior length and width have all grown while the car’s height

remains nearly identical. The design team took advantage of these realigned dimensions to put a sporty, powerful, fresh and masculine Polo onto wheels of up to 18 inches in size.

Simply impressive. The dynamic effects of the MQB A0 on the proportions are reflected in the Polo's new dimensions. The length of the compact Volkswagen has grown by 81 mm to 4,053 mm, and its wheelbase has also been lengthened by 94 mm to 2,564 mm. This means that the wheels are now positioned further to the front and rear, which also shortens the overhangs and gives the car a more powerful and sportier appearance. At the same time, the Polo is now 69 mm wider and has an overall width of 1,751 mm. Its height has been reduced by 7 mm to 1,446 mm.

Silhouette. The sixth generation Polo has become a more 'masculine' car, which generates a unique charisma from all perspectives with its new expressive design. The following details – considered from top to bottom – define the Polo when it comes to its stretched silhouette. The roof line is longer and thereby more elegant; it transitions into a roof spoiler at the rear. A fine line on the side body runs parallel to the roof line, visually lowering the centre of gravity. Key detailing of the Polo includes its long line of side windows – the Polo is the only Volkswagen to have a window line that terminates in a rise at both front and rear. This contour with the window integrated into the C-pillar was further developed and sharpened. The C-pillar in particular, which is now designed to reach forward more and is precisely sculpted, makes the car dynamic and appear to lunge forward, even when stationary.

Arrow-shaped double line. Emerging from the straight line of the window shoulder is another line that runs towards the front and into the headlights, making the Polo appear very long. Other new and important design features follow beneath this window line. An arrow-shaped double line, which is known as the tornado line, is a new design feature defining the Polo. The surface of this three-dimensional tornado line is – in the style of a shoulder section –

slightly flared, and it finishes with a sharp downward undercut. The upper of these two double lines starts in the C-pillar and visually shoots forward into the front wings. The second, lower line, on the other hand, forms the undercut. It develops from the 3D graphic of the tail lights and also extends forward into the front wings, where it rises slightly, meeting the upper line.

Front end. The front end is designed to be much more emotional, dominant and sportier than that of the previous model. The headlights are now also available with LED technology. Together with the radiator grille, they form the new 'face' of the Polo that extends across the entire vehicle width. Self-confident: a bumper which also emphasises vehicle width in its design elements. More pronounced contours: the bonnet which now extends far downward into the 'face'. The bumper has also been completely redesigned. The large glass surfaces of the fog lights and turn signal lights are eye-catching from the side of the car. They terminate outwards in three-dimensionally contoured corners. Between them there are two air intakes: a V-shaped one in the middle, and a narrow second intake that extends across the entire width.

Rear. The Polo's rear bodywork design already made it an inductee to the Automotive Hall of Fame by the time the fifth generation made its debut. Now the clean, very well-balanced overall architecture has been significantly further developed and – like the sides and front end – made even more precise and sharp. Powerful: the broader shoulder section. Striking: the new trapezoidal-shaped tail lights that are worked into the shoulder section (optionally available as LED tail light clusters for the first time). Typical for the Polo: a horizontal line beneath the tail lights on the rear hatch, which now flows into the bumper and also underscores the Polo's width from this perspective. Distinctive: the new diffuser that is integrated into the bumper.

Interior concept
New package for more space and comfort

Welcome to the digital world

Cockpit is the centre of focus. A new dashboard and cockpit layout is making its way into Volkswagen compact models via the sixth generation Polo. Interior designers have made revolutionary changes instead of evolutionary ones. Their focus was on the dramatic growth in the digitalisation of displays and controls and on connectivity, and this called for new solutions. Another declared goal was to express a lot of character in the interior and thereby give the Polo an 'inner face' as well.

Starting with a blank slate. The interior team started with a blank slate, departing entirely from the vertically-oriented dashboard layout of the previous model and developing instead a bold horizontal architecture. This architecture is primarily defined by the modules that are used on the dashboard. In the Polo, designers took the 'form follows function' motto very seriously, because a new digitalised world was being kicked off for the A0 segment here. The interaction between the new Active Info Display and the infotainment systems, in particular, made it necessary to take new approaches. The new dashboard architecture began with the goal of locating the infotainment system much higher than before so that it would be in the driver's direct line of sight. Because the display should visually merge with the instruments, it was also clear that the middle air vents had to migrate downward. All of this was done, and it has now resulted in a dashboard architecture that is refreshingly contemporary and charismatic – introducing an exciting new era of digitalisation and connectivity.

One visual and control axis, up high. All key modules – except for the air conditioning unit – have been integrated on the upper cross-panel of the dashboard. This cross-panel is continued up to the front doors and is trimmed with various colours, depending on selected options. The outer air vents are integrated on the far left and right. Located in the middle of the

high-gloss black 'island' is the screen of the infotainment system. The only additional button in this area is the button for the hazard warning lights. To the left, the high-gloss black user control island merges into the level of the instruments. This creates a coherent digital cockpit landscape, especially in conjunction with the Active Info Display. Arranged on the next lower level are the air conditioning functions in the middle, and the lighting functions on the driver's side. The horizontal dashboard is slightly angled towards the driver in the middle. This is also true of the centre console with the gear shift grip and the buttons for the various car handling functions.

Active Info Display and modular infotainment system
Instruments and infotainment systems become one

Digitalisation of the Polo cockpit points the way to the future

World premiere of a new Active Info Display. The Polo will launch as the first Volkswagen and the first Group model to offer a new generation of Active Info Display. Volkswagen interface designers have systematically advanced the next generation of the Active Info Display (11.7-inch display diagonal) and have taken its high-quality graphics (133 dpi / resolution 1,280 x 480 pixels) and functional range to a new level. Consequently, the display offers better graphic performance, higher pixel density, greater brightness and contrast, more intense colours and fewer conventional indicator lamps. Using a 'View button' on the multifunction steering wheel, the Polo driver can now also switch between three basic layouts, easily and quickly.

Completely new look and feel. The high-quality graphics convey a completely new look and feel with their progressive design. The crucial aspect here is that Volkswagen has fundamentally redefined fully digital instruments. The interface designers have always aimed to utilise the digital display to integrate additional information levels into the instruments. The graphics of the round instruments (dials), such as the rev counter and speedometer, however, follow the appearance of their analogue counterparts. At the next stage of digital instruments, interface designers have departed from the analogue look entirely and created a consistently digitalised world of instruments. They developed three basic digital layouts between which the driver can toggle with the 'View button':

- A view with two dials, one for the rev counter and one for the speedometer,
- A digital view without dials,

- A digital view without dials with supplemental information. This supplemental information can be configured via the infotainment system.

Example: classic view with two dials. The view with two dials is structured as follows: arranged vertically along the left border of the instruments is the engine temperature gauge, and vertically on the right is the fuel gauge. The left dial shows the engine speed, and the engaged gear is shown in the middle. The depiction of the engine speed is interactive; the 1000 step just reached is shown with a large figure – 3 for 3,000, for example. The same applies to the right dial of the speedometer. The current speed is shown as an enlarged figure. This depiction makes it much easier to take in the information. In addition, the precise speed can be displayed on the speedometer – among other information if desired. For instance, information such as album covers and song information from the media library might be displayed on the middle screen between the two dials, depending on the configuration. Information constantly placed in this area includes the outside temperature, odometer reading and indicators for assistance systems such as ACC. Furthermore, Volkswagen can fully adapt the Active Info Display to the respective model – for example individualised graphics for the Polo Beats.

- **Classic view with information profiles.** Instead of placing information such as the gear in the centre of the rev counter or the precise current speed in the centre of the speedometer, information profiles can also be integrated here. For example, navigation information can be shown in the rev counter while information about the remaining driving time and distance is shown in the speedometer. In this case, the selector lever position display and the precise speed are shifted down to the lower edge of the Active Info Display and are shown smaller.

Example: Digital view without dials. In this layout the driver might personalise the screen with a dominant display of the current album cover and song information from the media library, for instance. In this case, the selector lever position display and the precise speed move down to the lower edge of the display in large numerals. Alternatively, the entire 'driving information since the start' can be centrally displayed. A further option: the telephone display with contact images and call information or full-screen navigation. Information that is shown constantly such as trip mileage and outside temperature always stay in the same position.

Example: Digital view without dials with supplemental information. In the third view, various supplemental information can be shown. For example, navigation information, information about the assistance systems, on-board computer information and the media library. Here the Active Info Display is personalised by the driver to a large extent.

Infotainment in harmony with the Active Info Display

New cockpit environment. A new, digital and interactive cockpit environment has been created in the interplay of the Active Info Display and infotainment system. Volkswagen is introducing the latest generation of infotainment systems in the Polo which have display sizes ranging from 6.5 to 8.0 inches. Specifically, these are the Composition Colour (6.5-inch radio-infotainment), Composition Media (8.0-inch radio-infotainment with CD player) and Discover Media (8.0-inch radio-navigation infotainment with CD player). The 8.0-inch systems are glass-encased units. The infotainment systems in detail:

Composition Colour. The Composition Colour infotainment system boasts a touch-sensitive 6.5-inch colour display (16.5 cm screen diagonal), good resolution (800 x 480 pixels) and a design that immediately appeals to users of smartphones and tablets. Its surface is clear and elegant. In addition to two rotary/push-button switches, there are six flat menu

buttons. Its 2 x 20 watts of audio power is output over four loudspeakers. If eight loudspeakers are installed in the car, the power is increased to 4 x 20 watts. Along with the FM radio, the infotainment system also offers an integrated SD card interface over which music can be played back in MP3 or WMA format. Like the next larger Composition Media system, the Composition Colour is also equipped with a diversity antenna; there are several antennas, and signal noise can be filtered out by linking them. A USB interface is offered as an option (Apple compatible).

Composition Media. The Composition Media features a glass surface (glass design) with an 8-inch colour display. This glass surface creates a tablet-like look. In addition to two rotary/push-button controls, the system has eight function buttons. The sound of the infotainment system (4 x 20 watts) is output over eight loudspeakers. Along with the SD card and AUX-IN interfaces, it also offers a USB port (compatible with Apple), a Bluetooth connection and a CD drive.

Discover Media. Discover Media is the radio navigation system for the Polo. It is based on the Composition Media infotainment system and includes additional navigation functionality. Updates to the navigation software are provided free-of-charge for the first five years. In addition, this includes a licence for Car-Net 'Guide & Inform' services which is also free-of-charge (for one or three years depending on country).

Connected Community

Online services. The new Polo brings connectivity to the driver and other vehicle occupants more innovatively and easily than ever before. In the Polo, they are 'always on', which is to say they are online whenever they wish. Available are the Car-Net applications App-Connect, Media Control and 'Guide & Inform' (wide variety of online services).

App Connect. The latest generation modular infotainment matrix creates the right conditions for connecting the Polo with today's Apple and Android smartphones via App Connect. Along with MirrorLink® (Android),

App Connect now also integrates Apple CarPlay™ and Android Auto™ (Google) into the infotainment systems.

Media Control. Volkswagen is offering an interface to the infotainment system for tablets and smartphones in the form of the Media Control app. The app can be used to control many infotainment system functions conveniently from a tablet. Passengers simply connect their tablet to the Discover Media infotainment system's WiFi hotspot. Functions that can be controlled include those of the radio, all audio and video sources (e.g. USB, CD, DVD, hard drive) as well as the navigation system. Standard features in the navigation menu are supplemented by an address search function that uses the Internet and can also be used to enter selected search results as destination inputs. Rear seat passengers can now also send the calendar events and address book entries from a tablet or smartphone to the infotainment system for use as navigation destinations.

Car-Net 'Guide & Inform'. Various online services can be accessed using 'Guide & Inform'. These include 'Online POI Search', 'Online Destination Import', 'Route Import', 'Fuel Info' (location and price), 'News', 'Parking Info' (location, availability and price), 'Weather', 'Charging Stations' (for electric and plug-in hybrid models) and 'Online Traffic Information'.

Wireless Charging & Keyless Access. In the new Polo with the 'Comfort' phone interface, it is also possible to supply power to smartphones inductively (for compatible phones). This phone interface can also be used to inductively connect smartphones to the car's external aerial.

Standard and optional features
Almost limitless personalisation

Four trim versions set the style

Trendline, Comfortline, Highline and Beats. For the pre-sales launch (from August) the new Polo will be available in the three trim lines Trendline, Comfortline and Highline and also as a special Beats version (with a 300-watt Beats sound system). The next Polo GTI[8] will be launched at a slightly later date.

Exterior features distinguishing the different versions

Chrome, lights and wheels. Fine details distinguish the exterior of the three trim lines Trendline, Comfortline and Highline from one another. The Polo Comfortline is identified by a chrome strip in the radiator grille between the headlights. The Polo Highline additionally has chrome strips in the lower ventilation grille. Other distinguishing features of the Polo Highline at the front are combined modules for the fog lights, cornering lights and LED daytime running lights. Features upgrading the Polo Beats include black painted exterior mirror housings, decorative decals on the bonnet and roof and 'Beats' badging on the B-pillars. Further exterior identifying features include the wheel and tyre combinations. Depending on trim level, the new Polo is fitted with 14-, 15- or 16-inch wheels. Volkswagen offers further
15-, 16- and 17-inch rims as optional equipment. Furthermore, the Polo GTI will be introduced on the market with 18-inch rims.

- **Production wheel for Trendline.** The Polo Trendline is supplied with 14-inch steel wheels, 'Brendas' wheel trim and tyres in 185/70 format.

- **Production wheel for Comfortline.** Customers opting for the Polo Comfortline automatically get the configuration of 15-inch steel wheels with 'Sports 99' wheel trims and 185/65 tyres.
- **Production wheel for Highline.** The Polo Highline is fitted with 15-inch 'Salou' alloy wheels and tyres measuring 185/65 as standard.
- **Production wheel for Beats.** The Polo Beats is also fitted with 16-inch rims; here they are 'Torsby' alloy wheels with 195/55 tyres.

Interior – features distinguishing the different versions

Trim, instrument panel and dashpad decors. Parallel to the standard features, the trim lines feature different interior trims, colours and fabrics. One of the most striking individualisation features is the instrument panel with the dashpad. New for this generation of Polo, this dashpad is offered with different coloured trims.

- **Trim colours.** There are generally two trim colours: Titan Black (not for Beats) and Ceramique (not for Trendline).
- **Instrument panel.** Three instrument panel versions are available for the Polo: Black (Trendline), Black in soft slush (Comfortline and Highline) and Aqua Graphite, also in soft slush (Comfortline, Highline and Beats).
- **Dashpad trims.** The dashpad stretches across the entire new instrument panel and comes in different trim colours. The trims extend all the way to the door trims. The Polo Trendline has a dashpad in Deep Black Pearl Effect matt. Depending on the exterior colour the standard dashpad of the Polo Comfortline comes in Silver Silk matt or Limestone Grey matt. The dashpad of the Polo Highline is painted in Silver Silk glossy or Deep Iron glossy. In addition, the Highline instrument panel is upgraded with ambient

lighting. The Polo Beats always has a dashpad painted in Velvet Red. The R-Line package comes with Shadow Steel trim.

Colour schemes – a Polo has never been this colourful

14 body colours and eight dashpads The large range of colours with a total of 14 body colours and eight different colours for the dashpad colour schemes will contribute towards making sure that one individually configured sixth-generation Polo is unlikely to be precisely the same as another. Overview of all exterior and interior colours:

Exterior colours

- Urano Grey Uni
- Pure White Uni
- Black Uni
- Flash Red Uni
- Dark Petrol
- Reflex Silver Metallic
- Limestone Grey Metallic
- Pale Copper
- Reef Blue
- Energetic Orange
- Deep Black Pearl Effect
- Ivory Silver
- White Silver Metallic

Interior colours, instrument panel decors

- Deep Black Pearl matt
- Limestone Grey matt
- Silver Silk matt
- Deep Iron glossy
- Energetic Orange glossy
- Velvet Red
- Shadow Steel glossy
- Reef Blue

Overview of standard features

Standard features of Trendline. Even the Trendline base version is very well equipped. Standard features include assistance systems such as the

Automatic Post-Collision Braking System and Front Assist with City Emergency Braking and Pedestrian Monitoring. Overview of key features (examples):

- Hill Hold Assist
- Coming Home lighting function
- Decorative inlays
- Electronic Stability Control (ESC)
- Electric windows at the front with convenience switching, manual at rear
- Front Assist with City Emergency Braking
- Pedestrian monitoring
- Luggage compartment cover, folding
- Luggage compartment lighting
- Height adjustment, manual, left front seat
- LED number plate lighting
- LED daytime running lights
- Automatic Post-Collision Braking System
- Tyre pressure monitoring system
- Rear bench seat/backrest, entire bench folds
- Windows, side and rear, heat insulating glass
- 'Mercutio' seat covers in Titan Black
- Speed limiter
- 14-inch steel wheels with 'Brendas' wheel trim
- 4 doors plus boot lid
- Central locking with wireless remote control

Standard features of Comfortline. At the Comfortline trim level, additional details are included such as the Composition Colour infotainment system, air conditioning (Climatic) and the Driver Alert System. The seat covers are finished in an elegant velour. Key features in addition to those of the Trendline (examples):

- Exterior mirrors, electrically adjustable, heated
- Exterior mirror housings and various add-on parts in body colour
- Chrome package
- Level cargo floor at rear
- Colour trim inserts and slush finish of the instrument panel
- Electric windows, front and rear, with convenience switching
- Storage pockets on front seat backrests
- Interior lighting in footwells
- Centre armrest
- Driver Alert System
- Multifunction steering wheel
- Composition Colour radio system with 6.5-inch display
- Rear bench seat not split, backrest split and folding
- 'Slash' seat covers in Titan Black or 'Slash' in Aqua Graphite
- Sun visors with vanity mirror, illuminated
- 15-inch steel wheels with 'Sports 99' wheel trim
- Additional reading lights, rear

Standard features of Highline. Those who select the Highline get features such as Park Distance Control (PDC) and white LED ambient lighting (front doors and instrument panel) and a leather pack. Overview of key features in addition to those of the Trendline and Comfortline (examples):

- Ambient lighting (front doors and instrument panel) and surround lighting
- Interior chrome package
- Small leather pack (multifunction steering wheel, gear lever and handbrake lever)
- 15-inch 'Salou' alloy wheels
- Reading lights in front, rear in LED technology
- Centre armrest in front with storage compartment
- Multifunction Display Plus
- Fog lights and static cornering lights

- Park Distance Control (PDC)
- Seat covers: 'Tracks 2' in Titan Black/Ceramique, 'Tracks 2' in Ceramique/Ceramique or 'ArtVelours Plus' in Titan Black
- Sport comfort seats, front
- Bumpers with Highline chrome trim strip

Standard features of Beats. The new edition of the successful Polo Beats special model has a 300-watt sound system from legendary US audio specialist 'Beats' (by Dr. Dre) and a whole array of customised features on board. The sound system can be ordered as an option in other models. Overview of key features of the Beats special edition in addition to those of the Comfortline (examples):

- 'Beats' decals on the B-pillars
- Exterior mirror housings painted in black
- 'Beats' remote control key
- 'Beats' badge on loudspeaker grille
- Dashpad in Velvet Red
- Decals on bonnet and roof (can be deselected)
- 'Beats' door sill trim
- Floor mats with colour stitching
- Small leather pack (multifunction steering wheel, gear lever and handbrake lever)
- 16-inch alloy wheels, burnished ('Torsby')
- Tinted side and rear windows
- Seat covers in 'Tracks 2' design in Aqua Graphite/Velvet Red
- Beats sound system including the Composition Colour radio with 'Beats' start screen and separate subwoofer (system power: 300 watts)
- Sport seats with unique covers and 'Beats' badge

Optional equipment – packages and individual features

Five packages: R-Line, Decor, Style, Sport and Black. The Comfortline and Highline trim versions can be further personalised by choosing one of the Polo trim packages: Decor, Style, Sport or Black.

R-Line. The 'R-Line' package makes the Polo even more dynamic with such features as 16-inch alloy wheels ('Sebring'), a large, sporty front bumper and, at the rear, a diffuser with chrome trims and a roof spoiler. The Polo with R-Line package also has wrap-around black sill trim strips which visually press the car down to the road. The R-Line package also upgrades the interior completely – adding dynamism at a low additional price. Overview of all R-Line features:

R-Line exterior

- Roof spoiler
- Radiator grille in textured black
- 16-inch 'Sebring' alloy wheels,
  optional 17-inch 'Bonneville' alloy wheels
- Front fog lights
- R-Line diffuser at rear including
  chrome trims for the exhaust system
- R-Line air intake grille in textured black
- R-Line badge on radiator grille
- R-Line front bumper in body colour with R-Line
  'C signature' in high-gloss black
- R-Line badge on wings
- Side sill extensions, textured black

R-Line interior

- Black cloth rooflining
- Small leather pack with contrast stitching
- Pedals in stainless steel
- R-Line cloth upholstery with R-Line badge embroidered on seat
  backrests and contrast stitching
- R-Line door sill trims in front

- R-Line multifunction sport steering wheel, leather-trimmed with contrast stitching and R-Line badge, R-Line decor of dashpad and door trim in Shadow Steel
- 'R-Line' start screen

Decor. The 'Decor' personalisation package facilitates even greater choice of interior colours in the Comfortline and Highline. Painted here are the dashpad and door trim decors as well as the surrounds of the centre console. In the Polo Comfortline, the paint finish is matt, while it is glossy in the Polo Highline. Also coordinated with the decors is the personalised 'Tracks 2' cloth upholstery.

Style. Another interior personalisation package is 'Style'. This package is also available exclusively in the Polo Comfortline and Polo Highline. It contains the following:

- Decors in Deep Iron glossy
- Dark rooflining
- Floor mats with coloured single stitching
- Seats in 'Level' carbon leather, sport seats with lumbar supports in front
- Small leather pack (standard in Highline)

Sport. The dynamism of the Polo Comfortline and Polo Highline gains even more traction with the 'Sport' package. The car's performance and looks are improved by such features as the sport chassis with a lowered ride height. The Sport package contains the following features:

- XDS electronic differential lock
- Tinted rear windows (75 per cent light absorbing)
- Sports running gear
- Ride height lowered approx. 15 mm

Black. The 'Black' package upgrades the Polo outside and inside. A key exterior feature: A black roof. It can also be integrated into the

configuration of the Polo Comfortline and Polo Highline. An overview of package features:

- Exterior mirror housings painted black
- Roof in black film
- 16-inch 'Sebring' alloy wheels, painted black
- Seats in ‘Level’ carbon leather, sport seats with lumbar supports in front

Convenience and comfort features from the Golf class. The Polo can be further personalised and upgraded to satisfy individual budgets and tastes. New in the options programme are features such as high-intensity full-LED headlights, LED tail light clusters, wireless charging for smartphones (optional inductive aerial connection) and one of the largest panoramic sunroofs in its class (opening is 10 mm wider and 20 mm longer than before). Another available option: Sport Select running gear with active dampers. Thus, the new Polo can be personalised to create a car that is practically one-of-a-kind by choosing from many different trim lines, colours, interiors, wheels and optional features.

Engines and gearboxes
Highly efficient MPI, TSI, TGI, TDI and DSG engines

New 1.0 TGI (natural gas) and 1.5 TSI ACT (Active Cylinder Management)

Nine engines for the Polo. Volkswagen is equipping the Polo with a natural gas drive for the first time: the new 1.0 TGI with 66 kW / 90 PS can actually be CO_2-neutral, depending on the energy source. The further developed 1.5 TSI ACT with Active Cylinder Management and 110 kW / 150 PS is one of the world's most advanced petrol engines. As soon as the driving situation allows, the four-cylinder engine deactivates two of its four cylinders to save fuel. The 1.0 TGI and 1.5 TSI ACT are two of a total of nine engines for the entirely front-wheel drive Polo. The five three- and four-cylinder petrol engines range from the 1.0 MPI with 48 kW / 65 PS to the 2.0 TSI with 147 kW / 200 PS. All petrol engines with up to 150 PS and the new natural gas drive belong to the efficient EA211 engine family. The 2.0 TSI engine comes from the third generation EA888 series with greater displacement. As a diesel, the Polo will launch with a choice of two 1.6 TDI engines whose outputs are 59 kW / 80 PS and 70 kW / 95 PS, respectively. Both four-cylinder engines belong to the EA288 engine family and have an SCR catalytic converter. All engines are equipped with a stop-start system and a regenerative braking mode. Any of the TSI and TDI engines with a power output of 95 PS or more can be configured with a highly efficient 7-speed DSG.

Natural gas – an overview

- 1.0 TGI[2], 66 kW / 90 PS, 3-cylinder, 5-speed gearbox

Petrol engines – an overview

- 1.0 MPI[1], 48 kW / 65 PS, 3-cylinder, 5-speed gearbox
- 1.0 MPI[3], 55 kW / 75 PS, 3-cylinder, 5-speed gearbox
- 1.0 TSI[4], 70 kW / 95 PS, 3-cylinder, 5-speed gearbox / 7-speed DSG
- 1.0 TSI[2], 85 kW / 115 PS, 3-cylinder, 6-speed gearbox / 7-speed DSG
- 1.5 TSI ACT[2], 110 kW / 150 PS, 4-cylinder, 6-speed gearbox / 7-speed DSG
- 2.0 TSI[2], 147 kW / 200 PS, 4-cylinder, 6-speed gearbox / 6-speed DSG

Diesel engines – an overview

- 1.6 TDI[2], 59 kW / 80 PS, 4-cylinder, 5-speed gearbox
- 1.6 TDI[2], 70 kW / 95 PS, 4-cylinder, 5-speed gearbox / 7-speed DSG

Natural gas in detail

1.0 TGI with 66 kW / 90 PS. The first natural gas engine to be fitted in the Polo is a new development. The three-cylinder engine develops 66 kW / 90 PS from a displacement of 999 cm^3; this is available between 4,500 and 5,800 rpm. The efficient natural gas engine delivers its maximum torque of 160 Nm from a low 1,900 rpm (up to 3,500 rpm). The engine – which has a compression ratio of 10.5:1 like all EA211 engines – always starts in natural gas mode – as long as there is sufficient CNG on board. If the CNG in the safe high pressure tank is used up, the Otto engine switches to petrol fuel (RON 95). The total driving range of the Polo 1.0 TGI (Comfortline or Highline) is expected to exceed 1,190 kilometres.

Petrol engines in detail

1.0 MPI with 48 kW / 65 PS. The 1.0 MPI (Multi Point Injection) with 48 kW / 65 PS is the new entry-level Polo engine. Like all Polo petrol engines up to and including the 85 kW / 115 PS, this engine is also a three-cylinder engine which produces its power from displacement of 999 cm^3. In this case, the maximum power is available at 5,500 rpm. The maximum torque of 95 Nm is delivered between 3,000 and 4,300 rpm. When combined with a 5-speed gearbox, the 65 PS engine accelerates the Polo to 100 km/h in 15.5 seconds. Its top speed is 164 km/h. In the combined cycle, the Polo has fuel consumption of 4.8 to 4.7 litres (corresponding to 110 to 108 g/km CO_2). The 1.0 TSI with 65 PS is offered in the Polo Trendline and Comfortline.

1.0 MPI with 55 kW / 75 PS. A 1.0 MPI with 55 kW / 75 PS is optionally available as the next power rating above the basic petrol engine. The three-cylinder engine reaches its maximum power at 6,200 rpm, and its maximum torque of 95 Nm is available between 3,000 and 4,300 rpm. With this engine the Polo reaches a top speed of 170 km/h and accelerates to 100 km/h in 14.9 seconds. Despite its extra power, the 75 PS engine that also comes with a 5-speed gearbox is just as fuel-efficient as the 65 PS version: 4.8 to 4.7 l/100 km (corresponding to 110 to 108 g/km CO_2). The 75 PS engine can be ordered in the Polo Trendline and Polo Comfortline.

1.0 TSI with 70 kW / 95 PS. The smallest TSI for the new Polo has an output of 70 kW / 95 PS (at 5,500 rpm). The turbocharged engine, which is available as an option for the Polo Comfortline and comes as standard for the Polo Highline, is both agile and efficient. The three-cylinder engine with torque of up to 175 Nm (2,000 to 3,500 rpm) accelerates the Polo to 100 km/h in just 10.8 seconds. With a top speed of 187 km/h it reaches the level of the first Golf GTI[11]. These figures apply to both the manual gearbox version and the optional 7-speed DSG version for this engine. The high agility is coupled with low combined fuel consumption of 4.5 to 4.4

l/100 km (corresponding to 103 to 101 g/km CO_2). The 95 PS version with 7-speed DSG has a fuel consumption of 4.7 to 4.6 l/100 km and emits 107 to 105 g/km of CO_2.

1.0 TSI with 85 kW / 115 PS. The most powerful 1.0 TSI / three-cylinder for the Polo is the version with 85 kW / 115 PS. This engine will be launched with a 6-speed gearbox as standard and optionally with a 7-speed DSG. The turbocharged direct injection engine develops its peak output at 5,500 rpm. The lively four valves per cylinder engine delivers its maximum torque of 200 Nm from 2,000 to 3,500 rpm. Like all other engines in the EA211 series it consumes premium unleaded fuel (95 RON). The 115 PS TSI will be available with a manual 6-speed gearbox and optionally with a 7-speed DSG.

1.5 TSI ACT with 110 kW / 150 PS. The 1.5 TSI ACT with Active Cylinder Management is a high-tech engine for the Polo. It is a further development of the 1.4 TSI with ACT that was made its debut in the previous version. Depending on the operating situation, the Active Cylinder Management of the 1.5 TSI ACT can temporarily deactivate two cylinders, significantly reducing fuel consumption and emissions. The four-cylinder turbocharged petrol engine is exceptionally agile and refined. It develops its maximum torque of 250 Nm between a low 1,500 rpm and 3,500 rpm. The maximum power output of 110 kW / 150 PS is produced between 5,000 and 6,000 rpm. Like all EA211 units, this engine with displacement of 1,498 cm^3 has a compression ratio of 10.5:1. The 1.5 TSI ACT has been significantly further refined compared with the 1.4 litre engine with ACT. For example, internal friction has been reduced thanks to a fully variable, map-controlled oil pump and a polymer-coated first crankshaft main bearing. In addition, the new turbocharged engine is characterised by higher injection pressures of 200 to 350 bar. Other refinements are the even more efficient indirect intercooling unit with improved cooling performance. Temperature-sensitive components such as the throttle valve are also located downstream of the intercooler for optimal thermal

conditions. In addition, the new engine has a highly innovative thermal management system with a new map cooling module. Features: APS-coated cylinder liners, fin cooling between the cylinders and a cross-flow cooling concept in the cylinder head.

2.0 TSI with 147 kW / 200 PS. The new Polo GTI with 147 kW / 200 PS is scheduled to launch before the end of the year. The 2.0 TSI has 15 kW / 20 PS more power than the 1.4 TSI it replaces. Like the Golf GTI[11], the new Polo GTI will be represented in the 2.0-litre turbo class for the first time. The 1,984 cm^3 engine has a compression ratio of 11.65:1. The GTI unit delivers its maximum power between 4,400 and 6,000 rpm. The third generation EA888 engine transfers its maximum torque of 320 Nm to the front axle from a low 1,500 rpm; this high torque figure remains constant up to a speed of 4,400 rpm. The new GTI engine will be available with a manual 6-speed gearbox as standard and optionally with a 6-speed DSG.

The diesel engines in detail

1.6 TDI with 59 kW / 80 PS. A 59 kW / 80 PS engine with 1.6 litres displacement offers entry into the world of the Polo TDI. The four-cylinder engine with a displacement of 1,598 cm^3 belongs to the EA288 diesel engine series. Like all TDI engines, it develops high torque at very low engine speeds: 250 Nm is produced over the speed range from 1,500 to 3,000 rpm. Its maximum power is available between 3,250 and 4,000 rpm. The 1.6 TDI with a compression ratio of 16.2:1 comes with a 5-speed manual gearbox.

1.6 TDI with 70 kW / 95 PS. The second TDI power unit among the EA288 engines develops an output of 70 kW / 95 PS between 3,250 and 4,000 rpm. Both 1.6 TDI engines share the same high torque of 250 Nm. Common rail fuel injection ensures very smooth and quiet combustion. Unlike the 80 PS version, the 95 PS TDI can be optionally ordered with a 7-speed DSG.

Running gear layout
Analogue and digital performance

Standard running gear, sports running gear, 'Sport Select' running gear

Three running gear configurations. The Polo is offered with three different running gear configurations. The new standard running gear forms the basis and is making its way into the range with the Polo's switch to the modular transverse matrix (MQB A0). Sports running gear is optionally available for the new Polo, as is the 'Sport Select' running gear equipped with adjustable dampers. In addition, all Polo models feature electromechanical power steering and Electronic Stability Control (ESC).

Standard running gear. The basic configuration of the Polo running gear offers a high level of agility and excellent comfort. In the neutral setup of the running gear priority was given to maximum active safety. The front suspensions of the Polo that always comes with front-wheel drive feature coil spring struts and lower wishbones with a track-stabilising scrub radius. The front running gear additionally features an anti-roll bar. The front suspension consists of coil springs with telescoping compressed gas dampers; the elements are integrated in the spring struts. The rear running gear consists of a semi-independent twist-beam suspension with an integrated anti-roll bar. Gas-filled dampers and separate springs on the rear axle provide for optional suspension.

Sports running gear. Volkswagen offers the Polo with sports running gear as an option. The configuration includes special tuning of the springs, auxiliary springs, shock absorbers and anti-roll bars with the body lowered by 15 mm.

'Sport Select' running gear and driving profile selection. The new Polo can also be optionally configured with the 'Sport Select' running gear. It is always offered in conjunction with the driving profile selection. The driver can vary the damping characteristic of the adjustable dampers; the two

modes Normal and Sport can be activated with the driving profile selection. The driving profile selection itself offers the four modes Normal, Sport, Eco and Individual. The driving profile selection enables the driver to make individual adjustments within a defined framework that directly affect vehicle handling. Along with its effects on the 'Sport Select' running gear, for instance, the steering, engine characteristic and gearbox control are also adjusted to the profile selected. The driving profile selection is also available separately.

Convenience and assistance systems
Electronically enhanced convenience and safety

Armada of new assistance and convenience systems

Front Assist as standard. In producing the new Polo, Volkswagen has put one of the world's most advanced compact cars on wheels. This is also reflected in the armada of new assistance and convenience systems. Even the base version of the new Polo is launching with the Front Assist area monitoring system including City Emergency Braking and Pedestrian Monitoring as standard. Important: none of the Polo assistance systems relieve the driver of the responsibility for driving the car. Another standard feature included in the Polo Trendline as standard is a speed limiter, which can limit the car's driving speed to a desired speed, e.g. to avoid going too fast in the city. In addition, a tyre pressure monitoring system is always on board.

Optional expansion stages. One option that is being offered again in the Polo is adaptive cruise control (ACC); can now be activated up to a speed of 210 km/h). In conjunction with a dual clutch gearbox (DSG), ACC also offers a Stop & Go function (for first time with a manual parking brake). New features for the Polo include the lane change system Blind Spot Monitor with Rear Traffic Alert, semi-automated Park Assist system for exiting parking spaces, the proactive occupant protection system and a manoeuvre braking function. The latter automatically protects against minor but often expensive parking dents. The optional Keyless Access locking and engine starting system, which is also new, can be used to unlock and start up the Polo.

Assistance systems

Blind Spot Monitor. This system can play a role in preventing serious accidents. The Blind Spot Monitor utilises an LED symbol in the outer area of the door mirrors to alert the driver's attention to vehicles located in the blind spot on the side of the Polo and vehicles approaching from the rear. As soon as that is the case, the symbol lights up, and if the driver activates the turn indicator in the direction of the detected vehicle the symbol flashes as an additional warning. This lowers the risk of hazardous lane-changing situations. The system, which is automatically activated from a speed of 30 km/h, uses radar sensors to monitor an area of approximately 20 metres around the vehicle. When the Blind Spot Monitor is ordered, it automatically comes with Rear Traffic Alert, which revolutionises reversing out of parking spaces.

Rear Traffic Alert. Rear Traffic Alert further improves safety. It is offered in combination with the Blind Spot Monitor. Rear Traffic Alert takes much of the risk out of reversing from driveways and parking spaces that are at right angles to the road. The innovation here: The system not only ‘recognises’ stationary or moving vehicles directly behind the Polo, but also vehicles approaching from the side which are barely visible to the driver. The radar-based sensor module even detects objects at distances of up to 40 metres and recognises objects moving at speeds of 4 km/h or above. If a collision is imminent, the system outputs an acoustic warning. If the driver or third party do not take action to correct the situation, or if there is a risk of immediate collision, the Rear Traffic Alert system automatically initiates a brake intervention.

Driver Alert System. This system, which is standard from the Polo Comfortline, detects waning concentration of the driver and warns him or her over a period of five seconds with an acoustic signal and a visual text in the instrument cluster that recommends taking a break. If the driver does not take a break within the next 15 minutes, the warning is repeated once.

Automatic Post-Collision Braking System. Just around one-fourth of all accidents that result in personal injury involve multiple collisions. The Polo's Automatic Post-Collision Braking System can help to avoid secondary collisions or at least reduce their severity. After an initial collision, the Automatic Post-Collision Braking System automatically initiates a braking action – within system limits – even before the driver can react. This can reduce the severity of the accident and ideally prevent secondary collisions.

Proactive occupant protection system. If the proactive occupant protection system detects a potential accident situation – such as when hard braking is initiated by an activated brake assistant – the front seatbelts are automatically pre-tensioned to ensure the best possible protection by the airbag and belt systems. If a highly critical and unstable driving situation is detected – such as severe oversteer or understeer with ESC intervention – the side windows are closed (except for a small gap) and so is the sunroof. That is because when the windows and roof are nearly closed, the head and side airbags are braced optimally and thereby achieve their best possible effectiveness. As this system is offered in the Polo in conjunction with the standard Front Assist area monitoring system, the proactive occupant protection system also detects situations where the distance to the vehicle ahead is critical, and it helps to shorten the vehicle's stopping distance. In hazardous situations the driver is given a visual and an audible warning and is also warned with a preventative braking jolt.

Adaptive cruise control (ACC). The system uses a radar sensor integrated in the front section and is offered in conjunction with a dual clutch gearbox (DSG). The driver can specify a target speed within a range of 0 to 210 km/h. ACC automatically adapts the speed to that of the vehicle driving ahead up to the maximum speed setting while maintaining a preselected distance. Coupling the system to the DSG enables the Polo with ACC to be automatically braked to a standstill behind a stopping

vehicle. After stopping, automatic ACC operation can be resumed if the driver re-enables it.

Front Assist area monitoring system. Front Assist uses a radar sensor integrated into the front end of the car to continually monitor the distance to vehicles ahead. The system supports the driver in critical situations by preconditioning the brake system, alerting the driver to the need to react by visual and acoustic warnings and, in a second stage, by a brief warning jolt in the brake pedal. If the driver fails to brake hard enough, the system automatically generates sufficient braking force to avoid a collision. If the driver does not react at all, Front Assist automatically brakes the car to give the driver more reaction time. In addition, the system supports the driver by informing the driver if the distance to the vehicle ahead is too short. The latest version of Front Assist being offered in the Polo not only detects other vehicles, but also pedestrians who are moving cross-wise to the driving lane. As soon as a pedestrian is at risk, the system warns the driver and in a final stage brakes the Polo within system limits. One component of the Front Assist System is the City Emergency Braking system.

City Emergency Braking. City Emergency Braking is a system extension of Front Assist. It monitors the space in front of the Polo by radar sensor. The system operates at speeds below 30 km/h. If the driver does not react in a situation with an impending collision with a vehicle ahead that is moving or stationary, then the brake system is preconditioned as in Front Assist. If necessary, the City Emergency Braking System then initiates hard braking within system limits to reduce the severity of the impact. In addition, the driver is assisted with maximum braking force if the pedal force by the driver is insufficient.

Convenience systems

Driving Profile Selection. In driving profile selection the driver can choose from a total of four programs: Eco, Sport, Normal and Individual. In the Eco driving mode, engine control, the air conditioning unit and other auxiliary systems are regulated in a manner that ensures optimal fuel efficiency. In vehicles fitted with DSG, a coasting function can also be used with the Eco mode: if the driver releases the accelerator pedal – for example, on downhill stretches – the DSG disengages and the engine idles. This enables optimal utilisation of the Polo's kinetic energy. In Sport mode, on the other hand, damping of the adjustable dampers is increased (with Sport Select running gear), while engine response and shift points of the DSG are configured to be more dynamic.

Park Assist. This assistance system automatically guides the Polo into parallel or perpendicular parking spaces, and it can also reverse out of parallel parking spaces. It is activated by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If Park Assist detects via the ultrasonic sensors a parking space that is large enough (40 cm of manoeuvring room, front and rear suffices), assisted parking can begin: the driver engages reverse gear and only needs to accelerate and brake (an automatic braking function assists in the event of insufficient space). The car takes care of the steering.

Tyre Pressure Loss Indicator. The Tyre Pressure Loss Indicator uses the wheel speed sensors of the ABS: in the event of tyre pressure loss, the rolling radius of the wheel concerned decreases and the wheel turns faster at the same vehicle speed. The system detects insufficient air pressure and warns the driver. However, the Tyre Pressure Loss Indicator does not relieve the driver of the obligation to regularly check the tyre pressures.