



The New Passat | Press Release



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New Passat Image Portfolio

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Passat 118TSI_1



Passat 118TSI_2



Passat 118TSI_3



Passat 118TSI_4



Passat 118TSI_5



Passat 118TSI_6



Passat 118TSI_7



Passat 118TSI_8



Passat 118TSI_9



Passat 118TSI_10



Passat 118TSI_11



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Passat 118TSI_13



Passat 118TSI_14



Passat 118TSI_15



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Passat 118TSI_17



Passat 118TSI_18



Passat 118TSI_19



Passat 118TSI_20

New Passat Image Portfolio

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Passat 125TDI_1



Passat 125TDI_2



Passat 125TDI_3



Passat 125TDI_4



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Passat 125TDI_6



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Passat 125TDI_20



Passat 125TDI_21



Passat 125TDI_22

New Passat Image Portfolio

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Passat V6_1



Passat V6_2



Passat V6_3



Passat V6_4



Passat V6_5



Passat V6_6



Passat V6_7



Passat V6_8



Passat V6_9



Passat V6_10



Passat V6_11



Passat V6_12



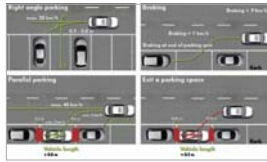
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The New Passat – Australian Launch, Melbourne, April 2011

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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 New Passat –

15 million bestseller is more impressive, safe and fuel efficient

First Volkswagen with fatigue detection and City Emergency Braking function

At 5.7 l/100 km combined fuel consumption, the most fuel-efficient Passat ever

With over 15 million cars sold, the Passat by Volkswagen is one of the most successful automobiles in the world. Now there is a new Passat. It is the seventh generation since 1973. The styling of the bestseller was completely re-interpreted, and its front is more impressive than ever. Furthermore, the Passat has always mirrored the course of technological progress. And this applies unreservedly to the seventh Passat, which will launch simultaneously as a sedan and wagon. The overall range of technological innovations now implemented in the Passat 118TSI and Passat Highline variants has reached a scale previously found only in luxury class cars.

More innovation

An innovative feature in this class is the fatigue detection system that is offered on the Passat. The system is a standard feature across the range. The Passat also has an optional City Emergency Braking function (City EB). The assistance system is part of the further refined optional ACC adaptive cruise control plus Front Assist. The City EB function, active below a speed of 30 km/h, also reacts to stationary vehicles; if necessary, it automatically initiates a braking manoeuvre, thereby contributing to avoidance of an impending front end collision or at least minimising the resulting damage.

More comfort

The Passat “sees” parking spaces parallel and perpendicular to the road, and upon request it can automatically steer the car into the space with centimetre precision (Park Assist 2).

More quality

The technologies and the further improved workmanship and material quality is differentiating the Passat from its competitors more than ever. This quality is perceptible in the interior with its high-end materials, new seats and door trims and ambience lighting. An especially elegant effect is produced by the modified centre console and redesigned accents in the instruments that are visually appealing and pleasing to the touch.

More quiet

The new Passat is extremely quiet. The reason: Insulating materials specifically integrated in the dashboard area and doors filter out exterior and engine noises. In addition, a new acoustic film is embedded in the front windscreen; this film blocks out additional noise.

More safety

Progress has been made in the area of safety as well. The previous model already attained 5 stars in ANCAP crash testing. Further advances include features such as seatbelt fastening detection for the rear seats and head restraints that now also adjust horizontally on the front seats. The new head restraints for driver and front passenger reduce the risk of whiplash injury in a traffic accident.

More sustainable

Last but not least, the new Passat sets standards when it comes to sustainability. All three engines are more fuel efficient - by up to 12 percent! Technologies such as the Start/Stop system also ensure the best fuel economy for the TDI diesel engine. It is worth noting that each model is a safe, comfortable and powerful touring vehicle. Only, they are also very low emitting, fuel efficient and blessed with extremely long driving ranges.

Key Aspects in Alphabetical Order

- **Assistance and driving dynamics systems:** Adaptive chassis control, ACC Adaptive Cruise Control, Front Assist with City Emergency Braking (City EB) function, Lane Assist, fatigue detection, Park Assist 2, parking sensors with visual display, Rear View Camera (RVC Plus)
- **Automatic gearbox:** six-speed DSG, seven-speed DSG
- **Cargo capacity, Wagon:** 588 litres to 1,716 litres
- **Cargo capacity, sedan:** 565 litres (541 litres on V6)
- **Character:** Long-distance touring car for business and private use
- **International Debut Generation I:** 1973
- **International Debut Generation II:** 1980
- **International Debut Generation III:** 1988
- **International Debut Generation IV:** 1993
- **International Debut Generation V:** 1996
- **International Debut Generation VI:** 2005
- **International Debut Generation VII:** 2010
- **Design:** Walter de Silva (Group), Klaus Bischoff (Brand)
- **Dimensions, Wagon:** 4,771 mm length, 1,820 mm width (including mirror), 1,536mm height, 2,711mm wheelbase
- **Dimensions, Sedan:** 4,769 mm length, 1,820 mm width (including mirrors), 1,490 mm height, 2,711 mm wheelbase
- **Drive type:** Standard front-wheel drive, all-wheel drive (4MOTION) on V6 FSI
- **Engines – diesel:** 125 kW (TDI)
- **Engines – petrol:** 118 kW (TSI), 220 kW V6 (FSI)
- **Fuel economy range:** 5.7 l/100 km to 9.7 l/100 km
- **Infotainment:** RCD 510. Optional Radio-navigation system: RNS510. Peripherals: Media Device Interface (MDI) port, AUX-IN port, optional Dynaudio sound system (600 Watt)

Key Aspects in Alphabetical Order (Continued)

- **Market launch, Australia:** April 2011
- **Passats produced to date:** over 15 million
- **Production sites:** Emden and Zwickau, Germany
- **Running gear:** MacPherson-type suspension in front, four-link suspension in rear, standard ESP. Optional adaptive chassis control (standard on V6 FSI Highline)

Technological Innovations

Safety and Convenience Systems:

New technology solutions perfect the Passat

First Volkswagen with fatigue detection and City Emergency Braking (City EB) function

The Passat has always mirrored the course of technological progress. And the seventh Passat is certainly no exception. The overall range of the technological innovations now implemented in the Passat has reached a scale previously found only in upper and luxury class cars. Key new developments include these systems:

- Fatigue detection;
- Front Assist with City Emergency Braking (City EB) function;
- Park Assist 2

These technologies supplement systems already introduced on the previous model, such as the Lane Assist lane-keeping system and adaptive chassis control. So, in its technology the Passat is crossing over to the next higher class. It is precisely this technology – and further improvements in workmanship and material quality – that set it apart from its competitors more than ever. Each of these assistance systems operates unobtrusively in the background, and of course it is easy to deactivate any of them. Technological innovations of the new Passat in detail:

Fatigue Detection

What is referred to as a Fatigue Detection system is being introduced for the first time in a Volkswagen. The system detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds; a visual message also appears in the instrument cluster recommending that the driver take a break from driving. If the driver does not take a break within the next 15 minutes, the warning is repeated.

Fatigue detection counteracts this situation. Right at the beginning of each car trip, the system analyses the driver's characteristic steering behaviour. Underway, the fatigue detection system then continually evaluates signals such as steering angle, use of pedals and transverse acceleration. If monitored parameters indicate a deviation from the steering behaviour recorded at the beginning of the trip, then visual and acoustic warnings are output.

This assistance system does not output warnings in acute cases of microsleep; instead, the fatigue detection system focuses on detecting early phases of lapses in concentration. Fatigue detection is a standard feature across the entire Passat range.

ACC plus Front Assist with City Emergency Braking (City EB) Function

The likelihood of front-end collisions is higher in city and stop-and-go traffic than it is in flowing traffic. In response to this situation, Volkswagen has developed the new City Emergency Braking (City EB) function. It is a system component of the further developed, ACC Adaptive Cruise Control plus Front Assist system.

Details of the new ACC plus Front Assist with integrated City EB: Essentially, ACC (Adaptive Cruise Control) offers significant driving convenience, since it automatically and comfortably accelerates and decelerates the car based on the flow of traffic detected by front radar. In all situations, the driver is still responsible for making driving decisions: the driver can override the system at any time by turning it off, or pressing the brake pedal or accelerator pedal.

ACC Adaptive Cruise Control is activated by a control stalk on the steering wheel. The driver selects the desired speed, the distance to the vehicle in front and the dynamic mode of response behaviour (Comfort, Normal or Sport). In action, ACC operates like an intelligent cruise control system, in which the selected distance is automatically maintained as a function of the speed of the vehicle ahead and the Passat can even be braked to a stop.

New is the function that evaluates an intention to pass indicated by the driver activating the turn signal and assists the driver in merging the Passat into the passing lane. Whenever there is no other vehicle in front of the Passat, ACC works like a conventional cruise control system and accelerates to the speed preset by the driver.

Front Assist: The Front Assist system integrated in ACC acts as an “alert front passenger,” helping to prevent front-end collisions – even if the ACC system is deactivated. It does this by continually monitoring traffic with front radar over a speed range of 30 km/h, reporting any critical situations to the driver. The third stage of Front Assist is now being implemented in the new Passat, and this new generation can be figuratively described as an “alert front passenger with its own brake pedal”: it assists the driver even before an approach to a vehicle ahead intensifies to a critical point. This is done by pre-conditioning the braking system and sensitizing braking assistants. As the risk of front end collision increases, visual and acoustic warnings are initiated, and the driver is alerted to a necessary intervention by a jolt of the brake pedal. If the driver reacts with braking that is too weak, the vehicle automatically builds up as much brake pressure as necessary to avoid a collision. If the driver does not apply the brakes at all after the warning pedal jolt, under optimal conditions Front Assist brakes to reduce the intensity of the impact.

City Emergency Braking (City EB) Function: A new technical highlight in the Passat is the first implementation of the City EB function. This system component is active at speeds below 30 km/h, and it reacts to stationary vehicles as well; if necessary, it automatically initiates a braking manoeuvre to help to avoid an impending collision or at least minimise the collision damage.

Park Assist, 2nd Generation

Volkswagen is introducing the second generation of Park Assist in the new Passat. In contrast to first generation systems, which exclusively supported parking parallel to the road, the latest parking assistant also offers assisted 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 road for parking by activating the turn signal for that side.

Park Assist utilises its 12 ultrasonic sensors (4 front, 4 rear, 2 right, 2 left / range 4.5 metres) to detect a sufficiently large parking space, and then assisted parking can begin: The driver engages reverse gear and then only needs to accelerate and brake. The Passat handles the steering. The driver is assisted by acoustic and visual cues on the multi functional display. While parking, Park Assist reduces the car's speed to seven km/h. For the first time, this system can also brake the car actively in case of impending collisions. *Nonetheless, the driver remains responsible for braking, since the new braking function of Park Assist cannot guarantee that damage will be prevented in all cases.*

Comprehensive optimisations were made to the system compared to the first generation: Essentially, Park Assist now enables parking in especially short parking spaces within the scope of what is technically feasible (vehicle length plus 80 cm; previously plus 140 cm), in curves, on curbs and between trees and other obstacles. Even more: Space can be in short supply when exiting a parking space; that is why the new Park Assist also supports the driver in this situation up to a minimum combined available space of 50 cm in front and behind the vehicle.

Panoramic Tilt/Slide Sunroof for the Passat Wagon

The new Passat Wagon is now the sixth Volkswagen internationally to debut with a panoramic tilt/slide sunroof. The Passat's panoramic roof is 300 percent larger than a conventional sunroof. The front section of the two-part roof extends beyond the B-pillars and can be electrically tilted or opened completely. The thermally insulating glass absorbs 99 percent of the sun's UV radiation. In addition, the roof is equipped with an electrically powered sunshade. For the Passat sedan, meanwhile, a classic tilt/slide sunroof is available.

Acoustic Measures

Volkswagen has improved the acoustic properties of the new Passat tremendously. In this aspect, the bestseller is now pushing through to the next higher class. The acoustics were optimised by additional sound-absorbing materials in the front, side and rear areas. Additional insulating materials are also used in the dashboard. Furthermore, the standard front windscreen is made of composite safety glass in which an acoustic film is integrated.

The structure of the front windscreen with acoustic film consists of five layers and has a total thickness of 4.46 mm. After the outside glass layer (2.1 mm) there is a first safety film (0.33 mm), then the acoustic film (0.1 mm), another safety film (0.33 mm) and then the inside glass layer (1.6 mm). This windscreen perceptibly reduces noise levels.

Safety-Optimised Head Restraints with X-Axis Adjustment

The front head restraints are now not only height-adjustable; they can be adjusted horizontally as well. In this new design, the outer areas of the head restraints can be pulled forward. Because they lie closer to the head, they reduce the risk of whiplash in case of an accident.

Mutli-Function Display (MFD Plus)

The Passat is equipped with the black-and-white “Plus” multifunctional display. The central display now gives information on seatbelt status in the rear seating area. Without having to look back, the driver can find out who has buckled up at which seats in the back; this is especially useful for families.

Adapted Technologies –

Lane Assist, Adaptive chassis control and 4MOTION in Detail

The predecessor to the new Passat was already one of the most technically innovative vehicles in its segment. Key technologies of the previous Passat generation – such as the Lane Assist lane-keeping system, adaptive chassis control and 4MOTION all-wheel drive – have all been adapted to the new Passat generation.

Lane Assist (camera-based)

Lane Assist is an active lane-keeping system that autonomously and gently countersteers as soon as it becomes apparent that the car might leave the lane unintentionally. And it addresses a real concern: About 14 percent of all accidents with personal injury are caused by leaving the driving lane. Lane Assist can contribute toward reducing this rate. Incidentally, Lane Assist is suspended when the driver activates a turn signal to intentionally change lanes. The system is activated from the multifunctional display. Afterwards, Lane Assist automatically takes effect starting at a speed of 65 km/h. Lane Assist acquires roadway markings via the camera near the rearview mirror. It does not matter whether lane marking lines are continuous or are broken like a centre stripe. Lane Assist also works in the dark. However, if there are no detectable lane markings, the system does not take any action.

When Lane Assist is switched on, this status is shown to the driver in the instruments by a yellow indicator symbol in the form of a driving lane. As soon as the camera has located the relevant lane markings, the symbol turns green. Now the system is fully active. If there are indications that the car is leaving its lane, Lane Assist countersteers. A key aspect here is that countersteering is very continuous and gentle.

Similarly, the driver can always “override” Lane Assist with minimal effort. The lane-keeping assistant does not react if the driver activates the turn signal before crossing a lane marking.

Adaptive Chassis Control

Adaptive chassis control offers three programmes: “Normal”, “Sport” and “Comfort”. “Sport” and “Comfort” are selected by a button to the left of the gearshift lever. Crucial here is the fact that adaptive chassis control is constantly working to improve driving properties. That is because it continually adapts damping to road conditions and the driving situation. The system also reacts to acceleration, braking and steering inputs. The system resolves the apparent conflict of goals between a tight, sporty tuning and a comfortable ride. The significantly enhanced comfort is perceptible to both driver and passengers.

4MOTION All-Wheel Drive

The Passat V6 FSI Highline 4MOTION DSG is equipped with 4MOTION all-wheel drive as standard equipment.

An important difference compared to the previous 4MOTION generation: No speed differences are needed between the front and rear axles to activate the all-wheel drive clutch, since pressure is built up via an electric pump.

The multi-plate clutch system itself was integrated in the rear differential. The pressure reservoir is supplied with oil by an electric pump whose working pressure is 30 bar.

An electronic control unit computes the ideal drive torque for the rear axle and regulates, via a valve, how much oil pressure is transferred to the working piston of the multi-plate clutch. Here, the surface pressure on the clutch plates is proportional to the torque desired at the rear axle. The amount of transferred torque may be continuously varied by varying the magnitude of the pressure applied to the clutch plates. The system operates independent of wheel slip, since the working pressure is always available. In drive-off from a standstill and acceleration, wheel spin of the front wheels is fully prevented, since the control unit regulates the torque distribution based on dynamic axle loads. In extreme cases, nearly 100 percent of the drive torque can be directed to the rear axle.

Superior Styling:

New Passat follows front-end design of the high-end Volkswagen

Passat styling shows new precision and dynamics

In the new Passat, Volkswagen is visualising the quality and precision of the model series more powerfully than ever before. Straight lines, cleanly structured surfaces and dynamic proportions characterise the design approach to the seventh generation. The bestseller's styling takes a great leap forward here. In terms of passive safety as well as production quality and precision, the Passat also defines the highest standard within its segment.

Styling –

Volkswagen's 'Design DNA' Points the Way to the Future

Front End

With the new Passat Volkswagen is introducing its second model whose front end is highlighted by a grille with four crossmembers; the height of the grille matches that of the headlights. While a comparatively narrow radiator grille with two crossmembers typifies styling of models beneath the Passat, as well as the vans, Head of Design for the Volkswagen Group Walter de Silva and Head of Design for the Volkswagen Brand Klaus Bischoff deliberately chose this distinguishing feature on the radiator grille to highlight the status of higher positioned vehicles. Now the Passat's look also follows the new Volkswagen "design DNA."

The entirely new front-end design gave the Passat now 1,820 mm wide and 4,769 (Wagon: 4,771) mm long – an even more dominant look. Although the car has not grown in width, it has a greater presence and more visual dynamism. The heights of the two body versions also remained constant (sedan: 1,490 mm; wagon: 1,536 mm).

The dominant expression of the Passat is reinforced by the new dual headlights with optional bi-xenon and LED daytime running lights (part of Driver Assist and Visibility Package). Each daytime running light consists of 15 LEDs. Beneath the lines formed by the headlights and grille is the body-coloured bumper section. The next level down sports another air intake framed by chrome-plated winglets – stylised elements similar to the wing tips of commercial aircraft. The very low profile fog lights are integrated here. Another chrome trim strip at the centre of the air intake joins the winglets. At the lowest level, there is the front spoiler. As on motorsport cars, it is designed as a so-called splitter.

Side Profile

The front end blends into the side profile via the side contour of the V-shaped bonnet and the car's distinctive wing panel lines. The significantly crisper lower and (new) upper character lines stand out here. These two lines now give structure to the height of the Passat and give it a lower profile and a more powerful image. In one clean stroke, the upper character line joins the highest point of the headlights with the window line up to the C-pillar. Beneath this is the second character line; it joins the side sections of the headlights and rear lights which extend into the side profile. In the sill area, a chrome trim strip upgrades the lateral surfaces between the flared wheel housings; this trim strip is continued in the front and rear sections. The side profile, with its new door mirror design, is also characterised by a very fluid sweep from the roof section to the rear. Visually, the equipment lines differ in side profile by their different wheel-tyre combinations.

Rear Section

The significantly reduced wedge shape compared to the previous model, along with the new line styling in particular, give the rear section a lighter and more elegant appearance. This makes the rear of the sedan appear lower, and the end surfaces of both body versions are wider. Very distinctive here are the rear lights that now wrap around into the wings with a significant contour of the main light. There are basically two versions of the rear lights; the top version utilizes LED technology for the main light and brake light as well as the rear fog light. Beneath this, the rear is framed by a chrome trim strip here too. In the wagon bumper, it runs right across the full width of the car; on the sedan it is split by the number plate frame that is situated lower on the car.

The Passat has different exhaust pipes that are specific to the engine type. So, the lower area of each rear bumper was modified accordingly. Both of the front-wheel drive Passats are characterised by a dual exhaust pipe on the left. The all-wheel drive 4MOTION version, meanwhile, can be recognized by two tailpipes, one on the left and one on the right.

Body Structure – Maximum Quality and Safety

High Torsional Rigidity

The new Passat is one of the safest and highest quality vehicles in its class. One key index for both of these criteria: the body's static torsional rigidity. It is 32,400 Nm/°, a top value. This value would not have been feasible without the specific application of high-strength steel grades. The share of these steels in the Passat's body structure is 74 percent. These high-strength and super high strength metals are classified in four strength levels; experts speak here of different "yield points." Almost precious metals, though not in the classic sense of the word, are the highly innovative form-hardened steels. Their share in the Passat is 16 percent. They can be found wherever just one thing counts: maximum safety.

Innovative Production Methods

Strength-optimised joining technology targets the use of high-tech materials. When the first Passat was introduced 38 years ago, this would have been described crudely as "welding." But today the situation is much more complex: "Joining" refers to production methods such as welding, but it also includes adhesive joining methods. In zones subject to maximum body structure stresses, both laser welding and spot welding are used to join the parts. These methods are supplemented by structural adhesive bonds and of course conventional resistance spot welding.

Greater Vibration Comfort

For Volkswagen, optimal vibration comfort is a high priority. The very technically sounding terminology contains the key word here, because it is a magic word when it comes to overall comfort. This is very perceptible. In this context, special attention was given to isolating engine vibration. That is why the Passat has an elaborate three-point swivel bearing, which results in optimal isolation of engine and body. Just as important: isolating the multi-link suspension by subframes.

Optimised Safety

The Passat is equipped with standard features that include front airbags, safety-optimised and therefore also horizontally adjustable front head restraints, crash-optimised foot pedals and side airbags (front and rear) and side curtain airbags (front and rear). Also available for the rear seating area is a belt status indicator. It is clear that the Passat, as a car established on all five continents, would also fulfill all international crash standards. The previous model already attained a five star rating in ANCAP.

In a Class of its Own:

Passat interior has new, more elegant materials

New seats, door trim, accents and centre console

Like the exterior, the new Passat also sports an extensively perfected interior. New seats, new door trim, new accents, a redesigned centre console and further upgraded dashboard combine with new equipment features such as the front safety head restraints.

Switching Central – Driver and Front Passenger Environments

High-End Materials

Modified in many aspects is the dashboard. Its upper section, where the air vents are integrated, has a new surface texture. Chrome accents upgrade the bezels of the vent screens. The decorative strips in the instruments also have new and higher-end material composition; they visually separate the upper and lower areas and are now designed with a slight curvature.

In the Passat 118TSI, “Iridium” decorative inserts are used. For the first time, door trims of the Passat are treated with special accents. The other decor type for the Highline variants is “Brushed Aluminium”. “Walnut” wood accents are offered as an option on the Passat Highline. Always designed in brushed aluminium is the centre console aboard the Passat. Visually coordinated with this are the chrome bezels of the illuminated switches for lights, mirror adjustment and window lifts.

Redesigned Centre Console

Volkswagen's brand properties include intuitively laid out cockpit controls and features. With this objective in mind, interior designers gave a new layout to the entire centre console. On the upper level there is an analogue clock. Located right under this are the infotainment systems, which have been adopted largely unchanged from the previous model. Exactly at the centre, and therefore optimally placed in the visual field and operating radius is the hazard light switch. Located on the next level down are control for the air conditioning system.

The gearshift panel – the area surrounding the gearshift lever – was completely redesigned. The gearshift lever itself has a sportier position in the hand. Now positioned in an ideal ergonomic location on the right side of the panel is the button for the electronic parking brake (previously to the right of the steering wheel). Then there are buttons for Auto Hold and ESP.

Integrated on the left side of the gearshift lever is a control key panel for activating the adaptive chassis control, Start/Stop system (on 125TDI), tyre pressure monitoring and parking sensors (acoustic / visual parking assistant) and optional Park Assist 2 (automatic parking assistant).

Rear Seating / Boot space – Space for Passengers and Luggage

In the rear seating area, the Passat impresses with three ergonomically contoured seat positions, as well as ample headroom and legroom. The standard rear bench seat is asymmetrically split and folding, and it is equipped with a centre armrest with storage compartment. On the Passat Wagon, the seat itself can be folded forward; this creates a level, continuous cargo floor. Two extending drink holders are integrated in the centre armrest. Also standard: a large pass-through opening that can “swallow” four pairs of skis.

Boot space of the Sedan

The boot space of the sedan has an astonishingly large cargo capacity of 565 litres (541 on Passat V6). Chrome tie-down eyes make it easier to secure luggage. Two bag hooks on the side help to organise loads after shopping.

One detail reflecting the high level of design in the Passat are the cleanly implemented boot hinges integrated outside of the boot space. The boot can be unlocked and fully opened by pressing a button inside the car.

Remote Unlatching of the Rear Backrest: No less practical is the new remotely released rear seat backrest. Levers in the right and left boot space trim make it easy to unlatch the left and/or right section of the $1/3$ to $2/3$ split backrest; then it can be manually folded forward.

Boot space Cover: Volkswagen also redesigned the cargo space cover for the Wagon. To roll up the cargo space cover completely from a closed position, all that needs to be done is to press it lightly from above.

Space Giant: The cargo capacity of the Wagon's boot space is 603 litres (588 on Passat V6) up to the height of the lower window edge. When the space giant's entire space is utilised cargo capacity increases to 1,731 litres (1,716 on Passat V6) – in this case, the Passat is filled to the roof liner and up to the backs of the front seats. A net partition may be installed behind the first or second seat row, so that no cargo shifts into the passenger compartment when braking.

To make loading easier, the tailgate on the Wagon swings up to 2060 mm high; the load sill is only 620 mm high. Other key data of the Wagon cargo space: 720 mm pass-through height and 830 mm interior height; 1000 mm is the width between the wheel wells. The largest width in the boot space: 1300 mm. Minimum length: 1130 mm. The cargo floor of the Passat Wagon increases this to an enormous 1960 mm when the rear bench is folded.

The 125TDI Highline Has Start/Stop System: Sustainable technologies conquer the high-volume car market Two equipment lines available on new Passat

New fatigue detection is standard feature across the Passat range

The new Passat is offered in the two equipment lines – the Passat 118TSI and the Passat Highline range. The Passat 118TSI represents the entry level for the model series, while the Passat Highline is positioned at the boundary to the upper medium class.

Passat 118TSI

Although conceived as an entry-level model, the Passat 118TSI already has extensive features.

Safety Features: Of course, the Passat 118TSI has features such as eight airbags, daytime running lights and the ESP electronic stabilisation programme. Effective: the automatic hazard flasher on hard braking. Clever: When the driver parks the Passat and releases the seatbelt – even before the engine is stopped – the electronic parking brake is automatically activated, which prevents undesirable rolling of the Volkswagen. Child friendly: The new Passat too can once again be ordered with two child seats (for the outer seating positions) integrated in the rear seats on the Passat Highline.

Exterior/Functionality: Outside, the Passat 118TSI can be recognized by such features as its 17-inch “Sao Paulo” alloy wheels. In addition, heated windscreen washer nozzles and tyre pressure monitoring indicator offer additional safety.

Also standard: LED indicators in the door mirrors and noise-insulating front windscreen. The Passat Wagon is also equipped with chrome roof rails.

Interior / Functionality: The interior has standard features such as various storage bins, bezels and illuminated air nozzles in “Matt Chrome,” decorative inserts also in “Iridium,” asymmetrically split rear bench backrest and analogue clock on the dashboard. Other convenience features aboard: dual zone climate control system, electromechanical power assisted steering, electric window lifts all around, outside temperature display, electronic parking brake with auto-hold function, automatic boot lid opening function as well as the RCD 510 audio system with MP3 playback capability. Multifunctional leather steering wheel, electric lumbar and backrest adjustment on the driver’s seat, leather gearshift grip and woven floor mats are also part of the standard equipment. The RCD510 radio-CD system with MP3 playback function and 4 x 20 Watt power, AUX-IN multimedia port, automatic running light switching, automatically dimming rearview mirror, parking sensors for front and rear areas, safety-optimised head restraints with additional longitudinal adjustment and rain sensors. Other features are standard leather, Media Device Interface (MDI), Bluetooth connectivity, automatic headlights.

Engines: The Passat 118TSI comes equipped with a 1.8 litre TSI turbocharged petrol engine with 118kw of power and 250Nm of torque.

Passat Highline

Exterior / Functionality: Outside, the Passat Highline can be made out by its 17-inch “Michigan” (125TDI) or 18-inch “Kansas” (V6 FSI) alloy wheels as well as chrome strips on the air intake in the lower front bumper. The Passat V6 FSI also has dual exposed exhaust tail pipes on the left and right. Both variants come with front fog lights with static cornering lights mounted in the lower bumper.

Interior / Functionality: The interior is upgraded by such features as decorative inserts in brushed aluminium, stainless steel door sill plates with “Passat” signature as well as elegant seat covers in “Nappa” leather. In addition, there are 12-way electrically adjustable front seats with driver’s memory in the Passat V6 FSI.

Engines: The Passat Highline can be ordered with either a 2.0 litre TDI turbocharged common rail diesel engine with 125kW and 250Nm of torque or a 3.6 litre V6 FSI petrol engine with 220kW and 350Nm of torque.

Key Optional Features

Those who wish to further tailor the Passat to their individual requirements can do this with the generous options available. The new panoramic tilt/slide sunroof for the Wagon (Sedan: tilt/slide glass roof), assistance systems such as ACC plus Front Assist with City Emergency Braking (City EB) function and Lane Assist, navigation system RNS 510, the audio system “Dynaudio Confidence” (600 Watt) and adaptive chassis control (standard on V6 FSI).

Pure Efficiency:

Engines on the new Passat consume up to 12 % less fuel

Passat 118TSI petrol engine only requires 7.2 l/100 km

The fuel-efficient 125TDI diesel consumes just 5.7 l/100 km

As is usual for Volkswagen, the new Passat also sets standards in sustainability. All three engines were made more fuel-efficient – by up to 12 percent. The TDI version is equipped with BlueMotion Technology as standard equipment. This efficient technology pack includes a Start/Stop system and a battery regeneration mode. The Passat 118TSI and V6 FSI with petrol engines also have standard battery regeneration technology that recovers braking energy. The standard transmission in all Passats is either a six-speed or seven-speed DSG.

TSI and V6 FSI Engine

1.8 TSI with 118 kW

The 1.8 TSI develops its maximum of 118 kW from 5,000rpm. On this four cylinder engine, the development team reduced combined fuel consumption from the previous model's 7.7 l/100 km to 7.2 l/100 km on the new model; the CO₂ value attained here is 168 g/km. The turbocharged four cylinder is exceptionally torque strong (maximum of 250 Newton-metres between 1,500 and 4,500 rpm). With this engine, the sedan reaches 100 km/h in 8.5 seconds (Wagon: 8.7 seconds); The TSI comes standard with a seven-speed DSG.

V6 FSI 4MOTION with 220 kW

The combined fuel consumption of the top version the Passat V6 with 220kW and 4MOTION all-wheel drive now comes in significantly lower at 9.7 l/100 km (previous sedan: 10.0 litres). The new CO₂ value is 222 g/km (Wagon: 227 g/km). The six cylinder engine develops its maximum power of 220 kW at 6,600 rpm, its maximum torque of 350 Newton metres is available from 2,400 rpm. The six cylinder accelerates the sedan to 100km/h in 5.5 seconds (Wagon: 5.7 seconds). Shifting work is performed by a six-speed DSG transmission as standard equipment.

TDI / Diesel Direct Injection Engine

2.0 TDI with 125 kW

The combined fuel consumption of the strong Passat TDI with 125kW is 5.7 l/100 km (151 g/km CO₂) as a sedan – this is 0.8 litre less than on the previous model. The Passat Wagon 125TDI consumes 5.7 l/100 km (151 g/km CO₂). This TDI also operates with common rail injection. Its maximum power lies at 4,200 rpm. Between 1,750 and 2,500 rpm, the engine develops its maximum torque of 350 Newton metres – sufficient power and force to accelerate the Passat to 100 km/h in 8.6 seconds (Wagon: 8.8 seconds). The 125TDI comes standard with a six-speed DSG.

Six and Seven-speed DSG – Efficient Dual Clutch Gearboxes

All Passat variants come standard with a dual clutch gearbox (DSG). This is a six-speed or seven-speed DSG, depending on the engine's torque. Both DSG versions are characterised by maximum economy and dynamic shifting performance never before realised to this degree. Besides differing in the number of forward gears, the two DSG units also differ technically in the types of clutches used. While two dry clutches operate in the seven-speed DSG, the dual clutches of the six-speed DSG operate wet in an oil bath. This is true of both gearboxes:

Even highly experienced drivers cannot approach the shifting speeds of the DSG gearboxes. More than any other automatic, the dual clutch gearboxes also have the potential to reduce fuel consumption and thereby emissions. Compared to an automatic with torque-converter clutch, this advantage may amount to up to twenty percent depending on the engine.

Meanwhile, the two DSG versions are specialists at their given tasks. While the six-speed DSG shows excellent performance with torque strong engines (up to 350 Newton-metres) thanks to its broad torque range, the seven-speed DSG is especially well adapted for use with smaller engines (up to 250 Newton-metres).

Highly Comfortable:

Passat running gear defines the status quo in the segment

MacPherson front suspension built to be exceptionally lightweight

Four-link rear suspension elaborately decoupled from body

The driving behaviour and comfort properties of the Passat have attained new high levels. The four-link rear suspension, acoustically isolated from the car body via subframes, the MacPherson-type front suspension designed with aluminium components and the electromechanical power-assisted steering all deliver maximum comfort and optimal active safety. The new Passat may also be ordered with the optional adaptive chassis control and 4MOTION all-wheel drive are standard on the V6 FSI Highline (for these two features see section: Technological Innovations).

MacPherson-type Front Suspension

The front suspension of the Passat 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 area of the very rigid and crash-optimised chassis subframe alone, 4.5 kilograms of weight was pared compared to a conventional steel plate design. Also especially light in weight are the forged aluminium transverse links. Here, the weight advantage compared to steel plate is a total of 4.2 kilograms.

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

Four-Link Rear Suspension

The four-link rear suspension of the Passat 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 safety on the one hand, and very impressive ride comfort on the other.

The four-link rear suspension consists of an isolated subframe, to which the steering knuckle is joined via the spring suspension arm, track rod and transverse link in an upward transverse direction. 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 Passat's excellent comfort is the fact that the rear suspension is isolated by the subframes of the car body. This isolation is achieved by the use of four rubber-metal bearings. The rubber mixture of the bearings was selected to ideally fulfil special dynamic requirements during driving. The results: Isolation of the subframe improves both acoustics, driving and ride comfort.

The Six Generations of the Passat: German Bestseller on the global Market since 1973

15 million Passats sold in first six generations worldwide

Passat has mirrored the course of automotive progress –
over 37 years

The original Passat, number one, designed by Giugiaro, arrived on the market 38 years ago in July 1973. And this marked the beginning of one of the greatest success stories in automotive history. In its first full year of sales – 1974 – the Passat was chosen by 133,000 buyers. By December 1976, the new bestseller had already exceeded the one million vehicles sold mark. And it continued on this successful path; to date, over 15 million Passat cars have been registered worldwide. From a purely statistical perspective, this means that 1,106 Passat and Passat Wagon have been delivered day after day without interruption for a full 37 years. Or one car sold every 1.3 minutes. This amounts to 33,632 Passats per month and over 400,000 per year. A bestseller par excellence and – after the Golf and the Beetle – the bestselling Volkswagen of all times.

Generation I – 1973 to 1980

July 1973: Volkswagen launches the successor to the 1600 and 411 models. A modern fastback sedan with front-wheel drive and longitudinal in-line engine in front. Water-cooled! Sensational, because – with the exception of the K70 – the air-cooled boxer engine in the rear had dominated Volkswagen history until then. Sure, the Beetle is still there. And in droves. But this Passat with its superior powertrain and body concept is the future.

This much is certain: the product is good. Under the bonnet, petrol engines with up to 63 kW guarantee agile performance. At that time, no one would have guessed that future generations would be powered by TDI engines that consume considerably less than six litres of fuel per 100 kilometres; or that the dual clutch transmission (DSG) would appear, which shifts faster and better than any human driver. 38 years ago, all of this would have been “written in the stars” at best.

And much more was happening. When the first Passat left the assembly halls at the Emden plant, Willy Brandt was shaping the fate of Germany as Chancellor, Hillary Rodham and her boyfriend Bill Clinton were completing their law studies at Yale University, Roger Moore was saving the world as James Bond in Live and Let Die, German singer Heino was singing about the Edelweiß, Pink Floyd released The Dark Side of the Moon, and IBM presented the first hard drive, setting the stage for the computer age.

The first Passat is a weight-optimised car with two or four doors and space for five persons. In terms of engines, customers could choose from three petrol engines in two displacement classes. Early on, in February 1974, the new Passat Wagon took on the really big transport tasks. Thanks to its long, extended look and versatility, it also quickly became a bestseller.

In Australia, Wheels Magazine awarded the Passat as Wheels Car of the Year for 1974 achieving Volkswagen’s first Wheels Car of the Year recognition.

In 1977, when the Bee Gees ignited the disco wave with Stayin' Alive in Saturday Night Fever, Volkswagen presented a stylistically and aerodynamically optimised Passat – with a classic facelift of the first generation model. Plastic clad bumpers were to mark their construction from then on; inside, the ergonomics of many components were improved.

In March 1978, the 1.5-litre diesel engine (37 kW) successfully used in the Golf was introduced to the Passat. 7.5 litre combined fuel consumption, and even better fuel economy when the driver practices a restrained driving style, are a declaration of a new world of fuel efficient automobiles. In April 1980, the Passat races through the two million unit mark in sales volume. When the next generation was introduced in late Autumn, the Passat had already assured itself a place in automotive history with 2.6 million units sold.

Generation II – 1980 to 1988

The second generation of the medium class model debuted in November 1980. In this time period, Diana Ross tours the world with Upside Down; David Bowie is immortalized in Ashes To Ashes; Ronald Reagan becomes the most powerful man in the world. We have no way of knowing whether one of them ever drove a Passat. But it is a new design: larger, more elegant and mature. The Passat now also breaks free from the Audi 80 and independently sets out on its own. In the second generation of the Passat, Volkswagen naturally continues with the successful fastback sedan, but this time it simultaneously introduces the new Wagon as well. Both versions impress technically with features such as a new, innovative semi-independent suspension.

An especially fuel-efficient engine is at work under the bonnet: a new 1.6-litre diesel with 40 kW; in August 1982, the power level of the diesels in the Passat rises to 51 kW with the first turbo diesel. Right at its market launch, the Passat is available for the first time with a five-cylinder petrol engine (85 kW). In the same year, Volkswagen launches a classic Passat sedan with four doors and conventional boot space on the market: the Santana. At the same time, more and more high-tech components are added to the programme. An example: the all-wheel drive of the Passat Wagon GT syncro – first delivered in 1984.

In 1985, the car undergoes an extensive facelift. In the same year, Volkswagen produces the first Passat with regulated catalytic converter (66 kW) – and the three-millionth Passat. Launching as its top version is the 200 km/h fast Passat with a 2.2-litre five-cylinder engine (100 kW). In March 1987, the model series breaks the four million unit barrier.

Generation III – 1988 to 1993

The year 1988 marks the beginning of the end of the Cold War. Mikhail Gorbachev rushes to New York and sends a signal that each socialist state could freely choose its own system of government. Early in the same year, Volkswagen delivers the third generation of the Passat and Passat Wagon to dealerships. It exhibits new qualities, has grown significantly larger and dazzles with completely new styling lines, has a considerably longer wheelbase and has switched over to transverse mounted engines. Once again, Volkswagen presents the Wagon in parallel. Both body versions are characterised by exceptional aerodynamics.

Less than two years later, the first Trabant, Wartburg, Škoda and Lada cars cross the now open German border from East to West; and thousands of Volkswagens are moving in the opposite direction. In the summer after this historical turning point, the Passat exceeds the five million units production mark. Another highlight: the VR6 introduced in early summer 1991. From 2.8 litres of displacement, the compact six cylinder develops a powerful 128 kW; the top speed of the Passat VR6 sedan is 224 km/h, while the Wagon reaches 218 km/h.

Generation IV – 1993 to 1996

Bill Clinton has been President of the USA for half a year, and Helmut Kohl is in his eleventh year as German Chancellor when Volkswagen presents a new Passat in mid-summer 1993 after producing over 1.6 million units of the third generation. Exactly 20 years after its introduction, 6.2 million units have already been produced by this time.

In Autumn 1993, first units of the fourth generation Passat are delivered. The most conspicuous visual highlight: now the front end is no longer nearly closed, rather it has a classic radiator grille design. In just three years, nearly 700,000 units are sold of the Passat and Passat Wagon which have been further optimised in many aspects. Passive and active safety are optimised by standard driver and front passenger airbags, belt tensioners and an antilock braking system (ABS).

Heralding a technical revolution in 1993 is an engine with the acronym TDI. The turbodiesel direct injection engine outputs 66 kW and enables speeds of up to 178 km/h; its combined fuel consumption is just 5.3 litres per 100 km (Wagon: 5.4 litres). In February 1996, the TDI programme is extended with a 1.9-litre four-cylinder that outputs 81kW.

Generation V, Series I – 1996 to 2000

On 30 June 1996, Germany becomes the new European soccer champion after the legendary “golden goal” by Oliver Bierhoff in London’s Wembley Stadium. Two months later, in August, Volkswagen presents the fifth generation Passat, which introduces a new era in the model series. The reasons: Quality, safety, comfort and convenience now attain levels that in many aspects cross over to those of the next higher vehicle class. The newly designed body is fully galvanised and exhibits extremely high torsional rigidity. Two of many technical highlights: the chassis with new four-link front suspension as well as standard side airbags. Starting in September 1999, ESP becomes the production standard on all Passat models in Germany.

Generation V, Series II – 2000 to 2004

In the summer of 2000, Germany ushers in the new millennium with the World Exposition in Hanover. In October, Volkswagen presents an extensively redesigned fifth generation. The modifications are so extensive that the term “facelift” hardly applies. The second series of the fifth generation points the way to the future, both visually and technically. The newly styled front end with its chrome radiator grille and new rear section with distinctive rear lights underscore the higher positioning of the model series. With new top marks in quality, the Passat makes many of its competitors look old by comparison. Along with the standard front and side airbags, side curtain airbags are now optionally available.

The 202 kW all-wheel drive W8 models enjoy an exclusive position. In the area of high-volume engines, a new 2.0-litre four cylinder with 96 kW follows in December 2001. Debuting in March 2003 is a new V6 TDI with 132 kW coupled with a standard 4MOTION all-wheel drive system. And just two months later, the TDI programme is extended by another V6 TDI for front-wheel drive versions. It outputs 120 kW, and like the 132 kW V6 with manual gearbox it satisfies the rigorous EU-4 emissions standard.

Meanwhile, the twelve millionth Passat is produced at the Emden Volkswagen plant on 13 May 2003. In Autumn 2003, another innovation appears in the engine range: the Passat 2.0 TDI (100 kW with soot particulate filter. In 2004, Volkswagen celebrates production of the 13 millionth Passat. At the end of the year, the final units of this generation roll off the assembly lines. They make space for the new sixth generation, whose history begins with a world premiere on 15 February 2005 in Hamburg.

Generation VI – 2005 to 2010

The sixth Passat is a well thought-out car that is as stylish as it is practical, and comfortable too. That is because not only have higher level features – the engines, running gear, body – been reconfigured. Simultaneously, cleverly designed functional elements are introduced that make life better. Many examples could be cited such as the sporty, comfortable touring seats, the well-designed engine start and locking system, the electronic parking brake, an automatic adaptive cruise control system and draft-free Climatronic climate control.

Its distinctive design shows stylish lines, a high level of independence and a brand face that had a chrome insignia radiator grille at that time. The petrol engines output between 75 kW and 220 kW in the Passat R36 introduced in 2007. The turbodiesels develop between 77 kW and 125 kW. Optional DSG gearboxes are offered for the first time; of course, the 4MOTION drive system is also in the programme.

Just how much potential the Group, brand and model series possess is illustrated time and again by new engines with extremely good fuel economy. In 2007, for example, Volkswagen presents the first Passat BlueMotion, which consumes just 5.1 l/100 km (equivalent to 136 g/km CO₂). The second version of the Passat BlueMotion follows in 2009; it is satisfied with just 4.4 litres per 100 km (114 g/km CO₂). Debuting nearly in parallel is the first Passat BlueTDI, which – thanks to its SCR catalytic converter has such low nitrogen oxide emissions that the car is one of the first in the world to fulfil limits of the Euro-6 emissions standard that does not take effect until 2014. This is the right stuff for shaping the automotive future. And this future will become more exciting and even more sustainable, as demonstrated by the seventh Passat... But that is a new chapter. The future also belongs to the Passat CC, which has been winning over entirely new buyer groups since 2008 as a four-door coupe. So the chances are really good that in upcoming years the Passat – like the Beetle and Golf before it – will become one of the few cars in the world to leave a legacy of 20 million vehicles built.

The New Passat

Pricing

Models

Passat 118TSI 7-Speed DSG	\$38,990*
Passat 125TDI Highline 6-Speed DSG	\$43,990*
Passat V6 FSI Highline 6-Speed DSG	\$55,990*
Passat 118TSI Wagon 7-Speed DSG	\$40,990*
Passat 125TDI Highline Wagon 6-Speed DSG	\$45,990*
Passat V6 FSI Highline Wagon 6-Speed DSG	\$57,990*

Options

Metallic / Pearl Effect Paint	\$700
Electric Glass Sunroof (Sedan models)	\$1,900
Panoramic Electric Glass Sunroof (Wagon models)	\$2,000
Park Assist 2 and Rear View Camera (RVC Plus)	\$1,300
Satellite Navigation RNS510 with RVC Plus	\$3,000
Satellite Navigation RNS510 with Park Assist 2 and RVC Plus	\$3,600
Dynaudio 600W Premium Audio System	\$2,000
Driver Assistance and Visibility Package - 118TSI	\$2,900
Driver Assistance and Visibility Package - 125TDI Highline & V6 FSI Highline	\$2,600
Adaptive Cruise Control (ACC) with Front Assist and City EB	\$2,000
Adaptive Chassis Control (Std V6 FSI Highline)	\$1,650
Anti-theft Alarm System (Std V6 TSI Highline)	\$600

New Passat_Australian Launch_Melbourne_April 2011 / VOLKSWAGEN /