



INTERNATIONAL DRIVING PRESENTATION

# THE NEW POLO

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# INTERNATIONAL DRIVING PRESENTATION THE NEW POLO

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**TAKE-OFF INTO SPRING WITH THE NEW POLO:  
POLO IS A WINNER WITH NEW ENGINES, NEW TECHNOLOGY  
AND A NEW LOOK**

New EU-6 engines are up to 21 per cent more fuel-efficient and offer great agility  
New infotainment and assistance systems overcome class boundaries



## TEN KEY FACTS ON THE LAUNCH OF THE NEW POLO



- THE POLO MAKES ITS DEBUT WITH A **COMPLETELY NEW RANGE OF ENGINES**. ALL ENGINES MEET THE EU-6 EMISSION STANDARD.
- THE **MOST FUEL-EFFICIENT PETROL ENGINE** IS THE 70 KW / 95 PS 1.0 TSI IN THE POLO TSI BLUEMOTION: 4.1 L/100 KM (94 G/KM CO<sub>2</sub> ).
- THE **MOST FUEL-EFFICIENT DIESEL** IS THE 55 KW / 75 PS 1.4 TDI IN THE POLO TDI BLUEMOTION: 3.1 L/100 KM (82 G/KM CO<sub>2</sub> ).
- ALL **INFOTAINMENT SYSTEMS** ON BOARD THE POLO ARE NEW.
- VIA MIRRORLINK™, **APPS CAN BE INTEGRATED** IN THE INFOTAINMENT SYSTEMS.
- THE POLO IS THE CAR WITH THE GREATEST NUMBER OF **ASSISTANCE SYSTEMS** IN ITS CLASS. THEY INCLUDE, AMONG OTHERS, THE AUTOMATIC POST-COLLISION BRAKING SYSTEM AS STANDARD.
- THE **SPORT SELECT SUSPENSION** (SWITCHABLE DAMPERS) AND ELECTRO-MECHANICAL POWER STEERING ARE NEW DEVELOPMENTS.
- THE **FRONT AND REAR** HAVE BEEN REDESIGNED.
- THE **STANDARD EQUIPMENT** OF ALL VERSIONS HAS BECOME RICHER.
- TRENDLINE, COMFORTLINE, HIGHLINE AND CROSSPOLO ARE COMING OUT WITH THE **MARKET LAUNCH**; BLUEMOTION, BLUEGT AND GTI WILL FOLLOW OVER THE COURSE OF THE YEAR.



## TO THE POINT

### Wolfsburg / Tegernsee, April 2014.

The Polo from Volkswagen is one of the world's best-selling compact models with nearly 14 million units produced. Around 721,000 drivers opted for the best-seller last year alone. Now a Polo makes its debut that has been advanced both visually and technically. The assistance and infotainment systems as well as the new EU-6 engines of the Polo, in particular, have now taken enormous strides forward. Fact is: in its class, the Polo is the car with the widest range of assistance systems; this Volkswagen is the first car in this segment that comes equipped with an Automatic Post-Collision Braking System and, optionally, with an Adaptive Cruise Control as standard. It is true for both infotainment systems and engines that a completely new generation of technologies were integrated in the car.

### Pure efficiency.

Thanks to the new engines and BlueMotion modifications, Volkswagen realised fuel economy improvements of as much as 21 percent. The Polo TDI BlueMotion (55 kW / 75 PS) sets a new record in this respect: it is the most fuel-efficient five-seat diesel car in its segment with a combined fuel consumption of 3.1 l/100 km (82 g/km CO<sub>2</sub>). The Polo TSI BlueMotion (70 kW / 95 PS), available starting this autumn, also marks the first time that a Volkswagen with a petrol engine is being marketed as an independent BlueMotion model: in this case, 4.1 l/100 km and 94 g/km CO<sub>2</sub> set top values. But the basic models of the range are already very fuel-efficient: the Polo 1.0 MPI with 44 kW / 60 PS – the entry-level car among the petrol cars – consumes just 5.0 l/100 km (equivalent to 114 g/km CO<sub>2</sub>) on average, which is 0.5 l/100 km less than in the previous model. In the version with BlueMotion Technology (including Stop/Start system and regenerative braking), consumption of the basic model even drops to 4.7 l/100 km (106 g/km CO<sub>2</sub>).



The new basic diesel is pioneeringly fuel efficient: despite an agile driving performance (top speed: 173 km/h), the Polo 1.4 TDI with 55 kW / 75 PS needs no more than 3.4 l/100 km (88 g/km CO<sub>2</sub>).

#### Assistance systems for all.

As outlined above, many other assistance systems of the Golf class are also making their way into the new Polo. They include the standard Automatic Post-Collision Braking System (automatically initiates braking of the vehicle that had an accident in order to prevent a subsequent collision), Driver Alert System, "Front Assist" ambient traffic monitoring system with City Emergency Braking and Adaptive Cruise Control (ACC). The view towards the rear can now be sharpened by the optional Rear Assist rear view camera as well. The Polo of 2014 also increases its edge over the competition with an impressive range of new convenience and safety functions that are unique in its segment. A new electro-mechanical power steering improves steering properties. Volkswagen also offers the new optional Sport

Select suspension, which uses electronically controlled dampers so that drivers can choose between two tuning characteristics at the press of a button. As one of the first compacts, the Polo will be launched with LED headlights (available as of autumn). The base model, the Polo Trendline, is also equipped with K7 headlights as standard. New in the programme: H7 headlights (standard from Polo Comfortline) with chrome accents in the housing.

#### Progressive infotainment world.

The radio and radio-navigation systems were also redesigned; as second generation systems, they reflect state-of-the-art technology in what is known as the modular infotainment system (MIB). That is, the software and hardware of these systems follow the infotainment world of the larger Golf, and depending on the version they may offer functions such as Bluetooth audio streaming (with a smart phone, including cover display and touchscreen control), a proximity sensor (other menu details are shown when hand approaches the screen), two-finger map

zooming in navigation mode (like on a smart phone) and connecting of the smartphone via the wireless "Comfort" mobile phone interface to the vehicle's exterior antenna. All four systems can be equipped with digital radio reception (DAB+). In addition, special smart phone apps can be accessed on the touchscreen via MirrorLink™.

#### Four versions to begin with.

Visually, the new Polo can be made out by sharper front and rear designs. Fresh colours, new interior materials and many other equipment details perfect the Volkswagen car. For the launch, the Volkswagen comes in the Trendline, Comfortline and Highline equipment versions, and as a CrossPolo. In addition, the Polo will be available again as GTI, BlueGT and, as described above, as a BlueMotion model. As in the debuts of the up! and the Beetle, with the European market launch, Volkswagen also introduced a customised launch model: the Polo "Fresh." This high-end limited edition model is offered in five body colours, with exclusive equipment features and a two-tone interior.





## REVOLUTION IN THE COMPACT CLASS: POLO BRINGS THE ASSISTANCE SYSTEMS OF THE GOLF TO THE WORLD OF “LITTLE ONES”

Polo is first car in its class with Automatic Post-Collision Braking System as standard  
More driving fun with electro-mechanical steering and Sport Select suspension

## CONVENIENCE AND ASSISTANCE SYSTEMS

### Wolfsburg / Tegernsee, April 2014.

The new Polo makes its debut with a range of comfort and assistance systems that are unique in this class so far. The Adaptive Cruise Control (ACC) is an intriguing example of the democratisation of innovative technologies: Volkswagen brought the system to the market with the Phaeton for the first time. The Touareg followed. ACC was available for high-volume models for the first time with its integration in the Passat and Golf. With the new Polo, the comfort and safety system has been brought to a new class. Other new assistance systems include the Automatic Post-Collision Braking System (automatically initiates braking of the vehicle that had an accident in order to prevent a subsequent collision), Driver Alert System, "Front Assist" ambient traffic monitoring system with City Emergency Braking. The view towards the rear can now be sharpened by the optional Rear View camera as well. In addition, a new

electro-mechanical power steering system and the newly developed "Sport Select" suspension perfect the Polo. All new technologies in detail:

#### **Electro-mechanical steering.**

The newly developed electro-mechanical steering system is making its debut in the Polo. The compact system was integrated directly into the steering column. The new Polo steering system is distinguished by its very precise and agile response and steering properties and it decouples roadway bumps very well. The system is operated with a steering gear (worm gear) that is driven by an electric motor.

#### **Sport Select suspension.**

For the Polo, Volkswagen offers for the first time electronically switchable dampers; they constitute the core technology of the new, optional Sport Select suspension. The basic tuning of this suspension is already sporty but more comfortable than a conventional sport

suspension. When the driver presses the "Sport" button (in the upper area of the centre console) this activates an electro-mechanical switching valve in the dampers which switches their tuning from this sporty yet comfort-oriented basic tuning to the stiffer characteristic of a sport suspension.

#### **Adaptive Cruise Control (ACC).**

The system utilises a radar sensor integrated at the front end. The desired vehicle speed can be specified over a range from 30 to 160 km/h. ACC works with either a manual gearbox or with DSG (dual-clutch gearbox). In all Polo cars with DSG, when the vehicle ahead comes to a stop the ACC system comfortably brakes the Polo to a full stop as well. ACC maintains the prescribed vehicle speed together with a preselected distance to the vehicle ahead and it brakes or accelerates automatically in flowing traffic. The system dynamics can be individually varied by selecting a driving programme. If the new Polo is ordered with ACC, it gets the Front Assist ambient

traffic monitoring system as well as City Emergency Braking. As an alternative, a module that includes Front Assist and City Emergency Braking may be ordered separately, i.e. without ACC.

#### **Front Assist ambient traffic monitoring system.**

Front Assist uses a radar sensor integrated in the front of the car to monitor continuously the distance to traffic ahead. Front Assist assists the driver in critical situations by preconditioning the brake system and alerting the driver to any required reactions by visual and audible warnings, and in a second stage by a brief warning jolt. If the driver fails to brake hard enough, the system automatically generates a considerably higher braking force than is needed to avoid a collision. If the driver does not react at all, Front Assist brakes automatically – if necessary until the Polo reaches a standstill. The system also assists the driver by warning if there is insufficient distance to the vehicle ahead. One component of Front Assist is City Emergency Braking.



#### **City Emergency Braking.**

The City Emergency Braking function is an extension of the Front Assist system. Using a radar sensor, it monitors the space in front of the Volkswagen. 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, City Emergency Braking then automatically initiates hard braking to reduce the severity of the accident. In addition, the driver is assisted with maximum braking force if the pedal force by the driver is insufficient.

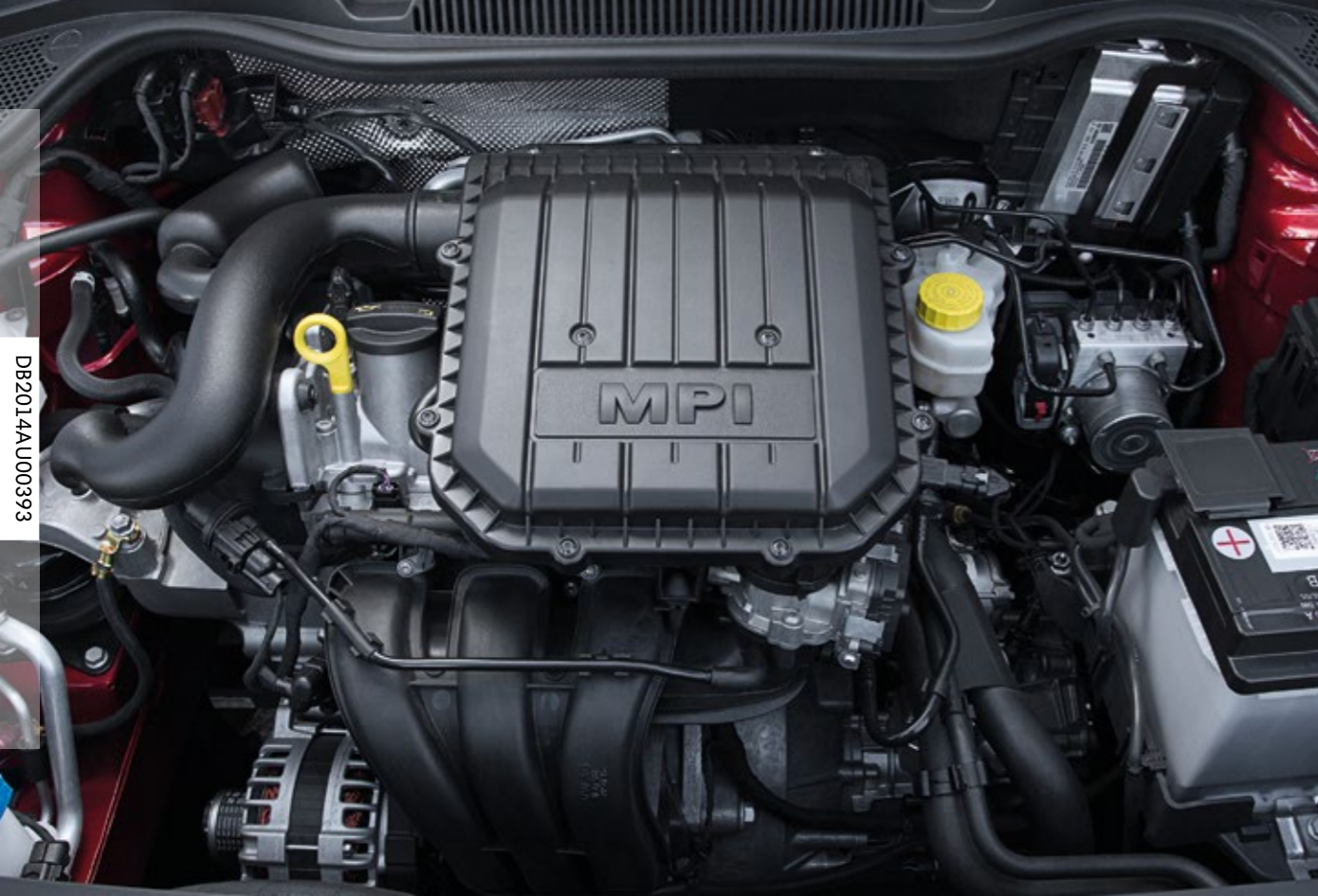
#### **Automatic Post-Collision Braking System.**

A technological highlight of the new Polo is the standard Automatic Post-Collision Braking System. After a collision, it automatically brakes the vehicle to avoid secondary collisions or reduce their severity. The Automatic Post-Collision Braking System is triggered when a primary collision has been detected. It assures controlled handling

of the car by the driver, even in case of automatic braking. The driver can “override” the Automatic Post-Collision Braking System at any time. The system is deactivated, for instance, if it senses a press of the accelerator pedal. The Automatic Post-Collision Braking System is also deactivated if the driver initiates hard braking with greater deceleration than the system deceleration.

#### **Driver Alert System.**

The Driver Alert System detects waning concentration of the driver and outputs an acoustic warning for a duration of five seconds, and a message appears in the instrument cluster recommending a break from driving. If the driver does not take a break within the next 15 minutes, the warning is repeated once.



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**UP TO 21 PER CENT MORE FUEL EFFICIENT:  
ALL POLO ENGINES ARE NEW IN THE PROGRAMME AND MEET  
THE EU-6 EMISSION STANDARD**

Petrol engines – new 1.0 TSI BlueMotion consumes only 4.1 l/100 km

Diesel engines – new 1.4 TDI BlueMotion is the most fuel-efficient Polo engine with 3.1 l/100



## ENGINES, GEARBOXES AND CHASSIS

### Wolfsburg / Tegernsee, April 2014.

Volkswagen has set up a new range of efficient petrol and diesel engines. So the new Polo is on the road with even greater fuel efficiency. An example: fuel consumption of the 70 kW / 95 PS TSI (version with DSG) was reduced by 21 percent compared to the retired Polo version with a 90-PS TSI and DSG. In addition, all engines fulfil the EU-6 emissions standard; and all versions are also available with a Stop/Start system and a regenerative braking mode (standard from 66 kW / 90 PS).

### NEW PETROL ENGINES

#### MPI und TSI.

All petrol engines offered in Europe were converted to new three- and four-cylinder versions that are either completely new or used in the Polo for the first time. The

power levels at market launch are: 44 kW / 60 PS (indirect injection / MPI), 55 kW / 75 PS (MPI), 66 kW / 90 PS (direct injection / TSI) and 81 kW / 110 PS (TSI). Fuel consumption and emissions of the entry-level engine with 60 PS could be reduced from 5.5 l/100 km and, in the version with Stop/Start system and regenerative braking, 128 g/km CO<sub>2</sub> to 4.7 l/100 km and 106 g/km CO<sub>2</sub>. Another prime example of efficiency, which will make its debut during the second half of the year, is the new 95-PS engine (70 kW) of the Polo 1.0 TSI BlueMotion – the first one-litre three-cylinder turbocharged direct injection engine in the model range. It consumes just 4.1 l/100 km and emits 94 g/km CO<sub>2</sub>.

#### BlueGT and GTI to follow.

Just like before, there will be a BlueGT version with automatic cylinder shut-off (ACT: active cylinder management) for the petrol engine versions of the new Polo over the course of the year; the engine now generates 110 kW / 150 PS instead of the previous

103 kW / 140 PS. There are also firm plans for a new Polo GTI. Here engine power is boosted from 132 kW / 180 PS to 141 kW / 192 PS. All the petrol engines immediately on offer for the European market launch of the Polo – as well as the new 1.0 TSI and 1.4 TDI of the Polo BlueMotion and the 1.4 TSI of the Polo BlueGT – in detail:

#### **1.0 MPI with output of 44 kW / 60 PS.**

The entry-level engines generate exactly 44 kW / 60 PS (between 5,000 and 6,000 rpm) from 999 cm<sup>3</sup>; the maximum torque of 95 Nm is available between 3,000 and 4,300 rpm. In the base version, the car's combined fuel consumption is 5.0 l/100 km (equivalent to 114 g/km CO<sub>2</sub>). In the version with BlueMotion technology (Stop/Start system and regenerative braking), it's 4.7 l/100 km and 106 g/km. The Polo 1.0 MPI with 60 PS accelerates to 100 km/h in 15.5 seconds and reaches a top speed of 161 km/h.

#### **1.0 MPI with output of 55 kW / 75 PS.**

The stronger version of the 1.0-litre engine has the same displacement and same dimensions for bore (74.5 mm) and stroke (76.4 mm). The improved power is achieved through a modification of engine control. Accordingly, the maximum power of 55 kW / 75 PS is available at 6,200 rpm. The maximum torque of 95 Nm is identical. On average, the 75-PS engine requires 5.1 l/100 km (116 g of CO<sub>2</sub>/km) on average. The BlueMotion Technology version (with Stop/Start system and regenerative braking) consumes 4.8 l/100 km (emissions: 108 g/km CO<sub>2</sub>). The Polo with an output of 75 PS has a top speed of 173 km/h and completes the sprint up to 100 km/h in 14.3 seconds.

#### **1.2 TSI with output of 66 kW / 90 PS.**

All petrol cars of the Polo from 90 PS upwards are equipped with turbo direct injection engines (TSI) as well as versions of BlueMotion Technology with Stop/Start system as standard. The currently smallest TSI engine for

the market launch outputs 66 kW / 90 PS at 4,900 rpm. The combined fuel consumption of the 1.2 TSI is as low as 4.7 l/100 km (107 g/km CO<sub>2</sub>). Turbocharging boosts the torque at this power level to 160 Nm (over the range 1,400 to 3,500 rpm). And that is clearly experienced as a gain in agile performance. The 90 PS powered Polo 1.2 TSI has a top speed of 184 km/h and accelerates to 100 km/h in 10.8 seconds. At this power level, the new Polo can also be ordered with a 7-speed dual clutch gearbox (DSG). Except for the CO<sub>2</sub> value, all relevant values are the same.

#### **1.0 TSI with output of 70 kW / 95 PS.**

For the first time, there will be an independent Volkswagen BlueMotion model with petrol engine in the second half of the year: the new Polo TSI BlueMotion. The drive – a 1.0-litre turbocharged petrol direct-injection engine – is a completely newly developed engine that will make its debut later this year. The three-cylinder engine generates a powerful 70 kW / 95 PS. With a fuel

consumption of 4.1 l/100 km and CO<sub>2</sub> emissions of 94 g/km CO<sub>2</sub>, the Polo TSI BlueMotion sets new top values in the segment of five-seaters with petrol engines.

#### **1.2 TSI with output of 81 kW / 110 PS.**

At 110 PS, the new Polo attains a fuel consumption value of 4.8 l/100 km (equivalent to 110 g/km CO<sub>2</sub>). The maximum power of this engine is available at 5,000 rpm; the TSI outputs its maximum torque of 175 Nm between 1,500 and 4,000 rpm. At this power level, the Polo 1.2 TSI has a top speed of 196 km/h and accelerates from 0 to 100 km/h in 9.3 seconds. As an alternative to the standard 6-speed gearbox, this engine can also be ordered with a 7-speed DSG; in this case, the consumption drops to 4.7 l/100 km (109 g/km CO<sub>2</sub>).



#### **1.4 TSI with output of 110 kW / 150 PS.**

As of now, the 1.4 litre TSI of the Polo BlueGT produces 110 kW / 150 PS (previously: 103 kW / 140 PS). Its maximum torque is 250 Nm and is available from just 1,500 rpm. The power is sent towards the front wheels via a 6-speed gearbox or optional 7-speed gearbox. Driving through the manual gearbox, the Polo BlueGT has a combined fuel consumption figure of 4.8 l/100 km (110 g/km CO<sub>2</sub>). With the 7-speed DSG, consumption is reduced further to 4.7 l/100 km (108 g/km CO<sub>2</sub>). This fuel efficiency contrasts with a 10 km/h boost in top speed, which is now 220 km/h. The outstanding technical feature of the BlueGT engine is the active cylinder management (ACT). The temporary deactivation of the second and third cylinders under low and medium load conditions reduces the consumption in the EU driving cycle by 0.3 l/100 km. Fuel savings amount to as much as 1.0 l/100 km when driving at constant speed

#### **NEW DIESEL ENGINES.**

##### **TDI.**

As with the petrol engines, the diesel turbo direct injection engines are also new on board the Polo. The three-cylinder TDI generate their power from a 1.4-litre displacement (previously 1.2 and 1.6 litres) and are equipped with Stop/Start system as standard. The power range is identical to the previous model: 55 kW / 75 PS, 66 kW / 90 PS and 77 kW / 105 PS. The versions with 75 and 90 PS are already on the market; the 105-PS version will follow with a schedule offset.

##### **Common rail and balancer shaft.**

The new three-cylinder engines offer very good comfort properties. For one, common rail injection scores big in this context. Secondly, Volkswagen has also realised very quiet engine acoustics and very low vibration by the type of engine mounts used, a balancer shaft and a dual-mass flywheel. An innovatively designed engine cover and special auxiliary shell for the oil pan likewise contribute

towards further reducing acoustic emissions. Exhaust emissions and consumption values have also been further reduced. The 75-PS Polo TDI BlueMotion is again pioneeringly fuel efficient: starting from an already extremely ambitious 3.4 l/100 km, Volkswagen was able to lower the values to 3.1 l/100 km (equal to: from 88 g/km CO<sub>2</sub> to 82 g/km). But the two TDI offered immediately with the market launch also set a benchmark in terms of minimum consumption:

#### **1.4 TDI with output of 55 kW / 75 PS.**

It is quite interesting to compare the properties of the new 1.4 TDI with those of the retired 1.2 TDI. Increasing displacement to 1.4 litres leads to significantly improved drive-off torque and results in more harmonious torque and power curves. Even in the 75-PS version (55 kW), a powerful 210 Nm of peak torque is already available at a low 1,500 rpm. The three-cylinder engine generates its maximum power between 3,000 and 3,750 rpm. With this engine, the Polo has a top speed of 173 km/h. The

“little” Polo completes the sprint from 0 to 100 km/h in 12.9 seconds. As mentioned before, this is offset by a combined fuel consumption of only 3.4 l/100 km. The engine is even more fuel-efficient on board the Polo BlueMotion, which is consistently geared to efficiency: air drag is reduced in the BlueMotion versions by the modified underbody, burnished radiator grille insert and an aerodynamically perfected front spoiler. Tyres optimised for low rolling resistance also contribute to the revolutionary fuel-consumption values. In this case, the engine consumes only 3.1 l/100 km (equivalent to 82 g/km CO<sub>2</sub>), making this Polo the most fuel-efficient five-seat diesel car in the world. The theoretical range of the Polo TDI BlueMotion that comes with a 45-litre tank and manual five-speed gearbox amounts to 1,400 kilometres – a non-stop drive from Flensburg near Denmark to Venice, Italy.

#### **1.4 TDI with output of 66 kW / 90 PS.**

Especially noteworthy is the excellent progress made in the Polo TDI with 90 PS. This new model also has a fuel consumption of only 3.4 l/100 km (88 g/km CO<sub>2</sub>). The “big” Polo TDI has a top speed of 184 km/h. This pioneeringly fuel-efficient Volkswagen completes the classic sprint to 100 km/h in a short 10.9 seconds.

### **GEARBOXES**

#### **5-speed, 6-speed and 7-speed.**

The new Polo will be delivered with precisely switchable and well graduated 5-speed gearboxes as standard. In the case of the 1.2 TSI with 110 PS and the 1.4 TSI of the BlueGT with 150 PS, a 6-speed gearbox is deployed. The optional 7-speed dual clutch gearbox (DSG) of the Polo provides an optimum of efficiency, dynamics and comfort. For the market launch, it is offered for the two most powerful TSI engines (90 and 110 PS) as well as the 90-PS TDI. Through various individual parameters,

characteristics and maps, the automatically switching gearbox can be tuned to the different engines.

### **RUNNING GEAR**

#### **McPherson and twist beam suspension.**

The running gear is based on the basic layout of McPherson front axle and twist beam rear suspension. Of course, the ESC electronic stabilisation programme is included in the Polo as standard. Numerous other electronic modules are networked to it, e.g. anti-lock braking system (ABS), hill start assistant, anti-slip regulation (ASR), engine drag torque regulation (MSR), electronic differential locks (EDS) and torque vectoring (XDS+). Also standard is the tyre pressure monitoring indicator (RKA) for monitoring the pressure of the tyres.





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## **DESIGN QUALITY OF POLO OVERCOMES CLASS BOUNDARIES: POLO LOOK IS MORE CONFIDENT WITH SHARPENED DESIGN**

Newly designed front end of the Polo for the first time with LED twin headlights  
New infotainment systems also bring apps on board the Polo via MirrorLink™

## EXTERIOR AND INTERIOR

### Wolfsburg / Tegernsee, April 2014.

This sophisticated design of the Polo with its clean lines has now been made even more precise and sharper. The designers have strikingly advanced especially the front and rear end of the best-seller; the newly designed headlights and tail lights also have their very own charisma. The new Polo is 3,972 mm long (+ 2 mm), 1,682 mm wide (without door mirrors) and 1,453 mm tall.

### THE EXTERIOR IN DETAIL

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#### Front end.

The front-end design has a much more three-dimensional and sporty look due to its redesigned bumper and larger lower air intake. Acting as a design detail providing structure, a new chrome trim connects the two fog lights and makes the Polo appear wider; at the same time, the visual focus is lowered by the trim. Meanwhile, another

chrome element also supports the formal integration of the grille into the headlight design on the Polo Comfortline and Highline; this chrome line joins the centres of the headlights with the horizontal alignment of the radiator grille, which also makes a sophisticated impression.

#### LED headlights.

The new Polo introduces a very innovative lighting design into the model series. Background: Volkswagen has developed an entirely new LED technology system for the Polo headlights – an absolute first in the model range and the entire class. These LED dual headlights, with their highly detailed avant-garde design and prominent reflectors, are unmistakable – even from a distance. The light of the LED headlights is even whiter and more similar to daylight than that of xenon headlights, and it is less straining to the eyes of drivers while driving at dawn or dusk or at night. The LED headlights will be available for the Polo Trendline, Comfortline, Highline and GTI.

#### Rear section.

In the rear bumper area, the car's width is emphasised by further developed styling, a cleaner horizontal layout and a wider cut-out for the licence plate. The trapezoidal outer contour of this area extends towards the rear wheels, which creates a more dynamic tension of surfaces. The rear reflectors, now embedded in the bumper, also give the visual impression of greater width. The rear lights were redesigned as well.

#### Side profile.

From the side, the updated Polo can be made out by its six new alloy wheel designs of a total of ten offered. New to the wheel line-up are the standard alloy wheels for the Polo Comfortline (15 inch) and for the Polo Highline (16 inch). The newly developed 17-inch alloy wheel can be ordered as an option. Additionally, there are three new alloy wheels for the Polo BlueMotion (15 inch), CrossPolo (17 inch) and Polo GTI (17 inch) model versions. Also new is the design of the wheel covers for the 15-inch steel wheels of the entry-level version.

#### Eight new body colours.

Eight of the 15 available colours are new: "Pure White", "Urano Grey", "Blue Silk Metallic" (until now an exclusive colour for the Polo BlueGT), "Sunset Red Metallic", "Corn Flower Blue", "Clear Water Blue Metallic" (special colour for the Polo BlueMotion) as well as "Honey Orange Metallic" and "Titanium Beige Metallic" (custom colours for the CrossPolo).



DB2014AU00061

## THE INTERIOR IN DETAIL

### **New layout of instruments and centre console.**

Many new ergonomic and visual improvements have been made inside the latest Polo. Aside from the new three-spoke steering wheels of the Golf class, the new instrument cluster in 3-D “tubes” look catches the eye immediately; the instruments in typical Volkswagen design language are finely detailed and are very precisely implemented. The newly designed layout of controls on the centre console is very intuitive. On the upper control level, just beneath the air vents, is a control panel that has been expanded from seven to nine buttons; positioned in the middle and easy to reach, for instance, is the hazard lights switch.

### **New radio and radio-navigation systems.**

Located on the next control level of the centre console is the infotainment module, which is ideally positioned in the field of view. The latest Polo is the first Volkswagen to

get the second generation radio and radio-navigation systems of the “modular infotainment scheme” (MIB). Four devices with touchscreen can be chosen from: The “Composition Touch” model marks the entry level with a 5-inch monochrome screen, SD- and AUX-IN interfaces as well as front speakers. Positioned above this system is the “Composition Colour”; it offers a 5-inch colour display, two additional rear loudspeakers, a CD drive (including MP3/WMA function) and phase diversity (dual receiver system). The maximum extension stage among the radio-CD modules is called “Composition Media”. Its features include a USB interface and a 6.5-inch colour display with proximity sensor, Bluetooth phone interface, JPEG viewer for viewing images as standard and voice control as an optional feature. The top unit of the new generation of infotainment systems is the “Discover Media”; compared to the “Composition Media” it adds a navigation system. As an option, the systems can be extended by adding iPod integration (MEDIA-IN) and a rear view camera (from Composition Colour).



DB2014AU00383

#### **MirrorLink™ brings apps aboard.**

For the first time, the optional MirrorLink™ will be offered as a feature in conjunction with the “Composition Media” and “Discover Media” infotainment systems. This makes it possible to display and control the contents and functions shown on a smart phone on the touchscreen of the Polo infotainment system. To avoid distracting the driver, only specially configured apps will be accessible while driving. Volkswagen will, for example, offer apps which, along with geo-coordinates from the navigation unit, can also access vehicle data such as engine speed, car speed and the fuel tank level. Apps may also be used that are not directly related to vehicle operation, such as Internet radio and news services, provided that they support MirrorLink™. To improve reception quality and at the same time reduce radiated emissions from the mobile phone, the smart phone may be wirelessly connected to the exterior antenna of the Polo – via the “Comfort” mobile phone interface. Here it suffices to simply place the phone in front in a storage compartment on the centre console. The phone is charged via a USB connector.

#### **New climate control interface and chrome accents.**

Interior specialists also optimised controls for the climate control systems (manual or automatic control). They are arranged below the infotainment system. Chrome accents on the door panels, the air vents and around the gear shift console also add to the sophisticated ambience.



**THREE EQUIPMENT LINES, ONE SPECIAL MODEL AND FIVE SPECIALISTS:  
NEW EXCLUSIVE MODEL “FRESH” FOR THE MARKET LAUNCH OF THE NEW POLO**

The “Trendline,” “Comfortline” and “Highline” equipment lines have been substantially upgraded  
CrossPolo, BlueGT, GTI and BlueMotion (TSI and TDI) as independent models

## STANDARD AND OPTIONAL FEATURES

### Wolfsburg / Tegernsee, April 2014.

As in the previous model, Volkswagen is once again offering three equipment levels in the 2014 model year Polo: “Trendline”, “Comfortline” and “Highline”; the standard equipment of all three lines has been significantly improved. In addition, the exclusive Polo Fresh will be on offer with the launch of the new model range. Likewise, already on the market: the new CrossPolo. Over the course of this year, Volkswagen will complement the model range by the new Polo BlueGT, Polo GTI and Polo TDI BlueMotion as well as a Polo TSI BlueMotion.

## POLO FRESH – THE SPECIAL MODEL FOR THE MARKET LAUNCH

### Customised exterior.

As in the debuts of the up! and Beetle, Volkswagen is offering an exclusively equipped model for the European market launch of the Polo: the “Fresh”. Highlights: a two-tone, strikingly classy interior. This special model, delivered with 16-inch wheels in new “Portago” design (in exclusive “High Gloss Steel” colour), and preferably painted in “Cornflower Blue”, is visually differentiated by black painted door mirror covers, LED licence plate illumination, high-gloss black radiator grille screen, standard fog lights, tinted rear windows (from B pillar back), rear lights that are also tinted and “Fresh” badges on the front wings. Offered as alternatives to “Cornflower Blue”, which is known as the “communication body colour”, are “Pure White”, “Reflex Silver”, “Oryx White” and “Deep Black”.

### Customised interior.

The Polo Fresh also lives up to its name inside, because it was designed in two tones. The light surfaces in “Ceramique” for the door inserts and bottom part of the dashboard including the glove department create an especially exclusive impression. The centre seat panels are also designed in “Ceramique”, while the sections in “Dark Palladium” make for a striking contrast. These include door panels, the upper part of the dashboard, the centre console with a panel in contrasting “Dark Rhodium Fine”, side components and add-on parts of the sports seats, the centre arm rest and the lower parts of the A and B pillars. As an alternative, the centre seat panels may be configured in “Dark Palladium”. The black leather and its bright contrasting stitching (“Ceramique”) that trims the steering wheel, hand brake grip and gear shift lever is also sophisticated. The exclusive interior is perfected by pedals in aluminium look, carpet floor mats with coloured edging, white LED ambience lighting in the area of the centre console and colour-coordinated footwell illumination.

## POLO TRENDLINE IN DETAIL

### Attractive base model.

Buyers will now get even more added value, especially in the base version. Take Germany, for example, where standard features of the Polo Trendline now include 15-inch instead of 14-inch wheels, a split rear bench including dual cargo floor, new electromechanical steering, remote control for central locking, multifunction display and tyre pressure monitoring system.

### Not a trace of basic.

In its interior, the entry-level model is characterised by various applications in elegant black as well as new seat materials in the “Grip” design. And of course, the Polo Trendline is also given extensive safety and comfort equipment. For example, active safety: in addition to the ABS, the ESC electronic stabilisation programme, including hill start assistant, is standard on board, among other things. For example, passive safety: in



addition to the front airbags and combined head-thorax airbags (passenger front airbag can be deactivated), the Polo comes with five headrests, five three-point belts (height-adjustable in the front), belt tensioners and belt force limiters in the front as well as Isofix fittings for child seats (on the outside of the rear seats). The front head rests have been designed in such a way that they counteract whiplash. Consider its comfort: Standard equipment in this line includes, among other things, electric windows, central locking with wireless remote control, asymmetrically split and folding rear seats and rear seat backrests, double cargo floor, multifunction display and tyre pressure monitor indicator, cargo area cover, warning buzzer for lights left on, height-adjustable driver's seat, make-up mirrors in the sun shades and green-tinted heat protection glazing.

## POLO COMFORTLINE IN DETAIL

### Sophisticated centre.

The Polo Comfortline features were extended by 15-inch "Tosa" alloy wheels (previously 15-inch steel wheels), –ParkPilot in front, the "Composition Touch" radio system and the "PLUS" multifunction display. Beyond that, the "Comfortline" equipment line reveals its identity on the exterior by a chrome trim around the air inlet, wing mirror housings and door handles painted in body colour as well as newly designed H7 twin headlights. In terms of comfort, features such as a semi-automatic air conditioning system ("Climatic"), electrically adjustable and heated wing mirrors, passenger's seat that is likewise height-adjustable, sliding drawers under the front seats, various trims in aluminium look (instruments, air nozzles, light turn switch, radio and climate controls) and storage pockets on the backs of the front seats complement the standard equipment. The driver and passengers are travelling on elegant materials in the "Rail" design.

## POLO HIGHLINE IN DETAIL

### High-end Polo.

The Polo Highline is equipped with 16-inch "Portago" alloy wheels (previously 15 inch) and the new driver alert system as standard. On the exterior, the classiest of all Polo cars distinguishes itself also by standard fog lights and high-gloss black trim in the air inlet screen from the "Comfortline" equipment line. Interior details such as a three-spoke leather steering wheel (lower part of centre spoke in chrome), centre armrest in the front, height-adjustable sports seats in the front, parking brake lever and shift lever grip in leather as well as the elegant seat design in "Cell" material lend the "Highline" model a particular sophisticated flair.



## THE NEW CROSSPOLO IN DETAIL

### Designed for the urban environment.

An underbody protection panel, offset in silver, on the front and rear bumpers as well as black covers on the wheel arches, sills and doors give the upgraded CrossPolo once more an independent off-road character. The door mirror housings that are also painted in silver, regardless of the car colour, and the matching silver anodised roof rails, make for an extra portion of sportiness. In addition, two new metallic colours ("Honey Orange" and "Titanium Beige") as well as newly styled 17-inch "Canyon" alloy wheels complete the range of equipment features from now on. Classy: the smoked tail lights that have been newly designed here as well.

### All inclusive.

In addition, exclusive fabrics, designed especially for this Polo, enhance the value of the CrossPolo, which is equipped with sport seats, H7 headlights (optionally:

bi-xenon) and fog lights as standard. The newly designed steering wheel as well as the gear and parking brake lever are covered with leather; contrasting colour seams increase the high-value ambience in the interior that has a two-colour scheme as does the new instrument cluster in "tubes" look and applications in matt chrome. The CrossPolo can be ordered with three petrol and three diesel engines, which cover a power range from 55 kW / 75 PS to 81 kW / 110 PS. In Germany, there are currently two petrol cars and two diesel cars for the market launch, since the performance range begins at 66 kW / 90 PS there.





## NEW TDI AND TSI POLO BLUEMOTION IN DETAIL

### Low air and rolling resistance.

Whether TDI or TSI – with the Polo BlueMotion, efficiency takes centre stage. Nonetheless, both avant-garde models also satisfy the requirements of comfort since a minimum consumption is by no means gained at the expense of comfort. On efficiency: Air drag is reduced in the BlueMotion versions by the modified underbody, burnished radiator grille insert and the aerodynamically perfected front spoiler. Tyres optimised for low rolling resistance also contribute to the cutting-edge fuel-consumption values. Comfort or avant-garde: The paint job in “Clearwater Blue Metallic,” exclusively mixed for these models, is one of the features that emphasise the sustainable talents of the Polo TSI BlueMotion and TDI BlueMotion. The 15-inch “Buenos Aires” alloy wheel is also exclusively reserved for the two Polo BlueMotion models. Individualistic seat covers, chrome adornments and leather-covered steering wheel, gear lever and

parking brake lever make for a markedly high-value ambience in the interior of the BlueMotion as well.



## NEW POLO BLUEGT IN DETAIL

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### Body is 15 mm lower.

The Polo BlueGT – the first model in both the range and brand with selective cylinder shut-off – has its own distinctive exterior as well as interior features. On its exterior, the BlueGT includes ex-factory newly designed and smoked tail lights, 17-inch aluminium wheels, a roof spoiler, side sills, familiar independent bumpers and 15 mm lower ride height. The interior has been upgraded by details such as the expanded content of the multifunction display (ACT indication) and front sport seats.



## OPTIONAL FEATURES

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### **Strong presence.**

Not only the standard equipment but also the range of optional features has been expanded – beyond new comfort, infotainment and assistance systems. Electrically folding wing mirrors, automatic running light activation and a rear view camera are new in the programme. As in the previous model, the new Polo will also be offered with a large panoramic tilt/slide sunroof. Volkswagen R GmbH has conceived a new exterior and interior package for the Polo Comfortline and Polo Highline as part of the R-Line programme. In addition, various R-Line alloy wheels, 16-inch or 17-inch, will again be available. Polo R-Line packages in detail:

### **R-Line exterior.**

The R-Line packages were newly put together. Example, the exterior: The designers have developed a new, high-gloss radiator grille with R-Line logo for the Polo; the bottom air inlet screen, which is, like the radiator grille, painted in a high-gloss black, was also redesigned. The “Salvador” alloy wheel is also a new feature that completes the exterior package. More details of the exterior package include bumpers in the R-Line design (with integrated fog lights in the front, including cornering light), wider side sills, an R-Line diffuser in the rear, a customised roof spoiler and chrome-plated end pipe trims (if visible, depending on the engine).

### **R-Line interior.**

The interior package has been modified even more substantially. Volkswagen R GmbH has newly created the sport seats in R-Line cover in the “Race/San Remo” design (optionally “Leather/Alcantara”) with R-Line logo, the newly designed multifunction sport steering

wheel, “small leather package” (gear lever and parking brake lever) and floor mats. Contrasting seams in “Crystal Grey” are used with all these features. The black roofliner, the black trims or frames in the area of the centre console and the air vents, the R-Line door sill plates and the stainless-steel pedal caps have been retained.

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## **THE LATEST POLO – OVERVIEW OF QUICK FACTS**

Key aspects in alphabetical order

- **Drive system:**
  - Front-wheel drive.
- **Assistance and vehicle dynamics systems:**
  - Adaptive Cruise Control (ACC).
  - Electronic Stability Control (ESC) including ABS, brake assist, anti-slip regulation, engine drag torque control, electronic brake force distribution, electronic differential locks (standard) and torque vectoring (XDS+).
  - Cruise Control.
  - Driver Alert.
  - Automatic post-collision braking system (standard)
  - ParkPilot.
  - “Rear View” reversing camera.
  - Sport Select suspension
  - Front Assist ambient traffic monitoring system with City Emergency Braking
- **Equipment lines:**
  - Trendline, Comfortline, Highline.
- **Equipment levels of independent models:**
  - BlueMotion (TSI and TDI), BlueGT, Cross, GTI and Fresh special model.
- **Dimensions:**
  - Length – 3,972 mm.
  - Width – 1,682 mm without mirrors
  - Height – 1,453 mm.
- **Running gear:**
  - Coil springs with telescoping compressed gas dampers, wheel suspension via spring struts and lower wish bones
  - At the rear: compressed gas dampers with separate coil springs, twist beam suspension with integrated anti-roll bar
- **New colours:**
  - “Pure White”, “Urano Grey”, “Blue Silk Metallic” (until now exclusively for the Polo BlueGT), “Sunset Red Metallic”, “Corn Flower Blue”, “Clear Water Blue Metallic” (exclusively for the Polo BlueMotion), “Honey Orange Metallic” & “Titanium Beige Metallic” (both exclusively for the CrossPolo).
- **Infotainment:**
  - “Composition Touch” radio (5-inch).
  - “Composition Colour” radio (5-inch).
  - “Composition Media” radio (6.5-inch).
  - “Composition Media” with navigation function
  - “Discover Media” (6.5-inch).
  - MirrorLink™.
- **Market launch, Europe:**
  - Since spring 2014.
- **Engines – petrol (market launch):**
  - 1.0 MPI with output of 44 kW / 60 PS.
  - 1.0 MPI with output of 55 kW / 75 PS.
  - 1.2 TSI with output of 66 kW / 90 PS.
  - 1.2 TSI with output of 81 kW / 110 PS.
- **Engines – diesel (market launch):**
  - 1.4 TDI with output of 55 kW / 75 PS.
  - 1.4 TDI with output of 66 kW / 90 PS
- **Headlights systems:**
  - H7, H7 twin headlights, bi-xenon, LED.
- **Standard and automatic gearboxes:**
  - 5-speed and 6-speed manual gearboxes, 7-speed

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## **TECHNICAL DATA**

Data Tables



<b>THE NEW POLO</b>	<b>44 KW (60 PS)</b>	<b>44 KW (60 PS) BLUEMOTION TECHNOLOGY</b>	<b>55 kW (75 PS)</b>
<b>Engine, electrics</b>			
Type of engine	3-cyl. petrol engine	3-cyl. petrol engine BMT	3-cyl. petrol engine
Effective displacement, cm <sup>3</sup>	999	999	999
Valves per cylinder	4	4	4
Injection / Charge	Multi-point injection / -	Multi-point injection / -	Multi-point injection / -
Power output, kW (PS) at rpm	44 (60) / 5,000 - 6,000	44 (60) / 5,000 - 6,000	55 (75) / 6,200
Max. torque, Nm at rpm	95 / 3,000 - 4,300	95 / 3,000 - 4,300	95 / 3,000 - 4,300

<b>55 KW (75 PS) BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>55 KW (75 PS) TDI BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY</b>
<b>Engine, electrics</b>				
3-cyl. petrol engine BMT	4-cyl. petrol engine BMT	4-cyl. petrol engine BMT	3-cyl. diesel engine TDI BMT	3-cyl. diesel engine TDI BMT
999	1	1	1,422	1,422
4	4	4	4	4
Multi-point injection / -	Direct injection / Turbocharger	Direct injection / Turbocharger	Common Rail / Turbocharger	Common Rail / Turbocharger
55 (75) / 6,200	66 (90) / 4,800	81 (110) / 5,000	55 (75) / 3,000 - 3,750	66 (90) / 3,500
95 / 3,000 - 4,300	160 / 1,400 - 4,000	175 / 1,500 - 4,000	210 / 1,500 - 2,000	230 / 1,500 - 2,500

<b>THE NEW POLO</b>	<b>44 KW (60 PS)</b>	<b>44 KW (60 PS) BLUEMOTION TECHNOLOGY</b>	<b>55 kW (75 PS)</b>
<b>Performances (at curb weight + 200 kg)</b>			
Acceleration 0 - 80 / 100 km/h, s	10.2 / 15.5	10.2 / 15.5	9.5 / 14.3
Acceleration 80 - 120 km/h, 4th / 5th gear	16.0 / 21.0	16.0 / 21.0	15.0 / 19.5
Top speed, km/h	161	161	173
<b>Fuel consumption (99 / 100 / EC)</b>			
Fuel type	Premium 95 RON	Premium 95 RON	Premium 95 RON
Combined cycle, l/100km	5.0	4.7	5.1
Emissions (CO <sub>2</sub> ) combined, g/km	114	106	116
Efficiency label	C	B	C
Exhaust emissions classification	Euro 6	Euro 6	Euro 6

<b>55 KW (75 PS) BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>55 KW (75 PS) TDI BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY</b>
<b>Performances (at curb weight + 200 kg)</b>				
9.5 / 14.3	7.1 / 10.8	6.3 / 9.3	8.6 / 12.9	7.4 / 10.9
15.0 / 19.5	11.0 / 15.0	9.0 / 12.0	12.0 / 15.5	9.5 / 13.0
173	184	196	173	184
<b>Fuel consumption (99 / 100 / EC)</b>				
Premium 95 RON	Premium 95 RON	Premium 95 RON	Diesel min. 51 CN	Diesel min. 51 CN
4.8	4.7	4,7	3.4	3.4
108	107 (109)*	109 (110)*	88	88
C	B	B	A+	A+
Euro 6	Euro 6	Euro 6	Euro 6	Euro 6

\* Values refer to 7-speed direct shift gearbox (DSG)

<b>THE NEW POLO</b>	<b>44 KW (60 PS)</b>	<b>44 KW (60 PS) BLUEMOTION TECHNOLOGY</b>	<b>55 kW (75 PS)</b>
<b>Power transmission</b>			
Gearbox	5-speed manual gearbox	5-speed manual gearbox	5-speed manual gearbox
<b>Exterior dimensions</b>			
Number of doors	4	4	4
Length / width / height, mm	3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453
Wheelbase, mm	2,470	2,470	2,470
Track, front / rear, mm	1,463 / 1,456	1,463 / 1,456	1,463 / 1,456

<b>55 KW (75 PS) BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>55 KW (75 PS) TDI BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY</b>
<b>Power transmission</b>				
5-speed manual gearbox	5-speed manual gearbox , 7-speed direct shift gearbox (DSG)	6-speed manual gearbox , 7-speed direct shift gearbox (DSG)	5-speed manual gearbox	5-speed manual gearbox
<b>Exterior dimensions</b>				
4	4	4	4	4
3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453	3,972 / 1,682 / 1,453
2,470	2,470	2,470	2,470	2,470
1,463 / 1,456	1,463 / 1,456	1,463 / 1,456	1,463 / 1,456	1,463 / 1,456

<b>THE NEW POLO</b>	<b>44 KW (60 PS)</b>	<b>44 KW (60 PS) BLUEMOTION TECHNOLOGY</b>	<b>55 kW (75 PS)</b>
<b>Luggage compartment</b>			
Length, rear seat raised / folded down, mm	699 / 1,371	699 / 1,371	699 / 1,371
Volume by VDA measurement: rear seat raised / folded down, l	280 - 952	280 - 952	280 - 952
<b>Weights, kg</b>			
Unladen weight (EU, incl. 75 kg driver)	1,050	1,055	1,050
Permitted gross weight	1,570	1,570	1,570
Payload	421 - 541	427 - 533	421 - 541
Permitted axle load, front / rear	820 / 800	820 / 800	820 / 800
Permitted trailer load up to 12% / 8%, braked	800 / 1,000	800 / 1,000	800 / 1,000
Permitted trailer unbraked	520	520	520
<b>Capacities</b>			
Fuel tank, l	ca. 45	ca. 45	ca. 45

<b>55 KW (75 PS) BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY</b>	<b>55 KW (75 PS) TDI BLUEMOTION TECHNOLOGY</b>	<b>66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY</b>
<b>Luggage compartment</b>				
699 / 1,371	699 / 1,371	699 / 1,371	699 / 1,371	699 / 1,371
280 - 952	280 - 952	280 - 952	280 - 952	280 - 952
<b>Weights, kg</b>				
1,055	1,107 (1,139)*	1,163 (1,135)*	1,152	1,151
1,570	1,620 (1,650)*	1,660 (1,630)*	1,650	1,670
427 - 533	421-531 (418 - 525)*	420-522 (421 - 521)*	407 - 531	428 - 531
820 / 800	870 / 800 (900 / 800)	880 / 800 (910 / 800)*	920 / 780	920 / 800
800 / 1,000	1,000 / 1,100	1,100 / 1,100	1,000 / 1,100	1,100 / 1,200
520	550 (560)*	560 (580)*	570	570
<b>Capacities</b>				
ca. 45	ca. 45	ca. 45	ca. 45	ca. 45

\* Values refer to 7-speed direct shift gearbox (DSG)

CROSSPOLO	66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY	81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY	66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY
<b>Engine, electrics</b>			
Type of engine	4-cyl. petrol engine BMT	4-cyl. petrol engine BMT	3-cyl. diesel engine TDI BMT
Effective displacement, cm <sup>3</sup>	1	1	1,422
Valves per cylinder	4	4	4
Injection / Charge	Direct injection / Turbocharger	Direct injection / Turbocharger	Common Rail / Turbocharger
Power output, kW (PS) at rpm	66 (90) 4,800	81 (110) 5,000	66 (90) 3,500
Max. torque, Nm at rpm	160 / 1,400 - 4,000	175 / 1,500 - 4,000	230 / 1,500 - 2,500
<b>Performances (at curb weight + 200 kg)</b>			
Acceleration 0 - 80 / 100 km/h, s	7.4 / 11.4	6.6 / 9.8	8.0 / 11.9
Acceleration 80 - 120 km/h, 4th / 5th gear	12.5 / 17.5	10.0 / 13.5	11.0 / 15.0
Top speed, km/h	177	190	177

CROSSPOLO	66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY	81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY	66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY
<b>Fuel consumption (99 / 100 / EC)</b>			
Fuel type	Premium 95 RON	Premium 95 RON	Diesel min. 51 CN
Combined cycle, l/100km	4,9	5,1 (4,9)*	3,6
Emissions (CO <sub>2</sub> ) combined, g/km	110 (114)*	115 (114)*	94
Efficiency label	B	B	A
Exhaust emissions classification	Euro 6	Euro 6	Euro 6
<b>Power transmission</b>			
Gearbox	5-speed manual gearbox, 7-speed direct shift gearbox (DSG)	6-speed manual gearbox, 7-speed direct shift gearbox (DSG)	5-speed manual gearbox

\* Values refer to 7-speed direct shift gearbox (DSG)

CROSSPOLO	66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY	81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY	66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY
<b>Exterior dimensions</b>			
Number of doors	2	2	2
Length / width / height, mm	3,987 / 1,698 / 1,488	3,987 / 1,698 / 1,488	3,987 / 1,698 / 1,488
Wheelbase, mm	2,469	2,469	2,469
Track, front / rear, mm	1,454 / 1,453	1,454 / 1,453	1,454 / 1,453
<b>Luggage compartment</b>			
Length, rear seat raised / folded down, mm	699 / 1,371	699 / 1,371	699 / 1,371
Volume by VDA measurement: rear seat raised / folded down, l	280 - 952	280 - 952	280 - 952

CROSSPOLO	66 KW (90 PS) TSI BLUEMOTION TECHNOLOGY	81 KW (110 PS) TSI BLUEMOTION TECHNOLOGY	66 KW (90 PS) TDI BLUEMOTION TECHNOLOGY
<b>Weights, kg</b>			
Unladen weight (EU, incl. 75 kg driver)	1,165 (1,206)*	1.185 (1.213)*	1,213
Permitted gross weight	1,580 (1,620)*	1,590(1.630)*	1,630
Payload	396 - 490 (402 - 489)*	395 - 480 (405 - 492)*	408 - 492
Permitted axle load, front/rear	860 / 770 (900 / 770)*	870 / 770 (910 / 770)*	920 / 800
Permitted trailer load up to 12% / 8%, braked	1,000 / 1,100	1.100 / 1.100	1,100 / 1,200
Permitted trailer unbraked	580 (600)*	590 (600)*	600
<b>Capacities</b>			
Fuel tank, l	ca. 45	ca. 45	ca. 45

\* Values refer to 7-speed direct shift gearbox (DSG)



**Notes:**

You will find this press release as well as image motifs on the driving presentation of the Polo online at:

[www.volkswagen-media-services.com](http://www.volkswagen-media-services.com).

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**password:** newpolo2014.

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