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Volkswagen

The new Golf Estate

International Press Presentation

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New Golf Estate offers sportiness and variability

Golf Estate offers agile driving properties and up to 1,620 litres storage

Distinctive styling and sharp proportions typify the new Golf Estate



Wolfsburg / Amsterdam, June 2013. Volkswagen will be launching an all-new Golf Estate this summer. The all-round car is based on the Golf VII and utilises technologies and benefits of the innovative modular transverse matrix (MQB). And that means: reduced weight (up to 105 kg lighter), optimised package (100 litres more cargo space), sharper body proportions, new safety and convenience systems, new petrol and diesel engines (up to 15 per cent more fuel efficient) and new running gear technologies.

- › **Agile handling.** The new Golf Estate is being equipped with a new standard feature for the first time: the XDS+ electronic differential lock, which perfects vehicle handling in bends. Also for the first time, the new estate can also be ordered with DCC dynamic chassis control and a driving profile selector. Here, the driver selects, by pressing a button, whether driving should be more comfortable or more sporty. The driving profile selector combined with DCC also offers an Eco mode and an Individual mode; in the Individual mode, various parameters can be configured for personal preferences in tuning. As an alternative to DCC (with 10 mm lower ride height), there is also a classic sport suspension (15 mm lower).

- › **Seven turbo direct injection engines.** Newly developed petrol (TSI) and diesel (TDI) engines are being used in the new Golf Estate at every power level. All seven engine versions available at the market launch in August (ranging in power from 63 kW/85 PS to 110 kW/150 PS) are equipped with a Stop/Start system and a battery regeneration mode (converts kinetic energy into electrical energy) as standard. 5-speed and 6-speed gearboxes are offered in the Golf Estate; six of the seven TSI and TDI engines may be combined with a 6- or 7-speed DSG. Two of the Golf Estate TDI engines are also available with 4MOTION all-wheel drive as an option.
- › **TSI with 5.0 l/100 km fuel consumption.** The new petrol engines (TSI, EA211 series) available at the market launch produce 63 kW/85 PS, 77 kW/105 PS, 90 kW/122 PS and 103 kW/140 PS. All four engines are efficient. For example, in the Estate with a 1.2 TSI BlueMotion Technology engine with 77 kW – a four-cylinder turbocharged direct injection engine – fuel consumption is just 5.0 l/100 km, yet the car has a high top speed of 193 km/h. Even the 90-kW TSI has a low combined fuel consumption of 5.3 l/100 km (DSG: 5.1 l/100 km) in the New European Driving Cycle (NEDC).
- › **TDI with 3.9 l/100 km fuel consumption.** The new diesel engines (TDI, EA288 series) also power the Golf Estate extremely efficiently. Their power levels will range from 77 kW/105 PS to 81 kW/110 PS

and finally 110 kW/150 PS in the powerful top version. For the 77-kW and 81-kW TDI engines with a manual gearbox, rated fuel consumption is 3.9 l/100 km; for the 110-kW TDI it is 4.2 l/100 km.

- › **100 litres more cargo capacity.** Naturally, the prime discipline of the new Golf Estate is its variability. Its cargo capacity, which was increased from 505 to 605 litres (loaded up to the backrest of the rear seat), means that the Volkswagen offers ample luggage space even with five people aboard. When loaded to the backs of the front seats and up to the ceiling, cargo capacity grows to 1,620 litres (previous model: 1,495 litres).
- › **Variable cargo floor.** The estate car now has a roll-up cargo cover with a two-stage automatic rolling feature; the cover and the net partition can be stowed under the cargo floor when they are not in use. The cargo floor height can also be varied, or the floor can be removed entirely. Practical: the four bag hooks in the side walls of the bootspace. A new design feature is remote unlatching of the rear backrests that can now be conveniently done from the luggage compartment.
- › **Distinctive styling.** Exterior styling of the 4,562 mm long Golf Estate (307 mm longer than hatchback model) reflects the impressive lines of the hatchback model up to the B pillars. From the rear doors

back, special modifications develop an independent design of the Golf Estate. It was planned as a member of the series right from the outset and was developed in parallel to the two- and four-door vehicles. So, despite the estate car's direct relationship to the hatchback models, it shows independent and uniform lines in side profile and at the rear. For the first time, designers succeeded in transferring the taut form that is so typical of the Golf – like the chords of an arc with an inset arrow – from the C pillars to the D pillars of the Estate. Visually, this has made the “third” side window in this area a part of the D pillar. Meanwhile, the new, two-part rear lights of the Golf Estate emphasise its family affiliation with the model series and brand.

- › **Trendline, Comfortline, Highline.** The Golf Estate is offered in the equipment lines Trendline, Comfortline and Highline. Like all new Golf cars, the Estate is, as mentioned, equipped with a Stop/Start system and a battery regeneration mode as standard. It is the first estate car in its class to offer the functionality of the new Automatic Post-Collision Braking System (if the vehicle is involved in a collision, it automatically brakes the car after the initial impact). Standard features of the Trendline base version include such features as seven airbags, electric door mirrors, outside temperature indicator, ECO Tips in the multifunction display (shows tips for reducing fuel consumption such as shifting to the next higher gear), electronic stabilisation programme, height-adjustable driver's seat,

electric windows all around, air conditioner, electronic parking brake with Auto-Hold function, XDS+, tyre pressure monitoring indicator Plus (RKA), asymmetrically split and folding rear seat backrests and daytime running lights.

- › **Optional high-tech details.** Customers can order the optional PreCrash occupant protection system for the new Golf Estate as well. When this system detects a potential accident situation, the seatbelts for the driver and front passenger are automatically pretensioned. If there is an even more critical situation such as severe oversteer or understeer with ESC intervention, the side windows are closed (leaving just a small gap) and the sunroof is closed. Other new equipment details include Front Assist with City Emergency Braking, adaptive cruise control (ACC), Lane Assist lane-keeping assistant, driver alert system, road sign recognition, ergonomic sport seat (ergoActive seat) and a new generation of infotainment systems. Many of the optional equipment features are offered in packages that can provide customers with significant price benefits.



Dynamic proportions and systematic space utilisation

Perfected package: Golf Estate exterior is now lower, but interior is higher

Gains in all areas: considerably more space for passengers and cargo



Wolfsburg / Amsterdam, June 2013. The Golf Estate is now longer, wider and lower. These “sharper” proportions in themselves give it a sportier and more distinctive look than the previous model. Its new styling fits this image. Perfection in the details is evident in such prominent features as the D pillars. Here, designers succeeded in transferring the taut form that is so typical of the Golf – like the chords of an arc with an inset arrow – from the C pillars to the D pillars. The styling with its precise lines creates a sporty and impressive look. In the interior, meanwhile, the new Golf Estate scores with its tremendous variability, up to 1,620 litres cargo space and a material quality that breaks the barriers to the premium mid-class.

Body

The new Golf Estate is 4,562 mm long (28 mm longer), 1,799 mm wide without door mirrors (18 mm wider) and 1,481 mm tall (23 mm lower) including the standard roof rails. The wheelbase was also made longer at 2,635 mm (gain of 57 mm). This dynamic of proportions represents the foundation for an extraordinarily impressive design; up to the termination of the front doors, it follows the precise lines of the Golf hatchback model. However, the most independent and visually dynamic styling of the Golf Estate since the model series was created develops from the B pillars towards the rear.

Side profile – C pillar becomes D pillar. The estate car was a planned member of the model range right from the outset; that is, the new Estate was not derived from the four-door vehicle but was developed in tandem with it. That is why the side profile of the new Golf Estate shows particularly distinctive lines. Yet, despite all of its independent styling, the Estate can still be immediately made out as a Golf: as mentioned, the designers transferred the form of the typical Golf C pillar to the D pillar of the Estate. Visually, this has made the “third” side window part of the D pillar.

Furthermore, in contrast to the classic Golf what is known as the character line is continued behind the rear wheel arches and extends over the vehicle’s entire rear section. This design gives the rear body area a very muscular look. The precise design of the window sill (upgraded by a chrome trim in the top version), this dynamism is highlighted by the long side window surfaces and the slightly rearward-sloping roof with roof spoiler. As a result, the side profile of the new Golf looks more extended, exclusive, powerful and sporty. The standard roof rails were integrated elegantly into the roofline.

Rear section – typical Golf, even from the back. The new two-part rear lights of the Golf Estate emphasise its family affiliation to the model range and the brand. The half of the rear light that is integrated in the boot lid, however, is larger than in the hatchback version and forms a longer line

that is parallel to the shape of the lower tailgate area. Also making a clear differentiation between the Golf Estate and the “classic” Golf is the design of the tailgate and the middle of the bumper. While the licence plate of the hatchback model is mounted in the bumper, the designers of the Golf Estate decided to integrate it in the boot lid again – similar to the previous estate car.

Along with its stylish aspects, the rear section is, as can be expected, a very practical area as well. Consider the loading sill: it is just 630 mm high, which simplifies loading and unloading. Take the tailgate opening, for example: measured plumb to vertical it is 675 mm tall; measured within the plane of the tailgate – i.e. diagonally – it is 762 mm. The tailgate opening is quite wide at 1,031 mm.

Front end. Volkswagen design DNA also expresses itself in the new Golf Estate as a “face” with appealing traits; this involved defining horizontally balanced elements that generate a certain visual width. Every class of Volkswagen also has its own characteristics; in the Golf class they include the headlights that curve slightly upward and a defined maximum height of the radiator grille. At its bottom, the radiator grille is bordered by a chrome fin; in the case of xenon headlights, it is continued into the headlight housings.



In contrast to the previous model, the current Golf Estate is based on an entirely new modulation of surfaces. While the wings were higher than the bonnet on the Golf VI Estate – essentially framing it – the situation is now reversed on the Golf VII Estate: On the sides, the creased edges form the lowest points of the wings; before they transitioned vertically into the wheel arches. In an upward direction, the wings are bordered by a line that looks as though it were cut by a knife and which originates in the A pillars. Altogether, the lines lead to a V-shaped bonnet.

Interior

Storage space dimensions. The new Golf Estate is a sporty-elegant all-round vehicle which combines its low fuel consumption values yet dynamic driving performance with very high quality and variability. For example, compared to the previous model its cargo capacity increased a considerable 100 litres to 605 litres (loaded up to the rear seat backrests). When the cargo space with its minimum width of 1,003 mm and minimum height of 936 mm is utilised up to the backrests of the front seats and to the roofline, it offers a capacity of 1,620 litres (125 litres more than in the previous model). The cargo space length up to the rear bench is 1,055 mm; up to the backrests of the front seats it is 1,831 mm, representing an overall gain of 131 mm. When the backrest of the front passenger's seat is folded (Comfortline), objects up to 2,671 mm in length can be transported. As mentioned, optimal space

utilisation of the cargo space corresponds to the basic dimensions of the tailgate opening (675 mm tall; 1,031 mm wide).

Storage space features. The cargo floor of the standard illuminated cargo space can be varied in height or be removed entirely with just a few hand movements whenever maximum storage capacity is needed. Also on board as standard equipment: a cargo space cover that is designed with a retractable shade that has an automatic two-stage roller mechanism. When it is not being used, both it and the net partition can be stowed under the cargo floor. Another newly designed and now more practical feature is the remote unlatching of the rear seat backrests and the backrest folding process itself. The 60:40 split backrests can now be unlatched from their locked positions by easy to operate levers in the side wall of the cargo space; then the backrests automatically tip forward, and together with the cargo floor they form a nearly level cargo surface. Colour-coded pins in the outer area of the rear bench seat make it easy to determine whether the backrests have been properly latched again. Last but not least, four practical bag hooks have also been installed in the luggage compartment.

Space for journeys. The new Golf Estate also benefits from the basic concept of the modular transverse matrix with regard to its spatial economy. Although the Volkswagen was lowered in height by 23 mm,



interior height in front was improved by 9 mm to 981 mm and at the rear by 11 mm to 980 mm. In addition, rear passengers now have 5 mm more legroom. Another plus is elbow room at all five seats; in front, it grew 23 mm to 1,469 mm, at the rear it grew 4 mm to 1,441 mm. Although the gains here are just millimetres, the interplay of all of these dimensions yields a perceptibly larger interior.

In its interior, the Golf Estate also overcomes class boundaries in terms of its high-quality materials and the exclusive appearance of its design. When stepping into the new model from the Golf VI Estate, the wide centre console is immediately apparent; it is more typical of the premium class than the compact class. Centrally mounted on the centre console beneath the hazard flasher switch is the infotainment touchscreen that is between 5 inches (standard) and 8-inches in size with its main menu keys and turn knobs. This is the first time that Volkswagen is implementing an optional touchscreen generation with proximity sensors and functionality that reacts to wiping movements of the fingers (wiping and zoom finger movements).

Beneath the infotainment module are the clearly laid out controls for the standard air conditioning system. Under this is a locking storage compartment with integrated multimedia interfaces; the compartment is large enough to store a smartphone. Beneath this, the lower section of the centre

console runs in a line to the large centre armrest. To the right of the driver are the buttons for the new electronic parking brake and its Auto Hold function. Another storage compartment is concealed under the centre armrest that is standard from the mid-level Comfortline version; it is adjustable in length and height. The array of storage options is rounded out by large storage bins in the doors (including storage for 1.5-litre bottles). Volkswagen has maximised the use of every millimetre to make the Golf Estate an all-round vehicle that cuts as good a figure as a business car as it does as a personal car.



XDS+, seven airbags and Automatic Post-Collision Braking System as standard

Estate is offered in the Trendline, Comfortline and Highline equipment lines

Base version Trendline already has air conditioner and touchscreen



Wolfsburg / Amsterdam, June 2013. The new Golf Estate will be offered in the Trendline, Comfortline and Highline equipment lines. All versions of the all-round car offer a Stop/Start system and a battery regeneration mode as standard. The Golf Estate is also the first estate car in its class to offer the functionality of the new Automatic Post-Collision Braking System as standard (if the vehicle is involved in a collision, it automatically brakes the car after the initial impact). Another standard feature is the latest generation of the XDS+ electronic differential lock that was initially developed for the Golf GTI. Every seventh generation Golf sold worldwide also comes with seven airbags and Electronic Stability Control (ESC).

Standard features

Golf Estate Trendline. Standard features added to the Golf Estate Trendline compared to the previous model include its touchscreen with 5-inch TFT display, filler neck with guard to prevent use of incorrect fuel (for diesel versions), ECO Tips in the multifunction display or MFA in the instrument cluster (fuel economy related displays and tips such as a tip to use the next higher gear), electronic parking brake with Auto-Hold function and the tyre pressure monitoring indicator (RKA). Features specific to the Golf Estate include a cargo space cover with convenient two-stage roller, cargo space illumination,

removable cargo floor with a storage bin beneath the cargo floor and storage bins on the left and right side areas, and finally the asymmetrically split, folding rear seat backrest.

Other standard features (excerpt): daytime running lights, air conditioning, electric door mirrors, outside temperature indicator, electric windows, rear windscreen wiper with interval wiping, electromechanical steering assist, safety-optimised head restraints, locking glove box, chrome rings around interior air vents, seat covers in “Pepper” design, decorative inlays in “Dark Silver Matt Silk”, centre console with storage compartment, height and length adjustable steering column, height-adjustable driver’s seat, dust and pollen filter, central locking with wireless remote control, height-adjustable seatbelts with belt tensioners for front seats, disc brakes at all four wheels, size 195 tyres (15-inch), diffuser at rear and green heat-insulating window glass.

Golf Estate Comfortline. The mid-level Comfortline equipment line offers the following features compared to the previous model: ParkPilot front and rear, high-end instrument cluster of the multifunction display “plus”, drawers under the front seats, the new Composition Touch radio system that includes a SD card interface and the Driver Alert System.

Also standard (excerpt, in addition to Trendline features): comfort seats with unique upholstery fabric (“Zoom” design) and lumbar supports in front, “Dark Silver brushed” accents, cargo opening through rear backrest and centre armrest in the rear seatback, rotary light switch and mirror adjustment in chrome look, drawers under the front seats, storage pockets on the backrests of the front seats, storage compartment with lid in the roofliner, auxiliary 12-V electrical outlet in storage space, illuminated make-up mirror, woven floor mats, leather-trimmed steering wheel and gear shift lever and 16-inch alloy wheels (“Dover” type).

Golf Estate Highline. The top version of the Golf VII Estate has these features in addition to those of the Highline version of the Golf VI Estate: newly designed ambience lighting and chrome surround for the VW badge in the radiator grille. Other features of the Golf Estate Comfortline include (excerpt): sport seats in front (heated; system has Alcantara centre seat panels, inner lateral support panels have fabric upholstery in “Global” design), “Piano Black Mesh” inlays, chrome accents for the electric window switches, LED reading lights front and rear, automatic climate control system, leather-trimmed multifunction steering wheel, heated windscreen washer nozzles, bi-xenon headlights plus headlight cleaning system, fog lights including cornering lights with chrome trim, dark red rear lights, anodised roof rails, chrome trim strips on the window sills and 17-inch alloy wheels (“Dijon”).

Optional features

In addition, the new Golf Estate can be customised with a nearly limitless range of optional features.

Here is an overview of these features in alphabetical order (excerpt):

- › “Vienna” leather upholstery
- › 230 V electrical outlet in the luggage compartment
- › Adaptive cruise control (ACC), Front Assist and City Emergency Braking
- › Anti-theft warning system plus
- › Auxiliary heating
- › Comfort and Premium mobile phone interfaces and Nokia Asha 300 mobile phone
- › Composition Colour radio
- › Composition Media radio
- › Cruise control system with speed limiter
- › Digital radio reception: DAB+
- › Discover Media navigation function for Composition Media radio
- › Discover Pro navigation system
- › Dynamic chassis control (DCC) with driving profile selector

- › DYNAUDIO Excite sound system
- › Electrically adjustable driver’s seat
- › Folding door mirrors, with surroundings illumination and lowering of passenger side mirror
- › Keyless Access: keyless locking and engine starting system
- › Lane Assist lane-keeping assistant
- › Light Assist and Dynamic Light Assist main beam control
- › MEDIA-IN multimedia port with iPod/iPhone adapter cable
- › Multifunction display “Plus”
- › Panoramic tilt/slide sunroof with panoramic roof at rear
- › ParkAssist park steering assistant with ParkPilot
- › PreCrash preventive occupant protection
- › Rear Assist reversing camera
- › Road sign recognition
- › Side airbags and belt tensioners at rear seats
- › Smoked side windows and rear windscreen absorb 65 per cent of light
- › Towbar unit (swivelling)



- › Voice control
- › Wheels/tyres in 16, 17 and 18-inch formats
- › Windscreen with wireless heating and infrared reflecting

Customised equipment packages. As mentioned, important extras or extras that are frequently ordered in combination are offered in packages, sometimes with substantial price savings. An overview of the very fully equipped packages:

Business packages. The “Business Package” that is available in three levels offers such features as the Composition Media radio, cruise control system with speed limiter, centre armrest in front, driver alert system, net partition and heated front seats. Two different premium versions of the “Business” package include additional features such as the Discover Media navigation function, ergoActive driver’s seat with 14-way adjustment and PreCrash occupant protection system.

Life package. Another “complete solution” is the “Life package” (includes such features as automatic climate control, multifunction steering wheel, fog lights, Park Assist including ParkPilot, Composition Colour radio and tinted rear windows).

Storage package. The storage package includes the cargo net that can also be used as a bag, reversible cargo space mat and additional storage bins in the spare wheel well.

Parking comfort package. Meanwhile, the “Parking comfort package” includes the parking assistant (Park Assist including ParkPilot), Keyless Access locking and engine starting system, electric folding door mirrors with surroundings illumination and the Front Assist surroundings monitoring system with City Emergency Braking.

Top package. The “Top package” consists of four LED reading lights, cruise control system with speed limiter, premium multifunction display, panoramic tilt sunroof and tinted rear windows that block 65 per cent of the incident light.

Driver assistance package. The “Driver assistance package” puts key convenience and safety systems on-board such as adaptive cruise control (ACC), Front Assist surroundings monitoring system with City Emergency Braking, bi-xenon headlights with LED daytime running lights and turning lights as well as dynamic cornering lights, Dynamic Light Assist main beam control, anti-theft warning system

“plus”, automatic activation of running lights (including leaving home and coming home functions), automatically dipping rear-view mirror, rain sensor and Lane Assist lane-keeping assistant.



Innovative City Emergency Braking and Driving profile selector

Assistance systems perfect safety in the new Golf Estate

First Golf Estate to have adaptive chassis control and driving profile selector



Wolfsburg/Amsterdam, June 2013. An entire armada of innovative assistance and convenience systems is at work aboard the new Golf Estate as standard or optional equipment. The standard assistance and convenience systems in the Golf Estate include the standard Automatic Post-Collision Braking System and the further advanced XDS+ electronic differential lock. Optional systems are the mentioned PreCrash preventive occupant protection system, Driver Alert System (standard from Comfortline), adaptive cruise control (ACC), Front Assist with City Emergency Braking, Lane Assist lane-keeping assistant, road sign recognition and the latest generation of the ParkAssist parking assistant, DCC dynamic chassis control as well as the automated lighting functions Light Assist and Dynamic Light Assist. Other new technologies have been added such as a driving profile selector with up to five programmes (“Eco”, “Sport”, “Normal”, “Individual” and in combination with DCC plus “Comfort”) and a new generation of infotainment systems. A functional overview of the most significant systems:

Assistance systems

Driver alert system. This system, which is a standard feature from the Golf Estate Comfortline, detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds and a visual message recommending taking a break from driving that appears on the instrument cluster. If the driver does not take a break within the next 15 minutes, the warning is repeated once.

Automatic Post-Collision Braking System. Another standard technical highlight of the Golf Estate is the Automatic Post-Collision Braking System. When the vehicle is involved in a collision, the system automatically brakes the vehicle to significantly reduce its residual kinetic energy. Triggering of the Automatic Post-Collision Braking System is based on detection of a primary collision by the airbag sensors. Vehicle braking by means of the Automatic Post-Collision Braking System is limited by the ESC control unit to a maximum deceleration rate of 0.6 g. This value matches the deceleration level of Front Assist, and it ensures that the driver can take over handling of the car after automatic braking. The driver can “override” the Automatic Post-Collision Braking System at any time; for example, if the system recognises that the driver is accelerating, it gets disabled. The automatic system is also deactivated if the driver initiates hard braking at an even higher rate of deceleration. Essentially, the Automatic Post-Collision Braking System applies the brakes until a vehicle speed of 10 km/h is reached. This residual vehicle speed can be used to steer to a safe location after the braking process.

PreCrash preventive occupant protection. If this preventive occupant protection system detects a potential accident situation – such as by the initiation of hard braking via an activated brake assistant – the seatbelts of the driver and front passenger are automatically pre-tensioned to ensure the best possible protection by the airbag and belt system. When a highly critical and unstable driving situation

is detected – such as severe oversteer or understeer with ESC intervention – the side windows are closed (except for a small gap) and so is the sunroof. That is because when the windows and roof are nearly closed, the head and side airbags offer optimal energy absorption and achieve their best possible effectiveness.

Adaptive cruise control (ACC). This system uses a radar sensor integrated in the front of the car. The driver can set the car speed over a range from 30 to 160 km/h. ACC operates with either a manual gearbox or a DSG (dual clutch gearbox). In the Golf Estate with DSG, ACC comfortably brakes to a standstill when the vehicle ahead stops. After being enabled by the driver, ACC together with DSG can also automatically start off again. ACC maintains the vehicle speed preselected by the driver as well as a predefined distance to the vehicle ahead, and it automatically brakes or accelerates in flowing traffic. The system dynamics can be individually varied by selecting one of the driving programmes or by the optional driving profile selector.

Front Assist surroundings monitoring system. Front Assist uses a radar sensor integrated in the front of the car to continuously monitor 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 sufficient braking force to avoid a collision. Should the driver, meanwhile, not react at all, Front Assist automatically brakes the car to give the driver more reaction time. The system also assists the driver by an alert if the car is getting too close to the vehicle in front. The City Emergency Braking function is part of Front Assist.

City Emergency Braking. The City Emergency Braking is a system extension of Front Assist and it monitors the area in front of the car by radar sensor. The system works in the speed range below 30 km/h. If the car is at risk of colliding with a moving or stationary vehicle ahead and the driver fails to react, the brake system is preconditioned in the same way as with Front Assist. If necessary, City Emergency Braking then automatically initiates hard braking to reduce the severity of the impact. In addition, if the driver fails to press the brake pedal sufficiently, the system assists with maximum braking power.

Lane Assist. The camera-based assistance system with steering intervention to maintain the car's position within the driving lane works with extended functionality in the Golf VII Estate. If desired, the system can maintain continuous tracking support. Whenever necessary, Lane Assist also intervenes

with a steering correction when it detects that the driver is leaving the driving lane or is driving over lane markings without setting the direction indicator. The system then gently steers in the other direction.

Convenience systems

DCC dynamic chassis control. The latest generation of DCC dynamic chassis control offers the three driving modes “Comfort”, “Normal” and “Sport”, which are now selected and displayed under “Driving profile selector” on the centre console touchscreen. In “Sport” mode, especially agile handling is implemented, while in “Comfort” mode the ride in the Estate is exceptionally comfortable. In the “Individual” driving profile, other driving profile properties can even be assigned to the DCC mode.

Driving profile selector. A total of four programmes are available via the Driving Profile Selector, and in conjunction with DCC five driving programmes: Eco, Sport, Normal, Individual, and in combination with DCC the additional Comfort. In the “Eco” driving profile, the engine controller, air conditioning and other auxiliary units are controlled for optimal fuel economy. In addition, vehicles with DSG have an additional coasting function in “Eco” mode; when the driver releases the accelerator pedal – e.g. in downhill driving segments – the DSG disengages, and the engine idles. This enables optimal



utilisation of the kinetic energy of the Golf Estate. In “Sport” mode, on the other hand, damping is increased (which reduces body structure movements) and engine response and shift points of the DSG are configured to be even more dynamic.

Electric parking brake. Instead of a handbrake lever, a control switch plus an Auto Hold switch are located on the centre console of the Golf Estate. The electric parking brake offers numerous advantages: eliminating the conventional handbrake frees up more space on the centre console; in addition, the brake is automatically released when driving off. And that simplifies driving off up a hill. Last but not least, the Auto Hold function prevents unintentional rolling from a standstill position.

Dynamic Light Assist dynamic main beam control. Via a camera on the windscreen this system analyses the traffic in front and oncoming traffic. With the help of the camera, the main beam modules of the bi-xenon headlights with dynamic cornering lights are masked only in those areas that the system has determined could potentially disturb other road users. Technically, this function is implemented by a pivoting masking aperture between the reflector with the xenon filament and the lens. Along with lateral swivelling of the entire module and independent control of the left and right headlights, this

additional aperture geometry is able to mask the light source and thereby avoid dazzling traffic ahead or any oncoming traffic.

Light Assist main beam control. For all Golf Estate models with no dynamic cornering lights the base version of automatic full-beam control is available in the form of Light Assist. Light Assist analyses traffic ahead and oncoming traffic – via a camera in the windscreen – and automatically controls activation and deactivation of the main beam (at 60 km/h and above).

Road sign recognition. Road sign recognition is available in combination with a navigation system, because the traffic signs are also shown in the display of the active navigation window (map and/or pictograms). If the system detects any speed limit or “No overtaking” signs via a camera (integrated in the windscreen near to the rear-view mirror), up to three of these will get shown on the instrument cluster in front of the driver and on the navigation system display.

Park Assist parking assistant. This parking assistant not only enables assisted parking parallel to the carriageway, but also reverse parking at right angles to the road. In addition, the system is equipped with a braking and parking space exit function. The system can be activated at speeds of up to

40 km/h by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. As soon as Park Assist has detected a large enough parking space (a manoeuvring distance of 40 cm in front and 40 cm at the rear is sufficient) with its ultrasound sensors, assisted parking can begin: having put the vehicle into reverse, all the driver has to do is operate the accelerator and brake. The car takes care of the steering. Acoustic signals and visual information on the multifunction display assist the driver. If a collision is imminent, the system can also actively apply the vehicle’s brakes.

Infotainment systems

Radio and radio-navigation systems. Volkswagen is equipping the Golf Estate with an entirely new generation of radio and radio-navigation systems. All systems have a touchscreen as standard. The new device generation is available in three different display sizes: 5 inches (“Composition Touch” radio, “Composition Colour” radio), 5.8 inches (“Composition Media” radio, “Composition Media” navigation function) and 8 inches (“Discover Pro” radio-navigation system). For the first time, Volkswagen is implementing displays that have proximity sensors (5.8-inch display and above): as soon as the driver or front passenger moves a finger near to the touchscreen, the system automatically switches from display mode to input mode. The display mode shows a screen that is reduced to just the

essentials. In the operating mode, on the other hand, the elements that can be activated by touch are specially highlighted to simplify intuitive operation. The displays also have a function that lets users scroll through lists or browse CD covers in the media library with a wipe of the hand.

Mobile phone. For the Golf Estate, Volkswagen is offering the two mobile phone interfaces “Comfort” and “Premium” as well as a smartphone (“Nokia Asha 300”) integrated via the hands-free unit. “Comfort” and “Premium” mobile phone interfaces can be ordered together with the “Composition Media” (only “Comfort” mobile phone interface), “Discover Media” and “Discover Pro” audio/navigation systems. The “Comfort” interface offers such features as an external and device-independent antenna interface. The “Premium” interface contains a telephone unit with excellent voice and reception quality that can be operated via the touchscreen of the infotainment system or the multifunctional display. As an alternative to the mobile phone coupled via Bluetooth, it is possible to phone via a separate SIM card integrated in the system. The Premium interface also provides passengers aboard the Golf Estate with a WLAN hotspot implemented via a GSM/UMTS transceiver; up to five wireless devices can be connected to it simultaneously.

Dynaudio Excite sound system. Newly developed for the Golf – and therefore for the Estate, is a sound system from Danish hi-fi specialist Dynaudio. This system makes the Estate a concert hall on wheels with its eight high-end loudspeakers plus subwoofer, a digital 10-channel DSP amplifier and 400 watts of system output power. The system can be customised by choosing from four sound characteristics (“Authentic”, “Dynamic”, “Soft” and “Speech”) which are tuned to the interior of the Golf Estate and four seating configurations (“Driver”, “Front passenger”, “All occupants” and “Rear”) for the audio output.



New engines of the Golf Estate are up to 1.0 litres more fuel efficient

Golf Estate launches with seven turbocharged direct injection petrol and diesel engines

Estate running gear equipped with XDS+ differential lock as standard



Wolfsburg / Amsterdam, June 2013. In the new Golf Estate, newly developed petrol (TSI) and diesel (TDI) engines are being offered at a variety of power levels. All seven engine versions available at the market launch come with a Stop/Start system and a battery regeneration mode (converts kinetic energy into electrical energy) as standard. The Golf Estate has 5- and 6-speed gearboxes; six of the seven TSI and TDI engines can also be combined with a 6- or 7-speed DSG. The new petrol engines (TSI, EA211 series) produce 63 kW/85 PS, 77 kW/105 PS, 90 kW/122 PS and 103 kW/140 PS. The diesel engines (TDI, EA288 series) range in power from 77 kW/105 PS to 81 kW/110 PS and finally the top version with 110 kW/150 PS. Fuel consumption values for the fuel-efficient engines of the front-wheel drive Estate versions range between 3.9 and 5.3 l/100 km. The Golf Estate TDI with 77 kW and 110 kW is also offered in an optional 4MOTION all-wheel drive version.

Petrol engines

1.2 TSI with 63 kW/85 PS. The base engine of the Golf Estate is no longer a naturally aspirated engine as on the previous model (1.4 MPI with 59 kW/80 PS), rather it is a turbocharged, direct injection TSI engine with 63 kW/85 PS (4,300 to 5,300 rpm). The fuel consumption of the new 1.2 TSI is 5.0 l/100 km (equates to 115 g/km CO₂). Thanks to turbocharging, engine torque at this power level increased from 132 to 160 Nm (at 1,400 to 3,500 rpm) compared to the previous entry-level

engine (1.4 MPI). And that is reflected in a significant gain in agility. Nonetheless, the combined fuel consumption of the entry-level engine was reduced by 1.4 l/100 km. The previous Golf Estate model also offered an optional 85-PS TSI engine; in the new version, however, fuel consumption was reduced 0.6 l/100 km with identical power output. The new Golf 1.2 Estate TSI BlueMotion Technology has a top speed of 180 km/h and accelerates to 100 km/h in 12.6 seconds.

1.2 TSI with 77 kW/105 PS. At the 105 PS power level, the new Golf Estate also has a DIN fuel consumption of 5.0 l/100 km (equates to 117 g/km CO₂). Fuel savings of 0.3 l/100 km were implemented relative to the comparable engine of the previous model. The engine's maximum power is available over a speed range of 4,500 to 5,500 rpm. The TSI produces its maximum torque of 175 Nm between 1,400 and 4,000 rpm. At this power level, the Golf Estate 1.2 TSI BlueMotion Technology has a top speed of 193 km/h and accelerates to 100 km/h in 10.7 seconds. As an alternative to the standard 6-speed manual gearbox, this engine may be ordered with a 7-speed DSG; in this case too, fuel consumption is 5.0 l/100 km (115 g/km CO₂).

1.4 TSI with 90 kW/122 PS. At the next power level, the 1.4-litre TSI with 122 PS (5,000 to 6,000 rpm) makes its appearance in sporty fashion. It enables a top speed of 204 km/h and a sprint from zero

to 100 km/h in 9.7 seconds. Its maximum torque of 200 Nm (from 1,400 rpm) is impressive. The Golf Estate 1.4 TSI BlueMotion Technology with 122 PS consumes just 5.3 l/100 km (equates to 124 g/km CO₂), which is 1.0 l/100 km less than the previous model. Here too, a 7-speed DSG is available as an option; it reduces fuel consumption to 5.1 l/100 km (118 g/km CO₂).

1.4 TSI with 103 kW/140 PS. The 140-PS TSI of the Golf Estate develops its maximum power between 4,500 and 6,000 rpm. In the Estate it consumes just 5.3 l/100 km (121 g/km CO₂); with a 7-speed dual clutch gearbox this figure is reduced to 5.0 l/100 km (116 g/km CO₂). The 16-valve four-cylinder engine, which has a maximum torque of 250 Nm that is available between 1,500 and 3,500 rpm, accelerates the Golf Estate 1.4 TSI to 100 km/h in just 8.9 seconds. Its top speed is 213 km/h (in both gearbox versions).

Diesel engines

1.6 TDI with 77 kW/105 PS and 81 kW/110 PS. The 105-PS TDI of the Golf Estate consumes 3.9 l/100 km (equates to 102 g/km CO₂). Its maximum power is reached between 3,000 and 4,000 rpm, and its maximum torque of 250 Nm is available between 1,500 and 2,750 rpm. With this TDI, Golf Estate 1.6 TDI BlueMotion Technology accelerates to 100 km/h in 11.2 seconds and reaches

a top speed of 193 km/h. As an option at this power level, the Golf Estate can be combined with a 7-speed dual clutch gearbox. In this case, its combined fuel consumption is 4.0 l/100 km (equates to 104 g/km CO₂). The 105-PS TDI with a manual gearbox may be ordered in combination with the optional 4MOTION permanent all-wheel drive system. In this case, fuel consumption is 4.5 l/100 km (equates to 119 g/km CO₂).

The 1.6 Blue-TDI engine with 81 kW/110 PS (Euro-6 version) accelerates the Golf Estate to 100 km/h in 11.0 seconds with either a manual or DSG gearbox. The car's documented top speed here is 196 km/h. Fuel consumption values are identical to those of the 77-kW version.

2.0 TDI with 110 kW / 150 PS. This engine's combined fuel consumption of just 4.2 l/100 km (108 g/km CO₂) is excellent for an engine with 150 PS of power. The 2.0-litre TDI has two balancer shafts, which makes it especially smooth running. It develops its maximum power between 3,500 and 4,000 rpm, and its maximum torque of 320 Nm is available from 1,750 rpm (and up to 3,000 rpm). The Golf Estate 2.0 TDI BlueMotion Technology has a top speed of 218 km/h and accelerates to 100 km/h in 8.9 seconds. If desired, this Golf Estate can also be ordered with a dual clutch gearbox (6-speed DSG). This yields a fuel consumption value of 4.5 l/100 km (119 g/km CO₂). The Golf Estate 2.0 TDI with

all-wheel drive is available as an alternative; for the 4MOTION model that is always equipped with a manual gearbox, fuel consumption is 4.8 l/100 km (124 g/km CO₂).

Running gear

In pursuing the goal of the lowest possible weight, a new rear suspension was developed for engine versions with less than 90 kW/122 PS in power: the modular lightweight suspension. For the more powerful engine versions, the further advanced modular performance suspension is used. In front, Volkswagen integrated a MacPherson-type suspension. The new Golf Estate is being equipped with another standard feature for the first time: the XDS+ electronic differential lock. Other new options are DCC dynamic chassis control and a driving profile selector.

XDS+. Technically, the XDS+ electronic differential lock is a functionality that is integrated in Electronic Stability Control (ESC) for improved vehicle dynamics. XDS+, which is tuned specifically for each model, is an extension of XDS, which is familiar from the previous model; its functionality has now been extended to cover all unbraked driving states. The new system improves agility and reduces the need for steering angle inputs by targeted brake interventions at the wheels on the inside of the bend of both axles. This means that the specific braking torque applied by XDS+ contributes towards keeping the

steering angle difference small compared to a neutrally steering vehicle. In addition, XDS+ is effective over all conceivable road friction values, and it results in more precise handling – even on snow. The well-known benefits of XDS – such as significantly reduced understeer and improved traction – were also perfected.

DCC dynamic chassis control. The latest generation of DCC dynamic chassis control offers the three driving modes “Comfort”, “Normal” and “Sport”, which are now selected and displayed under “Driving profile selector” on the centre console touchscreen. In “Sport” mode, especially agile handling is implemented, while in “Comfort” mode the ride in the Estate is exceptionally comfortable. In the “Individual” driving profile, the DCC mode can even be assigned other driving profile properties.

Driving profile selector. A total of four programmes are available via the Driving Profile Selector, and in conjunction with DCC five driving programmes: Eco, Sport, Normal, Individual, and in combination with DCC the additional Comfort. In the “Eco” driving profile, the engine controller, air conditioning and other auxiliary units are controlled for optimal fuel economy. In addition, vehicles with DSG have an additional coasting function in “Eco” mode; when the driver releases the accelerator pedal – e.g. in downhill driving segments – the DSG disengages, and the engine idles. This enables optimal

utilisation of the kinetic energy of the Golf Estate. In “Sport” mode, on the other hand, damping is increased (which reduces body structure movements) and engine response and shift points of the DSG are configured to be even more dynamic.



Key aspects in alphabetical order

ASSISTANCE AND VEHICLE DYNAMIC SYSTEMS:

- › Electronic Stability Control (ESC) including ABS, brake assistant, traction control, XDS+ electronic differential lock, engine drag torque control, countersteering support and trailer stabilisation (standard).
- › Driver alert system
- › Automatic Post-Collision Braking System (standard)
- › ParkPilot
- › Tyre pressure monitoring indicator (standard)
- › DCC dynamic chassis control
- › ACC adaptive cruise control
- › Dynamic Light Assist dynamic main beam control
- › Driving profile selector
- › Light Assist main beam control
- › Cruise control system

- › Park Assist parking assistant
- › Proactive occupant protection system
- › Rear Assist
- › Lane Assist lane-keeping assistant
- › Front Assist surroundings monitoring system with City Emergency Braking
- › Road sign recognition

AUTOMATIC GEARBOXES:

- › 6- and 7-speed DSG

CARGO CAPACITY:

- › 605 litres to 1,620 litres

CD VALUE:

- › 0.27 (Golf Estate TDI BlueMotion)

CHARACTER:

- › All-round car

COLOURS:

- › Standard colour “Urano Grey”
- › Optional colour “Pure White”
- › Metallic paints “Night Blue”, “Pacific Blue” and “Reflex Silver”.
- › Pearl effect colour “Deep Black”
- › Mother of pearl effect paint: “Oryx White”

DIMENSIONS:

- › Length – 4,562 mm
- › Width – 1,799 mm without mirrors, 2,027 mm with mirrors
- › Height – 1,481 mm including roof rails
- › Wheelbase – 2,635 mm

DRIVE TYPE:

- › Front-wheel drive

ENGINES – DIESEL (AT MARKET LAUNCH):

- › 1.6 TDI with 77 kW/105 PS
- › 1.6 Blue-TDI with 81 kW/110 PS
- › 2.0 TDI with 110 kW/150 PS

ENGINES – PETROL (AT MARKET LAUNCH):

- › 1.2 TSI with 63 kW/85 PS
- › 1.2 TSI with 77 kW/105 PS
- › 1.4 TSI with 90 kW/122 PS
- › 1.4 TSI with 103 kW/140 PS

EQUIPMENT LINES:

- › Trendline, Comfortline, Highline

INFOTAINMENT:

- › Standard from Comfortline: “Composition Touch” radio (5-inch)
- › “Composition Colour” radio (5-inch)
- › “Composition Media” radio (5.8-inch)
- › “Composition Media” radio with navigation function “Discover Media” (5.8-inch)
- › “Discover Pro” radio-navigation system (8-inch)
- › Dynaudio sound system

MARKET LAUNCH, EUROPE:

- › August 2013

PRICE (GERMANY):

- › From 18,950 euros

PRODUCTION SITE:

- › Zwickau Plant, Mosel, Germany

RUNNING GEAR:

- › Front: MacPherson spring/strut suspension
- › Rear modular lightweight suspension (under 122 PS)
- › Rear modular performance suspension (from 122 PS)

STANDARD GEARBOX:

- › 5- and 6-speed manual gearbox

TANK:

- › 50 litres; theoretical driving range: up to 1,282 km

TURNING CIRCLE:

- › 10.9 m

WHEELS:

- › Standard, Trendline: 15-inch steel wheels with full wheel covers
- › Standard, Comfortline: 16-inch “Dover” alloy wheels
- › Standard, Highline: 17-inch “Dijon” alloy wheels
- › Optional wheels:
 - 16-inch alloy wheels “Toronto” and “Perth”
 - 17-inch alloy wheels “Dijon”, “Geneva”, “Madrid”, “Salvador” and “Singapore”.
 - 18-inch alloy wheels (incl. sport suspension) “Durban”, “Marseille”, “Salvador” and “Serron”.



Golf Estate 1.2 TSI BMT		63 kW (85 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,197
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	63 (85) 4,300 - 5,300
Max. torque	Nm at rpm	160 / 1,400 - 3,500
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	8.0 / 12.6
Top speed	km/h	180
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.0
Emissions (CO ₂)	g/km	115
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Five-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,289
Permitted gross weight	kg	1,820
Payload	kg	606
Perm. axle load, front/rear	kg	900/970
Perm. trailer load up to 12%, braked/unbraked	kg	1,100/640
Capacities		
Fuel tank	l	50

Golf Estate 1.2 TSI BMT		77 kW (105 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,197
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	77 (105) 4,500 - 5,500
Max. torque	Nm at rpm	175 / 1,400 - 4,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.0 / 10.7
Top speed	km/h	193
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.0
Emissions (CO ₂)	g/km	117
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Six-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,297
Permitted gross weight	kg	1,830
Payload	kg	608
Perm. axle load, front/rear	kg	910/970
Perm. trailer load up to 12%, braked/unbraked	kg	1,300/640
Capacities		
Fuel tank	l	50

Golf Estate 1.2 TSI BMT DSG		77 kW (105 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,197
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	77 (105) 4,500 - 5,500
Max. torque	Nm at rpm	175 / 1,400 - 4,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.0 / 10.7
Top speed	km/h	193
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.0
Emissions (CO ₂)	g/km	115
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Seven-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,324
Permitted gross weight	kg	1,860
Payload	kg	611
Perm. axle load, front/rear	kg	940/970
Perm. trailer load up to 12%, braked/unbraked	kg	1,300/660
Capacities		
Fuel tank	l	50

Golf Estate 1.4 TSI BMT		90 kW (122 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,395
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	90 (122) 5.000
Max. torque	Nm at rpm	200 / 1,500 - 4,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.5 / 9.7
Top speed	km/h	204
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.3
Emissions (CO ₂)	g/km	124
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Six-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,329
Permitted gross weight	kg	1,860
Payload	kg	606
Perm. axle load, front/rear	kg	920/990
Perm. trailer load up to 12%, braked/unbraked	kg	1,400/660
Capacities		
Fuel tank	l	50

Golf Estate 1.4 TSI BMT DSG		90 kW (122 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,395
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	90 (122) 5.000
Max. torque	Nm at rpm	200 / 1,500 - 4,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.5 / 9.7
Top speed	km/h	204
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.1
Emissions (CO ₂)	g/km	118
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Seven-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,350
Permitted gross weight	kg	1,880
Payload	kg	605
Perm. axle load, front/rear	kg	940/990
Perm. trailer load up to 12%, braked/unbraked	kg	1,400/670
Capacities		
Fuel tank	l	50

Golf Estate 1.4 TSI BMT		103 kW (140 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,395
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	103 (140) 4,500 - 6,000
Max. torque	Nm at rpm	250 / 1,500 - 3,500
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.2 / 8.9
Top speed	km/h	213
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.3
Emissions (CO ₂)	g/km	121
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Six-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,354
Permitted gross weight	kg	1,880
Payload	kg	601
Perm. axle load, front/rear	kg	920/1,010
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/670
Capacities		
Fuel tank	l	50

Golf Estate 1.4 TSI BMT DSG		103 kW (140 PS)
Engine, electrics		
Type of engine		4-cyl. petrol engine TSI BMT
Effective displacement	cm ³	1,395
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Direct petrol injection
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	103 (140) 4,500 - 6,000
Max. torque	Nm at rpm	250 / 1,500 - 3,500
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.2 / 8.9
Top speed	km/h	213
Fuel consumption (99/100/EC)		
Fuel type		Premium 95 RON
Combined cycle	l/100km	5.0
Emissions (CO ₂)	g/km	116
Efficiency label		B
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Seven-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,368
Permitted gross weight	kg	1,900
Payload	kg	607
Perm. axle load, front/rear	kg	940/1,010
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/680
Capacities		
Fuel tank	l	50

Golf Estate 1.6 TDI BMT		77 kW (105 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,598
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	77 (105) 3,000 - 4,000
Max. torque	Nm at rpm	250 / 1,500 - 2,750
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.6 / 11.2
Top speed	km/h	193
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	3.9
Emissions (CO ₂)	g/km	102
Efficiency label		A+
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Five-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,395
Permitted gross weight	kg	1,920
Payload	kg	600
Perm. axle load, front/rear	kg	1,000/970
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/690
Capacities		
Fuel tank	l	50

Golf Estate 1.6 TDI BMT DSG		77 kW (105 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,598
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	77 (105) 3,000 - 4,000
Max. torque	Nm at rpm	250 / 1,500 - 2,750
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.6 / 11.2
Top speed	km/h	193
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.0
Emissions (CO ₂)	g/km	104
Efficiency label		A
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Seven-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,410
Permitted gross weight	kg	1,940
Payload	kg	605
Perm. axle load, front/rear	kg	1,030/960
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/700
Capacities		
Fuel tank	l	50

Golf Estate 1.6 Blue-TDI BMT		81 kW (110 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,598
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	81 (110) 3,200 - 4,000
Max. torque	Nm at rpm	250 / 1,500 - 3,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.5 / 11.0
Top speed	km/h	196
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	3.9
Emissions (CO ₂)	g/km	102
Efficiency label		A+
Exhaust emissions classification		Euro 6
Power transmission		
Gearbox		Five-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,395
Permitted gross weight	kg	1,930
Payload	kg	610
Perm. axle load, front/rear	kg	1,010/970
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/690
Capacities		
Fuel tank	l	50

Golf Estate 1.6 Blue-TDI BMT DSG		81 kW (110 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,598
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	81 (110) 3,200 - 4,000
Max. torque	Nm at rpm	250 / 1,500 - 3,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	7.5 / 11.0
Top speed	km/h	196
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.0
Emissions (CO ₂)	g/km	104
Efficiency label		A
Exhaust emissions classification		Euro 6
Power transmission		
Gearbox		Seven-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,412
Permitted gross weight	kg	1,940
Payload	kg	603
Perm. axle load, front/rear	kg	1,030/960
Perm. trailer load up to 12%, braked/unbraked	kg	1,500/700
Capacities		
Fuel tank	l	50

Golf Estate 2.0 TDI BMT		110 kW (150 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,968
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	110 (150) 3,500 - 4,000
Max. torque	Nm at rpm	320 / 1,750 - 3,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.4 / 8.9
Top speed	km/h	218
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.2
Emissions (CO ₂)	g/km	108
Efficiency label		A
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Six-speed manual gearbox

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,436
Permitted gross weight	kg	1,970
Payload	kg	609
Perm. axle load, front/rear	kg	1,010/1,010
Perm. trailer load up to 12%, braked/unbraked	kg	1,600/710
Capacities		
Fuel tank	l	50

Golf Estate 2.0 TDI BMT DSG		110 kW (150 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI BMT
Effective displacement	cm ³	1,968
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	110 (150) 3,500 - 4,000
Max. torque	Nm at rpm	320 / 1,750 - 3,000
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	6.4 / 8.9
Top speed	km/h	216
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.5
Emissions (CO ₂)	g/km	119
Efficiency label		A
Exhaust emissions classification		Euro 5
Power transmission		
Gearbox		Six-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		4
Length/width/height	mm	4,562/1,799/1,481
Wheelbase	mm	2,635
Track, front/rear	mm	1,549/1,520
Luggage compartment		
Length, rear seat raised/folded down	mm	1,055/1,831
Volume by VDA measurement: rear seat raised/folded down	l	605 - 1,620
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,454
Permitted gross weight	kg	1,990
Payload	kg	611
Perm. axle load, front/rear	kg	1,030/1,010
Perm. trailer load up to 12%, braked/unbraked	kg	1,600/720
Capacities		
Fuel tank	l	50



IMAGE SOURCES

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