



## Touareg eHybrid and Touareg R International Media Drive

September 2020

Note: this press release, images and films of the new Touareg eHybrid and Touareg R can be found online at [www.volkswagen-newsroom.com](http://www.volkswagen-newsroom.com).

All equipment specifications apply to the German market.

- 1) Touareg eHybrid (280 kW / 381 PS system power) fuel consumption (NEDC) in l/100 km: combined 2.7; power consumption, kWh/100 km: combined 21.1; CO<sub>2</sub> emissions, g/km: combined 61; efficiency class: A+.
- 2) Touareg R (340 kW / 462 PS system power) fuel consumption (NEDC) in l/100 km, combined: 3.0 – 2.8; power consumption, kWh/100km: combined 19.9 – 19.5; CO<sub>2</sub> emissions, g/km: combined: 69 – 63; efficiency class: A+.
- 3) Mobilität in Deutschland – MiD [Electric mobility in Germany – MiD]. Evaluation Report Federal Ministry of Transport and Digital Infrastructure Version 1.1 dated February 2019
- 4) [www.isi.fraunhofer.de/de/presse/2017/presseinfo-26-2017-plug-in-hybridfahrzeuge.html](http://www.isi.fraunhofer.de/de/presse/2017/presseinfo-26-2017-plug-in-hybridfahrzeuge.html)
- 5) Golf 1.0 eTSI 7-speed DSG dual clutch gearbox (81 kW (110 PS) / combined consumption (NEDC): 4.3 l/100 km; CO<sub>2</sub>: 98 g/km; efficiency class A.
- 6) Golf 1.5 eTSI, 7-speed DSG dual clutch gearbox (110 kW / 150 PS) / combined consumption (NEDC): 4.6 l/100 km; CO<sub>2</sub>: 106 g/km; efficiency class A.
- 7) Golf 1.5 eTSI 7-speed DSG dual clutch gearbox (96 kW / 130 PS) / This vehicle is a near-production prototype
- 8) Golf 1.4 eHybrid, 6-speed DSG dual clutch gearbox (150 kW / 204 PS) / combined consumption (NEDC): 1.4 – 1.2 l/100 km; 11.6 – 11.0 kWh/100 km; CO<sub>2</sub>: 31 – 28 g/km; efficiency class A+.
- 9) Golf 1.4 GTE, 6-speed DSG dual clutch gearbox (180 kW / 245 PS) / combined consumption (NEDC): 1.7 l/100 km; 12.4 kWh/100 km; CO<sub>2</sub>: 38 g/km; efficiency class A+.
- 10) Passat 1.4 GTE, 6-speed DSG dual clutch gearbox (160 kW / 218 PS) / combined consumption (NEDC): 1.5 – 1.4 l/100 km; 14.2 – 13.8 kWh/100 km; CO<sub>2</sub>: 34 – 32 g/km; efficiency class A+.
- 11) Passat Estate 1.4 GTE, 6-speed DSG dual clutch gearbox (160 kW / 218 PS) / combined consumption (NEDC): 1.6 l/100 km; 15.1 – 14.7 kWh/100 km; CO<sub>2</sub>: 37 – 36 g/km; efficiency class A+.
- 12) Golf Variant eTSI - The vehicle is not yet available for sale.
- 13) Tiguan 1.4 eHybrid 6-speed DSG dual clutch gearbox (180 kW / 245 PS) / This vehicle is a near-production prototype.
- 14) Arteon 1.4 eHybrid 6-speed DSG dual clutch gearbox (160 kW / 218 PS) / This vehicle is a near-production prototype.
- 15) Arteon 1.4 Shooting Brake eHybrid 6-speed DSG dual clutch gearbox (160 kW / 218 PS) / This vehicle is a near-production prototype.



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In brief

## Volkswagen to offer electrified versions of its flagship model: launch of the Touareg eHybrid and Touareg R with V6 plug-in hybrid

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### Important facts about the Touareg eHybrid and Touareg R

- **Intelligent electric performance.** Volkswagen is electrifying the Touareg in two power classes with a new plug-in hybrid drive
- **Touareg eHybrid.** The plug-in hybrid SUV will be launched with 280 kW system power in the Atmosphere and Elegance equipment lines
- **Touareg R.** Powerful 340 kW top model comes to the market as a sporty exclusive version – developed by Volkswagen R
- **Temporary zero emissions.** Both Touareg hybrid models can be driven under purely electric power for around 47 kilometres
- **Park Assist with remote control.** The latest Touareg generation can be remote-controlled by smartphone for driving in and out of a parking space for the first time
- **Travel Assist up to 250 km/h.** The Touareg is the first Volkswagen that makes assisted driving up to 250 km/h possible
- **High everyday usability.** The Touareg hybrid models cope masterfully with any scenario – thanks to a maximum trailer weight of 3.5 tonnes and all-wheel drive
- **Unparalleled agility.** A maximum torque of up to 700 newton metres gives appreciable power reserves under acceleration
- **Exclusive Touareg R equipment.** As standard with black leather equipment, Crystal Grey decorative seams and 20-inch wheels
- **Additional equipment for the Touareg hybrid models.** All models come with a panoramic sliding/tilting sunroof and digital InnoVision Cockpit.

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**Wolfsburg, September 2020.** Volkswagen is electrifying its model range in a product offensive spanning all product lines. The latest example is the brand's flagship model – the Touareg. This will now be available in two power classes with a new V6 plug-in hybrid drive: as a Touareg eHybrid<sup>1</sup> and an exclusive Touareg R<sup>2</sup>. The luxury-class SUV range with electric motor and

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petrol engine starts with the new Touareg eHybrid with a system power of 280 kW (381 PS). The hybrid version is designed for a high level of travel comfort and can be configured in the two equipment lines Atmosphere and Elegance. In contrast, the new Touareg R has a distinctly sporty setup and equipment. With a system power of 340 kW (462 PS), it is the most powerful model of both the product line and the brand. Both the Touareg eHybrid and Touareg R have a high level of efficiency combined with outstanding all-round characteristics and extensively enhanced standard equipment. This includes a 4-zone automatic air conditioner, the Innovision Cockpit (with digital instruments and the top-of-the-range Discover Premium navigation system), a panoramic sliding/tilting sunroof and – in the case of the Touareg R – IQ.LIGHT LED matrix headlights.

**Zero emissions on short journeys.** The two new all-wheel-drive plug-in hybrid models both permit a high electric WLTP range of around 47 kilometres and low average consumption. Both can be attributed to the perfect interplay between the electric motor and the V6 turbocharged petrol engine. The plug-in hybrid models are ideal for the typical usage patterns of car drivers. In Germany, for example, the Federal Ministry of Transport and Digital Infrastructure (BMVI)<sup>3</sup> found that 99 percent of all trips in the most populous country of Europe are shorter than 100 kilometres. For these distances, the plug-in hybrid drive with a charged battery (energy content: 14.3 kWh net, 17.9 kWh gross) stands out with particularly low fuel and energy consumption. In this context, a large-scale study<sup>4</sup> carried out in the US and Germany by the renowned Fraunhofer Institute for Systems and Innovation Research (ISI) together with the Karlsruhe Institute of Technology (KIT) showed that drivers of plug-in hybrid models charge the batteries as often as drivers of electric cars.

**Efficiency on long journeys.** The plug-in hybrid drives of both Touareg models also show off their great potential over long distances because the battery is permanently recharged a little while driving via brake energy recuperation – in other words by recovering energy while braking. This



energy is sufficient for the Touareg eHybrid and Touareg R to repeatedly completely switch off the V6 engine when decelerating and on downhill stretches, thereby coasting with zero local emissions. The interplay of electric drive motor and six-cylinder engine is perfected with the predictive hybrid strategy of both models. This predictive hybrid strategy is possible when route guidance is active in the navigation system. Both Touareg models use GPS and map data in order to also realise economical consumption values on medium and long distances. For this purpose, the system integrates the topography, routed data and destination region in route calculation. The Touareg eHybrid and Touareg R thus realise combined ranges of up to 810 kilometres.

**3.5 tonnes maximum trailer weight.** In spite of their outstanding efficiency, the new plug-in hybrid models are still specialists for demanding tasks – like all Touareg models. Both the Touareg eHybrid and Touareg R are designed for a maximum trailer weight of 3.5 tonnes, which is exceptionally high for hybrid models (this is also possible for all-electric driving). With this versatility– covering the spectrum from true off-road vehicle through to luxury-class touring car that can be used temporarily as a zero emission vehicle – the Touareg plug-in hybrid models have a special place among large SUVs. Both new models comply with the Euro 6d-TEMP-EVAP-ISC emission standard.

**Assisted driving.** The Touareg is one of the most modern SUVs in the world. With Travel Assist, for example, it is the very first Volkswagen that is capable of assisted driving up to a speed 250 km/h within the system limits. The SUV takes over both longitudinal and lateral guidance here. The Touareg does not just react to vehicles driving ahead, but also to speed restrictions and the course of the road (bends, roundabouts, junctions, etc). In addition, the Touareg is also the first Volkswagen that can be autonomously driven in and out of a parking space with the new Park Assist with remote control using a smartphone app. This is particularly appealing for the new Touareg eHybrid and Touareg R because the Park Assist with remote control works not only



with the V6 petrol engine, but also in the all-electric E-MODE. The same applies to the familiar Trailer Assist function, which makes reversing with a trailer significantly easier.

**Authentic, everyday usability.** The new Touareg hybrid models are based on the third generation of the product line launched in 2018, which in turn was an evolution of the model first introduced in 2002. All current Touareg models feature a dynamic and elegant design, maximum safety and long-distance comfort, state-of-the-art connectivity and a largely digitalised cockpit. Furthermore, the overall concept is consistently designed for a high level of everyday usability and all-round characteristics such as a high maximum trailer weight. The reason for this is that, some 60 percent of all Touareg owners in Germany and 40 percent in Europe also use their SUV as a towing vehicle. Against this background, as described above, Volkswagen has attached particular importance to keeping the Touareg's approval as an off-road vehicle also for the plug-in hybrid drive versions, so that it can tow the above-mentioned 3.5 tonnes maximum trailer weight – unlike the majority of comparable SUVs. Both models will be available to order from the start of October.

**Progressive mobility strategy** The new Touareg plug-in hybrid models from Volkswagen represent the next milestones of a long-term powertrain strategy. As one of the first manufacturers, Volkswagen is pursuing the path of a dual product range with two equivalent vehicle lines. First, there are the familiar product lines with combustion engines – from the small up! to the large Touareg – which are being continuously enhanced. Here, Volkswagen is electrifying an increasing number of models with highly efficient hybrid drives of various types. In Europe, these Volkswagen models (with the exception of the independent up!) are based on the modular transverse matrix (MQB / Polo to Arteon) and the modular longitudinal matrix (MLB / Touareg). Second, in a parallel process, a new range of all-electric vehicles based on the modular electric drive matrix (MEB / ID. family) is being launched. All the model series together – up!, MQB, MLB and MEB – form the



new Volkswagen product range. In the future, it will cover all application scenarios and drive concepts in order to be able to offer every customer their optimal form of automobility.

**Volkswagen hybrid offensive.** The hybrid models play a key role in the electrification of Volkswagen's product portfolio as they reduce emissions everywhere and immediately. All hybrid models have in common the fact that electric energy is used to reduce consumption and emissions and to increase the combined range. By the end of the year, Volkswagen will have a total of 15 hybrid models at its dealerships on the European market alone. On board: either a 48 V mild hybrid or a plug-in hybrid drive. Three Golf eTSI<sup>5/6/7</sup> (48 V mild hybrid) and the plug-in hybrid models, Golf eHybrid<sup>8</sup>, Golf GTE<sup>9</sup>, Passat GTE<sup>10</sup> and Passat Variant<sup>11</sup> GTE, are already on the market. Still to be launched in 2020 are also three Golf Variant eTSI<sup>12</sup> (48 V mild hybrid) models and – each with a plug-in hybrid drive – the Tiguan eHybrid<sup>13</sup>, the Arteon eHybrid<sup>14</sup> and the Arteon Shooting Brake eHybrid<sup>15</sup>, as well as the new Touareg eHybrid and the Touareg R. All these models will enter a booming market: at the beginning of September, the European Automobile Manufacturers Association (ACEA) reported an increase of 133.9 percent in new hybrid vehicle registrations for the second quarter of 2020 compared with 2019. The fact is that the current hybrid models such as the new Touareg eHybrid and the Touareg R change the way in which we drive. They awaken a desire for sustainable cruising and are also fun to drive with their electric boost function. They are economical all-rounders that make long combined ranges possible, become an electric car temporarily and contribute to reducing CO<sub>2</sub> emissions.



## Key aspects

### **All the details of the V6 plug-in hybrid drive**

**Intelligent electric performance.** In the new Touareg eHybrid and Touareg R, a 100 kW (136 PS) electric motor, a V6 turbocharged petrol engine with 250 kW (340 PS) and a capacity of 2,995 cc and a high-voltage lithium-ion battery (gross energy content: 17.9 kWh) form the central elements of the plug-in hybrid drive. The system power of the Touareg eHybrid is 280 kW (381 PS). The Touareg eHybrid transfers a maximum system torque of 600 newton metres to the all-wheel drive. Thanks to a sportier software application of the hybrid drive specially configured by Volkswagen R, the Touareg R provides a system power of 340 kW (462 PS) and a maximum system torque of 700 Nm. Both versions of the Touareg have a top speed of up to 250 km/h. The Touareg eHybrid completes the sprint from 0 to 100 km/h in 6.3 seconds; the Touareg R does this in 5.1 seconds. However, more decisive than the classic top speed and acceleration performance disciplines is the confidence with which the two Touareg models pick up the pace at any engine speed thanks to the alliance of the electric motor and V6 engine – they are powerful cruisers that can pull trailer weights of up to 3.5 tonnes and still impress with lowest consumption values.

**Hybrid plus all-wheel drive.** The electric drive motor and V6 TSI are integrated in the engine compartment in the front. The lithium-ion battery is installed in the underbody of the 665-1675 litre luggage compartment. The power electronics convert the direct current of the battery into alternating current for the electric drive motor. In both cases, an 8-speed automatic gearbox (with Tiptronic) and a transfer box transmit power to the front and rear axles (4MOTION permanent all-wheel drive). A centre differential lock with asymmetric dynamic torque distribution (Torsen) acts as a transfer box for the flow of forces between the front and rear axle. A maximum of 70 percent of the drive force reaches the front axle and up to 80 percent reaches the rear axle.





**All-electric drive up to 135 km/h.** When first started, the Touareg eHybrid and the Touareg R use only the electric motor if the battery is sufficiently charged. This ensures that the SUVs come as close to zero emissions as possible, especially on short journeys. Both Touareg models are able to be driven in all-electric mode at a speed of up to 135 km/h; above this, the V6 TSI is activated automatically – or at any time using kickdown. The system then changes to the Hybrid mode. On long journeys, it makes sense to directly change over to this mode as the combination of both engines results in extremely low average consumption and very high combined ranges. If the navigation system equipped as standard is used for guidance to the destination and Hybrid mode is selected, a predictive hybrid strategy is automatically activated which further optimises the ranges.

**Predictive hybrid strategy.** When route guidance is active in the navigation system, the predictive hybrid strategy includes the topography in the route calculation using map data and GPS in order to offer the route that can be driven most efficiently. In addition, the navigation system allows the SUV to provide the driver with predictive information about the route ahead. This allows deceleration in good time before a bend, for example, in order to obtain the optimum brake energy recuperation effect. When ACC (Adaptive Cruise Control / optional) or the optional Travel Assist (assisted driving with automatic longitudinal and lateral guidance) are active, the Touareg eHybrid and Touareg R even do this automatically. Irrespective of whether driving in manual or assisted driving mode, the predictive hybrid strategy allows the plug-in hybrid model to recognise town boundaries, for example, and therefore automatically adapt operation of the drive systems in advance.

**Changeover between E-MODE and Hybrid mode.** The driver can control the hybrid functions and select the driving profile using the Menu button on the 4MOTION Active Control in the centre console or the corresponding menu in the infotainment system. Both are clearly arranged next to each other on a shared screen. The available hybrid functions are E-MODE for all-electric driving and Hybrid mode for optimised and automatic interaction between



the electric motor and the V6 engine. If the driver taps the E-MODE button when in Hybrid mode, the Touareg eHybrid and Touareg R switch to all-electric drive at speeds of up to 135 km/h if the battery is sufficiently charged. Conversely, the SUV switches to Hybrid mode if the driver taps the Hybrid button when in E-MODE.

**Zero emissions at the destination.** Thanks to the intuitively configurable Hybrid mode, sufficient electric energy can be reserved even on longer journeys so that the final distance to an urban destination can be covered with zero local emissions. At the start of the journey, the driver simply enters the percentage of the battery capacity that must be reserved in the infotainment system. The battery also does not have to be fully charged for this, since it can also be charged during the trip by the TSI engine and brake energy recuperation. To charge the battery while driving, the driver can open the Drive mode selection menu. E-MODE and Hybrid mode are located here centrally on the uppermost level for selection by the driver. If the driver selects the Hybrid option, a battery with ten scale steps (0 to 100 percent) is then displayed showing the current charge level. The driver can recognise the charge level intuitively by the number of battery segments that are lit up in light blue. Next to the battery is a symbol with a stylised gear wheel. Tapping on this symbol opens manual Hybrid mode. The driver now has the option of maintaining the battery charge level (via the equals sign "="), or increasing it (up arrow "^") or lowering it to a defined level (down arrow "v") at 20 percent increments. To exit manual Hybrid mode again and use both drives automatically once more, the driver simply has to tap once on the battery.

**Quick driving profile changeover.** The 4MOTION Active Control also allows drivers to select the desired driving profile in the Touareg eHybrid and Touareg R: the driving profile selection is accessed in the infotainment system by pressing the Menu button. The Eco, Comfort, Normal, Sport and Individual profiles for on-road driving and the Offroad and Snow profiles for off-road driving are available as standard. However, the driver can also



manage these modes directly using the operating unit for driving mode selection in the centre console. Onroad profiles are selected by turning the rotary switch to the left. If the switch is turned to the right, the off-road profiles are opened.

**Hybrid displays in the Innovision Cockpit.** The Innovision Cockpit comes as standard in the Touareg eHybrid and the Touareg R. It consists of the digital instruments (Digital Cockpit, 12-inch screen) and the infotainment system screen (Discover Premium, 15-inch TFT touchscreen). The driver can access specific information about the hybrid functions using the energy flow displays in the infotainment system (showing the battery's energy reserve, the energy supply to the drive system, and battery charging) and the electric range monitor (showing the electric range, driving profile and the potential to increase the range by deactivating electrical consumers). The combined power display and rev counter on the left-hand side of the Digital Cockpit shows the current status of the hybrid system. It displays the consumption (under acceleration) or feed-in (under deceleration) of electric energy as well as hybrid mode. The remaining electric range and the fuel range are also shown.

**Plug-in charging.** The battery of Touareg eHybrid and Touareg R is normally fully charged externally. A charge port is provided at the rear on the driver side for this purpose. Depending on the power source, charging takes place with 2.3 or 3.6 kW alternating current (AC). The battery charger integrated in both Touareg models manages charging fully automatically; all the driver has to do is to connect the plugs. This "plug-in" connection also explains the designation of hybrid drive. The driver can also control the time at which charging takes place via the infotainment system (e-manager) or using the We Connect app on a smartphone in order to benefit from cheaper off-peak electricity, for example. Convenient: the vehicle interior can be cooled or heated before the start of a journey both during charging with a connected charging cable or whenever the battery charge is sufficient in parking mode.





### The assisted driving systems in detail

**Fully automatic Park Assist Plus.** Volkswagen was one of the first vehicle manufacturers to offer an automatic parking aid for its vehicles: Park Assist. New evolutionary stages of this increasingly intelligent system have been developed up to the present day. With the assistance of ultrasound sensors, it is possible to drive in and out of a parking space semi-automatically – this is possible both for parking bays located parallel to the road and perpendicular parking spaces. The vehicle takes over the steering and, in case of emergency, also braking. In the case of perpendicular parking spaces, both reverse parking and semi-automatic forward parking are supported. All Volkswagen models with Park Assist steer fully automatically during the parking process. With the new Touareg, two enhancements of this assist system are now being introduced: Park Assist Plus and Park Assist with remote control. With Park Assist Plus, it is now possible to drive fully automatically into parallel and perpendicular parking bays both forwards and backwards instead of just semi-automatically. As soon as the Touareg recognises a suitable parking space, the driver presses and holds the Park Assist button (Drive button) – and the parking manoeuvres start. For this purpose, the Touareg uses a total of twelve ultrasound sensors and the four cameras of the Area View system (at the front and rear and in the exterior mirrors). For the camera images, Volkswagen makes use of progressive sensor fusion, which significantly increases the accuracy of object detection. This allows the Touareg to also perform assisted parking in garages, for example. The Touareg stops manoeuvring immediately when the Drive button is released.

**Park Assist with remote control.** The most advanced version of the system is the new Park Assist with remote control. For this feature, the driver uses a smartphone – and the new VW Remote Park Assist Plus app. This is how it works: generally in the case of Park Assist Plus, the driver presses the P button in the top left of the infotainment system to activate the search for a parking space. A message appears: "Searching for parking spaces". As soon



as the Touareg recognises suitable parking spaces – in traffic, at home or in multi-storey car parks – it displays this in the infotainment system, including the position and type of parking space. The driver selects one of the offered parking spaces. A message then appears: “Please apply the brake and keep the button pressed or select Park Assist with remote control”. Up to this point, operation of Park Assist Plus and Park Assist with remote control is the same. If the driver decides to use Park Assist with remote control, the driver leaves the vehicle, takes the vehicle key with them, and activates the parking process in the app. To do this, the driver presses the Drive button on the smartphone, which is equivalent to the same button in the vehicle. The parking process then starts. For safety reasons, the Drive button must be kept pressed continuously or the Touareg will stop immediately. The SUV now carries out the process of driving into a parking space completely independently and automatically. In order to activate automatic driving out of a parking space by smartphone, the driver starts the engine in the app via a separate Engine button. After the engine has been switched on and the operation for driving out of a parking space has been activated, the Engine graphic turns into the Drive button icon. The process of driving out of a parking space now begins. The Drive button must also be kept pressed continuously here for safety reasons. The manoeuvres for driving out of a parking space are displayed on the smartphone in parallel.

**SUV plug-in hybrid with Trailer Assist.** The SUV uses Trailer Assist to manoeuvre a trailer backwards into a parking space or gateway almost automatically. In E-MODE, this takes place with zero local emissions. To manoeuvre the Touareg eHybrid and the Touareg R and trailer in reverse, the driver stops behind the parking space for the trailer and shifts into reverse gear. The system is activated by pressing the “Park Assist” button. The exterior mirror adjustment switch then appears on the display. The driver is instructed how to set the desired steering angle using the mirror switch, which acts as a joystick. As soon as the driver moves the switch, a symbol with trailer appears on the display. Here the current articulation angle and



the articulation angle of the trailer newly set by the driver is displayed. With the aid of the exterior mirror switch, the driver sets the desired direction of travel of the car and trailer. "Trailer Assist" takes over the specified steering angle. The car and trailer are automatically aligned using the Park Assist control unit in conjunction with the electromechanical steering. In the first manoeuvring phase, the driver selects the articulation angle (up to 75°) to turn in reverse in a certain direction or to drive on a curve. When the trailer is then facing straight in the direction of the target position, the driver finally simply pulls back the mirror adjustment switch. The car and trailer now drive precisely in reverse in the trailer direction, without having to make manual corrections, and park the trailer as desired.

**Travel Assist up to 250 km/h.** One of the new features in the Touareg is the optionally available Travel Assist. Until now, this system has made assisted driving in other Volkswagen vehicles possible up to a speed of 210 km/h. But for the first time, on German motorways this assistance is available up to a speed of 250 km/h. Travel Assist relies on systems including ACC Adaptive Cruise Control (longitudinal guidance) and Lane Assist lane keeping system (lateral guidance). Travel Assist is activated using the new multifunction steering wheel. For legal and safety-relevant reasons, drivers must permanently monitor the system – meaning they must have at least one hand on the steering wheel. Thanks to new capacitive sensor technology in the Touareg's steering wheel, drivers need merely to touch it.



### The equipment lines of the hybrid models in detail

**Touareg eHybrid – enhanced standard equipment.** The Touareg eHybrid is available to order in the Atmosphere or Elegant equipment lines. Atmosphere is a warm interior world where wood and natural tones prevail. Elegance stands for a technical interior world dominated by metal and matching colours. In conjunction with the Atmosphere and R-Line equipment lines, the spoilers and side sills have the same colour as the car. In addition, chrome trim in the area of the bumpers, windows, radiator grille and exclusive tail pipes of the exhaust system add refinements to the exterior. For the Touareg eHybrid, the following additional features are available on board as standard: Innovision Cockpit – a fusion of the Digital Cockpit (digital 12-inch instruments) and the Discover Premium infotainment system (15-inch TFT touchscreen), a panoramic sliding/tilting sunroof and Air Care Climatronic – a 4-zone automatic air conditioner.

**Base version + Atmosphere / Elegance.** Important features of the basic equipment of the Touareg and the additional Atmosphere and Elegance equipment lines at a glance:

### Basic equipment of all Touareg models (excerpt)

#### Exterior equipment

- Windscreen made of heat-reflecting glass
- LED tail light clusters
- LED headlights with LED daytime running lights
- Alloy wheels Cascade 8 J x 18
- Tyres 235/65 R 18





### **Interior equipment**

- Luggage compartment cover
- Centre armrest, front
- Multifunction steering wheel in leather, with paddles
- Centre seat panels in Graphite cloth
- Decorative trims in aluminium Cortina Silver
- Textile floor mats, front and rear
- Front seats with height adjustment

### **Functional equipment**

- Exterior mirrors can be electrically adjusted, folded in and heated
- Dual tone horn
- Automatic lighting control
- Driving profile selection
- Pedestrian protection system, enhanced
- Cruise control system incl. speed limiter
- Air Care Climatronic air conditioning system with 2-zone air conditioning
- Loudspeakers (8)
- Illuminated vanity mirrors in the sun visors
- Premium multi-function display
- Multifunction camera
- Discover Pro navigation system
- Emergency Call Service, validity 10 years
- Keyless Start without SAFELOCK
- Lane Assist lane keeping system
- Mobile phone interface
- USB port also for iPod/iPhone
- Dynamic Road Sign Display



## Safety

- Curtain airbag system for front and rear passengers incl. side airbags in the front
- Poor weather light
- Whiplash-optimised head restraints, front
- Autonomous Emergency Braking Front Assist
- Acoustic warning and lamp for unbuckled belts, front and rear

## Atmosphere / warm world (excerpt)

- Background lighting, white
- Trim panel of centre console in "black matt" and "silver" (optionally in "high gloss black" and "silver")
- Decorative trim of the dash panel and door trim in fine wood ("open-pore ash", optionally shaped fine wood "open-pore walnut")
- Design tailpipes, trapezoidal, integrated in bumper
- Sill panel trims in stainless steel
- Window trim strips, bright
- Load sill guard in stainless steel
- Vienna leather
- Bumpers and bottom parts of the door in exterior colour, with chrome strips; air intake with louvres in chrome

## Elegance / technical world (excerpt)

- Background lighting, white
- Trim panel of centre console in "black matt" and "silver" (optionally in "high gloss black" and "silver")
- Decorative dash panel trim and door trim in "aluminium, brushed 45°" (optionally in grey-coloured shaped fine wood "Silver Birch")
- Design tailpipes, trapezoidal, integrated in bumper



- Sill panel trims in stainless steel
- Window trim strips, bright
- Load sill guard in stainless steel
- Vienna leather
- Bumpers and bottom parts of the door in exterior colour, with chrome strips; air intake with louvres in chrome

**Touareg R – standard equipment.** The new Touareg R launches on the market with enhanced and customised standard equipment. The otherwise optional R-Line specification package and the Black Style exterior design package, which is also available for other models at extra cost, form the basic matrix of the standard configuration. Like the Touareg eHybrid, the Touareg R also has enhanced functional equipment on board in addition to the R-specific equipment. In the new brand flagship, this includes the Innovision Cockpit with the Digital Cockpit (12-inch digital instruments) and the Discover Premium infotainment system (15-inch TFT touchscreen), the IQ.Light LED matrix headlights (interactive camera-controlled dipped and main beam headlights), a tilting and sliding panoramic sunroof and Air Care Climatronic 4-zone automatic air conditioner.

### **R exterior equipment (excerpt)**

- R logo (in the radiator grille, on the boot lid and on the signets on the front wings and doors)
- 20-inch Braga alloy wheels (black on the inside / burnished on the outside; alternatively in matt grey on the inside / burnished on the outside)
- Radiator grille with black trim strips
- LED tail light clusters, tinted
- Air intakes with black louvres
- Wheel housing extensions in exterior colour



- Black exterior mirror housings
- Black trim strip on the lower part of the front bumper
- Black trim strips on the side windows
- R-style bumper
- Bumper and lower sections of doors in exterior colour
- Trapezoidal design tailpipes

### **R interior equipment**

- Background lighting in white
- Trim of centre console in "high gloss black" and "silver look"
- Decorative trim of dash panel and door inserts in Silver Wave aluminium
- Illuminated sill panel trim in stainless with R logo
- Load sill guard in stainless steel
- Vienna leather for comfort seats with R logo in the head restraints
- Multifunction steering wheel in leather, (heatable and with paddles, R logo and button for optional Travel Assist)
- Stitching on the leather seats, edging strips on the textile floor mats and decorative seams on the armrests, selector lever and door trims in Crystal Grey.
- Pedals in brushed stainless steel

**Exclusive R options.** Within the product line, the traditional Volkswagen R colour Lapiz Blue Metallic (optional) is reserved exclusively for the Touareg R. Additional optional equipment for the new range-topping model include the 21-inch Suzuka wheel (burnished or black finish) and the 22-inch Estoril wheel (black and burnished black), which is available for the first time. Volkswagen R also developed the black Puglia leather interior package exclusively for the Touareg. This natural leather is tanned using a vegetable agent based on olive leaf extract. One particular visual highlight is the elegant yet sporty diamond-shaped stitching on the leather seats, which is



also replicated in the door trim. The Puglia leather package also includes Sepang Blue piping in the seat cushion bolsters. The piping matches a thin blue decorative seam that stretches the entire width of the dash panel. The head restraints also feature the R logo.

**Optional high-tech features for all models.** The additional highlights that are available as optional equipment in the Touareg models include a 780-watt Dynaudio sound system, Night Vision (detects people and animals in the dark using a thermal imaging camera), Travel Assist for the first time as described (partly automated steering and lane keeping, acceleration and braking up to 250 km/h), Park Assist with remote control as well as Front Cross Traffic Assist (responds to crossing traffic in front of the Touareg). Thanks to a central control unit, the driver experiences all assist systems and integrated technologies such as the IQ.Light LED matrix headlights as a homogeneous unit. The systems are continuously active as electronic assistants to provide unobtrusive support in the background, making travel safer, more comfortable and more intuitive than ever before.