



# Volkswagen CC



**New Volkswagen CC | Press Release**

## New Volkswagen CC Image Portfolio

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Volkswagen CC 125TDI 1



Volkswagen CC 125TDI 2



Volkswagen CC 125TDI 3



Volkswagen CC 125TDI 4



Volkswagen CC 125TDI 5



Volkswagen CC 125TDI 6



Volkswagen CC 125TDI 7



Volkswagen CC 125TDI 8



Volkswagen CC 125TDI 9



Volkswagen CC 125TDI 10



Volkswagen CC 125TDI 11



Volkswagen CC 125TDI 12



Volkswagen CC 125TDI 13



Volkswagen CC V6FSI 4MOTION 1



Volkswagen CC V6FSI 4MOTION 2

## New Volkswagen CC Image Portfolio

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Volkswagen CC V6FSI 4MOTION 3



Volkswagen CC V6FSI 4MOTION 4



Volkswagen CC V6FSI 4MOTION 5



Volkswagen CC V6FSI 4MOTION 6



Volkswagen CC V6FSI 4MOTION 7



Volkswagen CC V6FSI 4MOTION 8



Volkswagen CC V6FSI 4MOTION 9



Volkswagen CC V6FSI 4MOTION 10



Volkswagen CC V6FSI 4MOTION 11



Volkswagen CC V6FSI 4MOTION 12



Volkswagen CC V6FSI 4MOTION 13



Volkswagen CC V6FSI 4MOTION 14



Volkswagen CC V6FSI 4MOTION 15



Volkswagen CC V6FSI 4MOTION 16



Volkswagen CC V6FSI 4MOTION 17

## **The New Volkswagen CC – Australian Launch, Tasmania, July 2012**

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### **Important:**

All the data and descriptions included in this press folder are valid for the programme of models available for sale in Australia. Different details may apply in other countries. This information may be subject to change or correction.

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## **The all new Volkswagen CC: Styling and technologies of the luxury class**

When the Passat CC made its Australian debut three years ago, it was the world's first four-door coupé in its respective price range. From this niche, a new segment quickly grew – to date, nearly 320,000 people around the globe have chosen the Passat CC: a luxury sedan with the stylish lines of a coupé. Private and business customers alike enjoyed the alternative to the classic sedan. Drivers loved the Passat CC's timeless elegance, yet valued the space, comfort and convenience of four-doors.

The distinct Volkswagen styling of the Passat CC resonated further than the general public, making an excellent impression with the experts both here, and around the world. In 2009 alone – in its first full year on the market – the Passat CC won the Australian 'Design Award' (Australian International Design Awards, Sydney), the 'iF Product Design Award' (iF Industrie Forum Hannover), the 'red dot Design Award' (Design Centre of North Rhine - Westphalia, Essen). Now, Volkswagen is presenting a technically advanced and visually enhanced coupé, the new Volkswagen CC.

Standing still is a step backwards, which is why the team, led by Volkswagen chief designer Klaus Bischoff, has launched the Volkswagen CC into the future. Adopting Volkswagen 'design DNA', the new Volkswagen CC receives completely redesigned front and rear sections, giving them more precision and fluidity. As a result, the car has an even more sophisticated and dynamic overall appearance, making a bold move into the luxury class.

Volkswagen CC's comprehensive list of standard equipment now includes such features as the innovative Driver Fatigue Detection system; RNS510 Satellite Navigation; rear view camera; stainless steel door sill plates and front comfort head restraints with additional front-rear adjustment.

New assistance systems are now available on the Volkswagen CC as well. They include optional technologies such as those found in the Driver Assistance Package - Side Assist and Lane Assist, which warns of vehicles in blind spots and supports the driver via steering intervention, Adaptive Cruise Control with Front Assist and City Emergency Brake function. Meanwhile, the optional Active Climate Control front seats are now integrated with a gentle massage function, optimising driver comfort (available only in conjunction with Black Nappa leather appointed seat upholstery).

The Volkswagen CC can be powered by either a petrol direct injection (FSI) or diesel (TDI) engine and is equipped with BlueMotion Technology offering a Start/Stop system and battery regeneration, along with the frugal Coasting Function, all as standard equipment. The 2.0 litre TDI engine has a power output of 125 kW at 4,200 rpm.

The 3.6 litre V6 FSI engine of the Volkswagen CC develops an impressive 220 kW of power at 6,600 rpm and is paired with the 4MOTION drivetrain.

Both the TDI and the FSI engines are paired with Volkswagen's 6-speed Direct Shift Gearbox (DSG) including Sports Mode and Triptronic Function. Those considering the V6 FSI Volkswagen CC will receive 4MOTION all-wheel drive technology as standard. Both state-of-the-art engines of the Volkswagen CC are designed to maximise efficiency. The frugal 125TDI is a prime example: it consumes just 5.7 l/100 km – which is very little fuel for a long-range sedan.

# New exterior and interior

## Styling crosses over to the luxury class:

### Volkswagen CC shifts segment boundaries

The exclusive four-door Volkswagen coupé concept was popular right from the start. Private and business customers alike enjoyed driving an alternative to the classic sedan.

## New exterior styling

The team led by Klaus Bischoff, Head of Design for the Volkswagen Brand, reworked the front, side and rear body sections of the Volkswagen CC giving them more precision and adapting the vehicle to Volkswagen 'design DNA'. This has given the new Volkswagen CC an elegant yet dynamic overall image. New alloy wheels and exterior colours complement other exterior modifications.

The eight colours of the new Volkswagen CC are:

- Candy White (monochrome paint)
- Black Oak Brown, Iron Grey, Autumn Brown, Night Blue and Reflex Silver (metallic paints)
- Deep Black and Icelandic Grey (pearl effect paints).

## Front end styling

Quite noticeable at the front is the new chrome radiator grille design with three cross-fins and the redesigned bonnet. Further distinguishing the Volkswagen CC from other vehicles on the road are the newly designed standard Bi-Xenon headlights with static and dynamic cornering lights and LED daytime running lights mounted in each headlight housing.

The slight, yet significant design modification to the entire area defined by the new front bumper, headlights and radiator grille exhibits cleaner lines that match Volkswagen 'design DNA' with its emphasis on horizontal lines and a concise harmony of the headlights and radiator grille. The latter is no longer designed as a separate V framed by elements in body colour; rather it joins with the headlights to form a visually continuous, charismatic band. Despite its independent design, the front end makes a clear statement that the Volkswagen CC belongs to the global brand.

Like the previous model, the new Volkswagen CC is produced at Volkswagen's Emden plant in Northern Germany. This state-of-the-art factory has direct access to an overseas port from which the four-door coupé can be shipped to all regions of the world.

## Stunning side profile

Although the frameless doors of the Volkswagen CC were not modified, the car's side profile shows a sleek, new look. Several factors are at work here: in front, the more powerful design of the bonnet – with its new bumper design – sharpens the car's side profile. Meanwhile, the much more distinctively sculpted side sills between the wheel housings stand out; they make a visual connection between the front and rear bumpers and sharpen the lower contour of the car's silhouette.

At the rear, the bumper now shows greater volume and styling clarity; this generates a very special dynamic together with the coupé-like styling of the C-pillars and the very long swept-back rear window.



## Styling at the rear

As with the front, designers have completely redesigned the bumper at the rear of the car as well. This involved modifying the wrap-around chrome strip that is typical of the Volkswagen CC and the Volkswagen logo, which once again serves as the handle for opening the bootlid and houses the rear view camera. The entire rear section now shows more straight-line surfaces and a greater emphasis of horizontal lines. Also fitting with this image is the new styling of the rear lights; at the lower ends, the lights now finish with a horizontal sweep. The new rear lights make a modest, yet unique statement with LED lighting elements that are faster to respond and offer improved economy and longevity. The distinctive look of these newly designed lights makes the Volkswagen CC unmistakable from the rear, even at night. Also illuminated with LEDs are the number plate and the direction indicators integrated in the door mirror housings.

## Tailpipe configuration

The specific engine and drive type of the Volkswagen CC can be easily identified by the configuration of the tailpipes. The 125TDI model is recognised by two tailpipes positioned on the left side of the bumper. If these two tailpipes are chrome-plated and split, one on the left and one on the right, it indicates the petrol model: the six-cylinder engine (220 kW) with standard 4MOTION.

## Dimensions

The Volkswagen CC is 4,799 mm long; its wheelbase is 2,708 mm, with a width of 1,855 mm. The height of the four-door coupé is a low 1,421 mm.

## **New interior – more sophisticated and comfortable**

### **Space and style**

In addition to the exterior, the comfortable yet sporty interior of the Volkswagen CC was also redesigned. In front, the car comes with ergonomic luxury sport seats designed for long trips. In the rear, the Volkswagen CC is now offered with three seats, as standard. With plenty of elbow room; the Volkswagen CC is 1,461 mm wide in front and 1,496 mm in the rear; and offering significantly more interior height than the exterior styling might suggest; in front the height is 955 mm (949 mm with panoramic glass roof), and in the rear it is 922 mm; passengers are guaranteed to travel in comfort.

### **Epitome of luxury**

Those who drive a lot will enjoy the new sports luxury seats (front) with optional Active Climate Control which adds to the driver's seat, an indulgent massage function. When seat climate control is activated, several fans pump cooling air through small channels in the foam seat cushion and the selected 'Nappa' leather appointed seat covers. The driver and front passenger can control this ventilation over three levels using a switch on the outer seat upholstery. The driver can also activate the massage function by simply pressing the button located on the right side of the seat.

The ergonomic leather appointed luxury sport seats come standard with an electric 12-way adjustment system. Standard are new front head restraints with what is known as X-adjustment. This means these head restraints are not only height-adjustable; they can be pulled forward as well.

## Elegant controls and display elements

The interior itself has a character that is as dynamic as it is elegant. Also new is the dual zone automatic climate control panel. As an alternative to the standard 'Black' colour, the dashboard can now be ordered with a colour coordinated two-tone leather interior in the sophisticated colour combination Desert Beige (light coloured seating surfaces/base of dash)/Black (dark lateral seat supports/top of dash). Further options allow for the Volkswagen CC to be fitted with 'Walnut' ornamental wood decorative inserts with interior ambient lighting.

## Ambient Lighting

The interior of the Volkswagen CC has an especially elegant look at night when fitted with the ambient lighting option. Lighting strips are integrated into the fine wood accents in the doors. Its brightness can be continuously varied by the interior lighting control. The intensity of footwell illumination can be adjusted independently via the menu of the Multi-Function Display. The indirect ambience lighting produces a very pleasant atmosphere; subjectively, the interior is perceived as even larger. As mentioned, this illumination is offered in conjunction with the 'Walnut' decor accents and illuminated interior door handles.

# New systems and technologies

## **The new Volkswagen CC with many innovations and detailed improvements**

World's first Volkswagen with symbiosis of Side Assist and Lane Assist  
Advanced windscreen offering optimum noise and climate control

The long-range coupé has been consistently perfected. With its redesigned front and rear, now more than ever, the styling of the Volkswagen CC crosses over to the luxury class. This is all the more evident by its significantly enhanced standard features that include RNS510 satellite navigation system, LED rear lights and Fatigue Detection. In addition, new optional assistance systems are making their way into the Volkswagen CC. They include technologies such as the Driver Assistance Package which combines Adaptive Cruise Control with Front Assist and City Emergency Brake function, Lane Assist and Side Assist.

## **Acoustics – even better soundproofing**

Especially noticeable is the progress made in noise reduction compared to the first CC series and the competition. Volkswagen achieved noise reductions of several dB by implementing numerous individual measures in the body design area and in the windscreen glass structure. Specifically, acoustics was optimised by adding sound-absorbing materials in the front, side and rear areas. Engineers have further improved soundproofing by adding highly effective underbody trim, wheel well shells made of a material perfected for noise damping and improved gearbox mounts. Additional insulating materials are also used in the dashboard. Last but not least, the windscreen is equipped with an additional acoustic film layer.

## **Assistance systems – greater safety and comfort**

Over the past decade, a revolution has been taking place in the areas of passive and active safety. New methods for computing body structures, effective restraint systems and active technologies such as the ESP electronic stabilisation programme and countersteering support have resulted in increasingly safer cars. Electronic assistance systems are often able to improve occupant protection within the car as well as the protection of others in traffic.

### **Fatigue Detection**

This system, which is now standard on the new Volkswagen CC, detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds; a visual message also appears in the colour Multi-Function Display (MFD Premium) advising the driver to take a break. If the driver does not take a break within the next 15 minutes, the warning is repeated once. At the beginning of each trip, the system analyses the driver's characteristic steering behaviour. The Fatigue Detection system then continually evaluates signals such as steering angle. If monitored parameters indicate a deviation from the steering behaviour recorded at the beginning of the trip, then visual and acoustic warnings are produced. Independent of this monitoring, whenever the system is activated it recommends a break to the driver after four hours of continuous driving.

### **Lane Assist and Side Assist**

The Volkswagen CC offers the combination of Side Assist (lane-changing assistant) and Lane Assist (lane departure warning system).

This technology is available in the Driver Assistance Package which combines said assistance technologies with Volkswagen's innovative Adaptive Cruise Control with Front Assist and City Emergency Brake function.

Here is how the two assistance systems operate as separate systems: Side Assist makes the driver aware of vehicles located in the blind spot next to the Volkswagen CC or vehicles approaching from the rear by constantly illuminated or flashing orange LEDs in the door mirrors. Side Assist operates with radar sensors. Meanwhile, Lane Assist accesses signals from a camera; as soon as it becomes evident that the driver is leaving the driving lane or is driving over the lane markings without setting the direction indicator, Lane Assist counter-steers. The system is only active at a speed of 65 km/h or over.

Here is how the new systems operate together: If another vehicle is located in a spot that is not visible to the driver during a lane change, the dual assistance system pack warns the driver via a flashing signal of the LEDs in the right or left door mirrors as well as via a steering wheel vibration, and it simultaneously assists the driver with a corrective steering intervention. These steps are taken regardless of whether or not a direction indicator is set. The combination of these two systems can make an even more effective contribution towards avoiding collisions with other vehicles in the blind spot. However, the driver still assumes responsibility for the entire process.



## Park Assist, Generation II

In contrast to the first generation system, which only supported parallel parking, the latest parking assistant also aids in perpendicular parking – i.e. at right angles to the driving lane. The system is activated at speeds up to 40 km/h by pressing a button on the centre console. The driver indicates the side of the street for parking by activating the direction indicator for that side. As soon as Park Assist 2 detects a sufficiently large parking space – utilising its ultrasonic sensors – assisted parking can begin: the driver engages reverse gear and then only needs to accelerate and brake. The car handles the steering. The driver is assisted by acoustic and visual cues on the Multi-Function Display.

While parking, Park Assist 2 reduces vehicle speed to 7 km/h. For the first time, this system can also actively brake the car if a collision is about to occur. Nonetheless, Park Assist 2 cannot replace the driver's attentiveness.

## OPS offers a bird's eye view

In addition to the above technologies, a 360° Optical Parking System (OPS) simplifies manoeuvring. OPS shows the vehicle in the colour display of the RNS510 in a bird's eye perspective. Yellow and red signals on the display make it easier for the driver to recognise whether the Volkswagen CC is maintaining sufficient distance to obstacles at the front and rear. An acoustic warning is produced at the same time.

## Detailed solutions – new technologies simplify everyday driving

Along with large innovations, there are always many ‘small’ solutions. In the new Volkswagen CC, there is a whole series of detailed solutions for the model series, which simultaneously optimise convenience or safety, or both concurrently, simplifying everyday automotive life.

### Easy Open

All new Volkswagen CCs are equipped with Keyless Access (keyless locking and starting system) and Easy Open function. A specific foot motion behind the vehicle is all it takes to open access to the boot. The human-machine interface here is a proximity sensor in the bumper area, which recognises a kick-like leg motion. Of course, the boot only opens for someone carrying the remote key for the Volkswagen CC.

### Remote unlatching of the rear backrest

No less practical is the new remote unlatching of the rear backrest. Levers located under the rear shelf make it easy to unlatch the left and/or right section of the 1/3 to 2/3 split backrest; the backrest sections then slowly fold forward.

### Comfort-optimised head restraints with horizontal adjustment

Now included as a standard feature; the front head restraints are not only height-adjustable, they can be adjusted horizontally as well. In this new design, the outer part of the head restraint can be pulled forward.

## XDL Extended Electronic Differential Lock

The XDL electronic transverse differential lock improves traction in curves. It is supplied as standard on both models. Technically, XDL is a functional extension of the electronic differential lock (EDL) that is integrated in the ESP system. As soon as the electronics detect that the driven front wheel on the inside of the curve unloads too much in fast driving, the ESP hydraulics builds up brake pressure specifically at this wheel to restore optimal traction. In this way, XDL acts as a transverse differential lock that compensates for understeering in fast driving through curves. XDL makes driving behaviour noticeably more precise and neutral, improving driving stability and reducing under-steering.

# New standard and optional features

**Range of features rivals those found in more expensive cars:**

**Fatigue Detection system available as standard**

RNS510 Satellite Navigation System and Rear View Camera  
are standard

Standard Volkswagen CC equipment has always included such features as 18-inch alloy wheels with mobility tyres, sport seats, chrome surrounds on switches and air vents, automatic climate control air conditioning, heated rear outer seats, adaptive chassis control, 'Auto-hold' function, hill start assist, automatic control of running lights with 'Leaving home' and 'Coming home' functions, remote bootlid opening from the interior and, of course, the ESP electronic stabilisation programme and eight airbags. This range of features has now been considerably extended in the new model.

**More comfort, more safety, more fun**

Standard exterior features that were added include Bi-Xenon headlights with LED daytime running lights, static cornering and dynamic lights, headlight washing system, LED rear lights, LED licence plate illumination and more prominent side sill flares.

New standard interior features include: RNS510 Satellite Navigation system, front safety optimised head restraints with longitudinal 'X adjustment' and stainless steel door sill plates. New standard safety features include: Fatigue Detection system, and the driver can now ensure all passengers in the rear seats have their seat belts on by a warning light in the colour Multi-Function Display of the instrument cluster. This feature offers a clear safety benefit, especially when driving with children on board.

For even better dynamic performance and comfort in fast curves there is the XDL Extended Electronic Differential Lock which is fitted as standard equipment on both models. No less innovative, and also standard on the TDI, is a fuel-saving Coasting Function. While driving, as the driver's foot is taken off the accelerator pedal the engine is declutched, allowing the vehicle to coast and roll over a longer distance. The momentum of the vehicle is used to save fuel with a foresighted driving style. When the brake or accelerator pedal is operated, the clutch is re-engaged and engine braking / drive takes effect. Coasting Function can be selected or deselected via the Multi-Function Display settings.

## Optional features

The new Volkswagen CC's exceptional optional features include the Driver Assistance Package which includes City Emergency Brake Function, Lane and Side Assist, Adaptive Cruise Control with Front Assist and the City Emergency Brake function.

Also new in the Volkswagen CC: Park Assist 2, active climate control seats (front) with massage function, Dynaudio 600W premium audio system and panoramic glass roof.

Adding the finishing touches to its impressive exterior, the Volkswagen CC is available with 18 or 19-inch alloy wheels. The wheel/tyre combinations available are as follows:

- 'Lakeville', machine polished, 18 x 8" alloy wheels with 235/40R18 mobility tyres (standard on the 125TDI)
- 'Interlagos', machine polished, 18x8" alloy wheel with 235/40R18 mobility tyres (standard on the V6 FSI)
- 'Lugano' Volkswagen Exclusive, painted in 'Sterling Silver', 19x8" alloy wheels paired with 235/35R19 mobility tyres (option)

# Engines, transmissions and all-wheel drive

## Sporty and exceedingly efficient

125 kW TDI consumes just 5.7 litres of fuel per 100 km

V6 FSI with 4MOTION

The new Volkswagen CC will be powered by innovative petrol and diesel direct-injection engines; the diesel (TDI) is equipped with Volkswagen's BlueMotion Technology which includes the Start/Stop system and a battery regeneration mode (which recovers braking energy) as standard equipment. The petrol engine also has battery regeneration functionality. The TDI engine's output is 125 kW and produces 350 Nm of torque. The petrol engine of the Volkswagen CC develops an impressive 220 kW of power, again producing 350 Nm of torque. The V6 FSI is delivered with 4MOTION all-wheel drive as standard equipment. Both engines are available with Volkswagens 6-speed DSG transmission only.

## Overview of the 220 kw petrol engine of the Volkswagen CC

**V6 FSI.** The petrol engine for the Volkswagen CC is a 3.6-litre six-cylinder engine with 220 kW (at 6,600 rpm). It develops a maximum torque of 350 Newton metres (2,400 to 5,300 rpm) and accelerates the four-door coupé to 100 km/h in 5.6 seconds. The combined fuel consumption of the V6 FSI engine is 9.7 l/100 km (215 g/km CO<sub>2</sub>).

## Overview of the 125 kW diesel engine of the Volkswagen CC

**2.0-litre TDI.** The common rail diesel of the Volkswagen CC outputs 125 kW of power and develops a strong 350 Newton metres of torque from 1,750 rpm. The dynamic TDI Volkswagen CC covers the classic sprint to 100 km/h in 8.6 seconds. Its impressively low combined fuel consumption value is just 5.7 l/100 km (equivalent to 150 g/km CO<sub>2</sub>).



Both engines of the new Volkswagen CC are paired with a 6-speed dual clutch gearbox (DSG) as standard equipment. The DSG transmission is characterised by maximum economy and dynamic shifting with the dual clutches operating in an oil bath. More than any other automatic, the dual clutch gearbox also has the potential to reduce fuel consumption and, in turn, emissions.

## 4MOTION all-wheel drive

The Volkswagen CC V6 FSI is delivered with 4MOTION all-wheel drive as standard. Normally, the front axle is driven and the rear axle only gets 10 per cent of propulsive power. This saves on fuel. Not until necessary – based on the specific powertrain and roadway situation – is the rear axle brought into play, step by step. This is done by an electrohydraulic all-wheel drive clutch. An advantage of electronic control is no speed differences are needed between the front and rear axles to activate the all-wheel drive clutch, since pressure is built up by an electric pump.

## Perfect synergy of dynamic performance and comfort

Volkswagen CC offers impressive long-range ride comfort as well as sportiness

There are very few comfortable long-range vehicles that also offer a high level of sporty performance. The new Volkswagen CC is one such vehicle, perfectly uniting dynamic performance with comfort. The four-link rear suspension, which is acoustically decoupled from the body by a subframe, the MacPherson-type front suspension that is designed with aluminium components, and the electromechanical servo steering all help to ensure that comfort and performance come together. The adaptive chassis control, which is standard on both variants, assists in achieving the Volkswagen CC's ultimate performance. The running gear technology is enhanced by the standard ESP. Driving characteristics have also been enhanced by the XDL Extended Electronic Differential Lock. It significantly improves traction, especially in tight curves.

## MacPherson front suspension

The front running gear of the Volkswagen CC is based on the MacPherson principle with lower A-arms and struts. This running gear is extremely lightweight and so it offers numerous benefits. In addition, the axle is built to be very lightweight. In the very rigid and crash-optimised chassis subframe alone, 3.5 kg of weight was pared compared to a conventional steel plate design. Also very light in weight are the forged aluminium transverse links (only V6). Here, the weight advantage compared to steel plate is a total of 1.5 kg.

Lightweight construction methods are especially beneficial when they are applied to unsprung masses. That is why, along with the transverse links, the pivot bearings are also made of aluminium. The total weight advantage here compared to steel plate is 3.2 kg.

In total, the various lightweight construction methods applied to the front running gear yield a weight advantage of 13.3 kg. The results: greater comfort, more dynamic performance and better fuel economy.

## Four-link rear suspension

The four-link rear suspension of the Volkswagen CC is also very lightweight and offers a maximum of driving comfort and driving stability. The special layout of the links enables separate tuning of longitudinal and transverse dynamics. This functional separation guarantees optimal dynamic performance and vehicle safety on the one hand, while offering very impressive ride comfort on the other.

The rear running gear consists of an isolated subframe, to which the upright is joined in an upward transverse direction – via the spring suspension arm, track rod and transverse link. Longitudinal links handle wheel location in the longitudinal direction. At the rear axle, weight-optimised tube stabilisers are also used. A key aspect contributing to the excellent comfort of the Volkswagen CC is the fact that the rear suspension is isolated by subframes. This isolation is achieved with four rubber-metal mounts. The rubber mixture of the mounts was selected to ideally fulfil special dynamic requirements during driving. The results: subframe isolation improves both acoustics and ride comfort.