



The new Polo

Online workshop for world premiere

Wolfsburg 2021

Notes:

This press release can be found online at www.volkswagen-newsroom.com along with images and videos of the new Polo.

All equipment specifications apply to the German market.

Polo 1.0, 59 kW/80 PS, 5-speed manual gearbox, fuel consumption l/100 km (NEDC): urban 5.8-5.7; extra-urban 4.1-4.0; combined 4.7-4.6; combined CO2 emissions in g/km: 109-106; efficiency class: B

Polo 1.0 TSI, 70 kW/95 PS, 5-speed manual gearbox, fuel consumption l/100 km (NEDC): urban 6.0-5.7; extra-urban 4.1-4.0; combined 4.8-4.6; combined CO2 emissions in g/km: 109-106; efficiency class: B

Polo 1.0 TSI, 70 kW/95 PS, 7-speed-DSG, fuel consumption l/100 km (NEDC): urban 5.7-5.5; extra-urban 4.2-4.1; combined 4.7-4.6; combined CO2 emissions in g/km: 108-105; efficiency class: B

Polo 1.0 TSI OPF, 81 kW/110 PS, 7-speed-DSG, fuel consumption l/100 km (NEDC): urban 5.5-5.4; extra-urban 4.4-4.3; combined 4.8-4.7; combined CO2 emissions in g/km: 110-107; efficiency class: B

Polo 1.0 TGI compressed natural gas (CNG), 66 kW/90 PS, 6-speed manual gearbox, fuel consumption m³/100 km (NEDC): urban 6.5-6.3; extra-urban 4.6-4.3; combined 5.3-5.0; combined CO2 emissions in g/km: 95-90; efficiency class: A+



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In a nutshell – Summary

Evolving to the next level: Polo is one of the first in its class to offer partly automated driving

Facts at a glance

- **A bestseller since 1975:** With more than 18 million units built, the Polo is one of the world's most successful compact cars
- **Sharper design:** The new Polo comes with LED headlights, LED tail light clusters and new bumpers as standard
- **High-tech features:** Equipped with IQ.DRIVE Travel Assist (partly automated driving) and IQ.LIGHT LED matrix headlights for the first time
- **Digital and always on:** Digital Cockpit (fitted as standard), online infotainment systems and optional air conditioning operation via touchscreen
- **New range of versions:** Polo, Life, Style, R-Line and GTI all come with a significantly wider range of standard equipment
- **Sustainable drives:** The new Polo is offered with a choice of three efficient 1.0-litre petrol engines or a 1.0-litre turbocharged natural gas engine

Wolfsburg, April 2021. The Polo: built in Pamplona, Spain and Uitenhage in South Africa, it will soon be on its way to countless markets across the world. With more than 18 million units built, the Polo is one of the world's most successful compact cars. The Polo may be small in size, but it is one of the greats of the Volkswagen brand: for years, it has been regularly claiming a place among the top three best-selling model series. Now the Polo has evolved once again. The design, technologies and specification matrix of the bestseller have had a comprehensive update, as is immediately obvious when you see the vehicle's new front and rear. The bumpers and boot lid have been given a new look, as have the headlights and tail light clusters, which now come with LED technology as standard. Thanks to the new

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lighting design, this Polo has a particularly charismatic daytime and nighttime signature. And for the first time, this striking signature includes an LED light strip along the radiator grille crossbar – this is in conjunction with the IQ.LIGHT LED matrix headlights (optional/dependent on specification package), which are also new for the Polo. In this regard, the new Polo takes its cue from the ID models as well as the new Golf and Arteon – these were the first Volkswagens to have an LED crossbar at the front. Moving to the interior, the Polo boasts the Digital Cockpit, now fitted as standard, a redesigned multifunction steering wheel which likewise comes as standard, and new-generation infotainment systems including the online control unit (eSIM) and App-Connect Wireless (both dependent on specification). Customers who opt for Climatronic in their Polo will now be able to operate the automatic air conditioner via touchscreen, as is also the case in larger models like the Tiguan, Passat and Arteon.

New Polo offers partly automated driving for the first time

IQ.DRIVE Travel Assist is optional, Lane Assist comes as standard. From a technical perspective, too, this compact four-door model has strong similarities to Volkswagens in the higher segments. An example: the new Polo is the first vehicle in its class to be offered with the optional IQ.DRIVE Travel Assist feature. This brings together functions including the new predictive ACC (Adaptive Cruise Control) and Lane Assist to create a new assist system enabling partly automated driving at speeds of up to 210 km/h. In vehicles equipped with Travel Assist, the new multifunction steering wheel (which comes as standard) is fitted with touch-sensitive surfaces. These register that the driver's hands are touching the steering wheel when IQ.DRIVE Travel Assist is activated, thus meeting the requirements for Level 2 on the scale of driving automation within the EU. What's more, every Polo comes equipped with various assist systems as standard, such as Autonomous Emergency Braking Front Assist, which includes the City Emergency Braking System and now also Lane Assist. The



fact is: you'd struggle to find another car in the Polo's class that offers such an innovative spectrum of assist systems.

New specification matrix with significantly expanded range of features fitted as standard

Polo, Life, Style, R-Line and GTI. The specification packages have been newly designed and reconfigured. Previously, the Polo was available in the Trendline (basic model), Comfortline (mid-level) and Highline (premium) versions. Volkswagen has done things differently this time, creating a more user-friendly range of versions and integrating the equipment that was most popular with customers into the standard model. The configurator now starts with the Polo version, and continues with Life, Style and R-Line. These versions are set to be launched this spring. And the Polo will be available as a GTI, too: its world premiere is set to take place this summer.

Polo is anything but basic. Kicking things off in terms of equipment is the Polo version. As mentioned above, it now boasts LED headlights, LED tail light clusters, the new multifunction steering wheel and Lane Assist. Another new addition is the centre airbag. Located on the driver side on the side of the rear seat backrest, this airbag opens toward the centre in the event of an accident; it prevents the driver and front passenger from knocking into one another during a crash and thus sustaining injuries. Another new safety feature: a lap belt tensioner that also tensions the seat belt around the pelvis. In addition, Volkswagen has now incorporated the Digital Cockpit (digital instruments with an 8.0-inch display) into the basic equipment. And there is a range of other features that are now fitted as standard: the air conditioning system, the Composition Media audio system with 6.5-inch monitor, a Bluetooth mobile phone interface and exterior mirrors that can be electrically adjusted and heated, electric windows throughout the vehicle, door handles and exterior mirror caps in the main vehicle colour and, last but not least, the highest quality version of the dash



panel (with foam inserts). Fresh: the seat covers in Polo design Elegant: the dark interior décor Licorice Black. As you can see – anything but basic.

“Life” is the new golden mean. The next level up is the specification package “Life”. This includes additional standard features such as 15-inch rather than 14-inch wheels, App-Connect, a centre armrest with an additional USB-C port in the middle of the passenger compartment and leather trim on the steering wheel and gear knob. The seats in the Polo Life are upholstered in the high-quality Life fabric; the matching interior décor is known as Lava Stone Black.

Style and R-Line are the premium equipment packages. Like the Life, the two new premium equipment packages, Style and R-Line, follow the nomenclature that was introduced with the current Golf. Style and R-Line have different emphases, but are at a similar level in terms of their specifications. With the Style equipment package, the focus is on visual elegance, whilst the R-Line is clearly all about the sporty side of life.

Style includes IQ.LIGHT LED matrix headlights. The expanded range of equipment for the Polo Style includes the IQ.LIGHT LED matrix headlights, newly developed and available in this product line for the first time. Originally featured in the luxury SUV Touareg, this interactive headlight technology is a typical example of how Volkswagen makes high-tech systems available in all vehicle classes, thereby democratising both safety and comfort. Other exterior features of the Polo Style include the distinctive front end with chrome-look crossbars, LED fog lights and 15-inch Ronda alloy wheels. The expanded range of functions also includes Park Assist at the front and rear. Inside, there are a range of additional details such as the 10.25-inch Digital Cockpit Pro (including image of caller, Coverflow, map view and Slide Show), background lighting and the 8-inch Infotainment system Ready2Discover, which includes App-Connect Wireless. With Ready2Discover, customers have the option of retrofitting the navigation system as a feature on demand. Stylish: the seat covers in the Style design



and the high-gloss décor in Deep Iron. There is also the option to order the seats with exclusive ArtVelours covers.

R-Line with bumpers in R design. Just one look at the new Polo R-Line's highly individual exterior and you'll be in no doubt of its sporty character. The bumpers are distinguished from those of all other Polo versions by their striking R design. In the front bumper, the high-gloss black cross and longitudinal bars of the air intakes and their surround convey a unique and charismatic sense of dynamism. Here too, IQ.LIGHT LED matrix headlights and LED fog lights are fitted as standard. A diffuser – once again in high-gloss black – with chrome-look integrated exhaust panels in the lower part of the vehicle rear distinguishes this area from the Polo, Life and Style equipment versions. And the 16-inch Valencia alloy wheels are fitted on the Polo R-Line as standard. Like the Polo Style, the Polo R-Line comes equipped with the Ready2Discover Infotainment system. The Polo R-Line's seats are upholstered with Karoso fabric in ArtVelours, sporty and exclusive in equal measure; this coordinates perfectly with the interior décor in Dark Grey.

Four new colours. The new Polo is available in eight colours: the single-colour Ascot Grey (new) and Pure White, the metallics Reflex Silver, Smoke Grey (new) and Reef Blue, the sporty Kings Red (new), the strikingly fresh Vibrant Violet (new), and finally, the pearl-effect Deep Black. In addition, the body colours Kings Red, Pure White, Reflex Silver and Reef Blue can be combined with a roof in the colour Black (roof package).

Everything from a sound system to sports running gear. As in the predecessor, the new Polo will be available with a range of optional features, allowing customers to create a Polo that is exactly to their tastes. These include a large tilting and sliding panoramic sunroof, up to 17-inch alloy wheels, a ball coupling, the beatsAudio sound system with a total output of 300 watts, the keyless locking and starting system Keyless Access, voice control, tinted rear windows and a sports package (for Style and R-Line) including sports running gear (vehicle body set 15 mm lower) with electronic differential lock (XDS) and driving profile selection.



Four efficient three-cylinder engines available as of launch

Four petrol engines and a natural gas drive. Volkswagen is launching the latest evolutionary stage of the Polo, which is generally front-wheel-drive, with a range of five different highly efficient petrol engines. The petrol engines available as of the launch date deliver 59 kW (80 PS), 70 kW (95 PS) and 81 kW (110 PS). The 70 kW engine will be offered with an optional 7-speed dual clutch gearbox (DSG), while this will be standard for the 81 kW engine. Additionally, the Polo will once again be available as a 1.0 TGI with a monovalent natural gas/petrol drive. The 1.0 TGI generates 66 kW (90 PS). All engines available as of the launch are high-tech three-cylinder engines with a capacity of 999 cm³; at 70 kW and above, they are equipped with a turbocharger.



Core aspects – Full version

Expressive exterior

Modular transverse matrix. The technical basis for the current Polo is provided by the state-of-the-art modular transverse matrix (MQB). But unlike the larger models such as the Golf, Tiguan and Arteon, the Polo is based on the MQB A0, which has been perfected for particularly compact Volkswagen vehicles. The MQB offers a range of advantages: an obvious one being the crisp proportions that characterise the look of the new Polo. Underneath the shell, so to speak, we discover the technical advantages of the MQB, including an optimised package (351-litre luggage compartment volume), a high level of body stiffness, excellent crash characteristics and a low body weight.

Long wheelbase. The new evolutionary stage of the Polo measures 4,053 mm in length. A large wheelbase of 2,564 mm stretches between the newly designed front and rear bumpers. This measurement shortens the overhangs, making the car appear powerful and sporty. The Polo is 1,751 mm wide and 1,446 mm high.

Silhouette. The current Polo is a confident compact car, with expressive design that oozes a unique charisma from whichever angle you look at it. From the side, this Volkswagen is characterised by a long and elegant roof line, which flows into a roof spoiler at the rear. A fine line in the side section runs parallel to the roof, serving to visually lower the centre of gravity. Among the iconic Polo details are the long band of side windows, including the rear side window which is integrated into the C-pillar. The precisely cut C-pillar slants forwards, giving the Polo a dynamism that appears to be propelling it forward even as it stands still. Underneath the window line, you'll find other key design elements: the arrow-shaped double line – known as the tornado line – is a design feature that defines the look of the Polo. The surface of this three-dimensional tornado line projects out slightly in the style of a shoulder section, before finishing with a sharp undercut at the



bottom. The upper of these two double lines begins at the C-pillar and extends forward to the wings. The second, lower line forms the undercut; it begins in the three-dimensional LED tail light cluster and likewise runs to the front wings, where it rises slightly to meet the upper line.

Front end. The combination of the radiator grille and the LED headlights – fitted as standard – make up the “face” of the Polo, which extends across the entire vehicle width. And the optional new IQ.LIGHT LED matrix headlights create an especially striking effect. If these are selected, the LED dual headlights combine with the LED daytime running lights to form a unique signature. Two LED strips border each headlight along the lower edge; the upper and longer of these two LED strips is also optically connected with the LED crossbar on the radiator grille, now offered for the first time in the Polo. Strong contours: as for the Arteon, the bonnet runs right down into the radiator grille. Also striking: the new-look bumper, which is likewise designed to emphasise width. In the Polo Style, the two cross pieces in the bumper have a chrome look, and span almost the entire width of the vehicle. Meanwhile, the bumpers belonging to the Polo R-Line in the “R” design are markedly different from those of the other Polo versions: In the front bumper, the high-gloss black cross and longitudinal bars of the air intakes and their surround convey a unique and charismatic sense of dynamism. What’s more, the Polo R-Line and Polo Style are fitted with new LED fog lights as standard.

Rear end. The new Polo comes with newly designed LED tail light clusters as standard. For the first time, these are made up of two sections: as well as the outer main element, there is now a second segment that is integrated into the rear lid. The three-dimensional design of the tail light clusters gives a more distinctive appearance to the rear section and an enhanced sense of quality to the Polo as a whole. In addition, the premium version of the LED tail light clusters includes a dynamic turn signal (“wiping” effect) and a switch function for the LEDs when braking (“click-clack” effect); this function enables the brake lights to be even more visible to other road users.



The new Polo R-Line has a unique look at the rear, too: a high-gloss black diffuser with chrome-look integrated exhaust panels in the lower part of the vehicle rear distinguishes this area from the Polo, Life and Style equipment versions.

Digitalised interior

Digital Cockpit as standard. The entire dash panel of the Polo is characterised by a horizontal design. This design is largely defined by the modules that the dash panel contains: the Digital Cockpit, now fitted as standard, with an 8.0-inch screen and the new generation of infotainment systems. Additionally, the Polo Style boasts the Digital Cockpit Pro as standard, with a cockpit measuring 10.25 inches. Using the View button in the right-hand spoke of the multifunction steering wheel, the Polo driver can switch quickly and easily between the three basic layouts of the Digital Cockpit. Together, the digital instrument and Infotainment system displays make up one unit; positioned at the same high level, they form a visual axis that is highly ergonomic. What's more: all important modules apart from the air conditioning are integrated into the dash panel's upper crossbar. This crossbar continues on into the front doors and is trimmed in different finishes depending on the equipment: three of these are new. The Infotainment system screen is located in a high-gloss black "island" at the centre. The only additional button in this area is the hazard warning light switch. To the left, the high-gloss black user control island merges into the level of the instruments. In conjunction with the Digital Cockpit or Digital Cockpit Pro and the Infotainment system, this creates a coherent digital cockpit landscape. The air conditioning functions are located centrally on the next level down.

Digital operation of Climatronic If the new Polo is equipped with the optional Climatronic feature, the automatic air conditioner will now have a completely new, digitalised mode of operation: touch panels and sliders



now perform the functions of rotary knobs and buttons. Everything is self-explanatory thanks to the use of direct-access controls positioned ideally in the driver's field of view. All functions are also illuminated. The module itself is located below the Infotainment system, is finished in elegant high-gloss black, and is clearly divided into three levels. On the top level are the direct-access buttons for the windscreen defrost function, the rear window heating, the air recirculation function and the digital displays (temperature on driver and front passenger sides, air conditioning mode). The second level contains the touch panels for seat heating, automatic mode ("Auto") and synchronisation ("Sync") of the two climate zones, and a slider for operating the blower speed. Integrated into the third level are illuminated sliders for setting the temperature and touch panels for switching the Climatronic on or off and selecting the air flow direction (head, middle, footwell). Located below the air conditioning module: two illuminated USB-C ports and a compartment for optional inductive smartphone charging.

New infotainment systems. The new Polo will be available with a choice of four different infotainment systems: Composition Media with a 6.5-inch display (comes as standard in Polo and Life), Ready2Discover with an 8.0-inch display (comes as standard in Style and R-Line), Discover Media with an 8.0-inch display, and Discover Pro, offered in 9.2-inch format for the first time. Composition Media is part of the second-generation modular Infotainment matrix (MIB2), whilst the 8.0-inch and 9.2-inch devices are systems from the third-generation modular Infotainment matrix (MIB3). With the Ready2Discover radio system, the user has the option to retroactively activate the navigation function (features on demand). Discover Media and Discover Pro come with these features as standard. Thanks to an Online Connectivity Unit (OCU) with integrated eSIM, the enhanced functions of the MIB3 systems include the online services of We Connect (set up for an unlimited usage period) and We Connect Plus (set up for free use for one or three years in Europe). Depending on the equipment, MIB3 systems also offer new features including access to

Media Information



streaming services such as Apple Music™. Users can also personalise a wide range of settings and save them to the Cloud via Volkswagen ID for use in other Volkswagen vehicles. Already familiar from the predecessor model is the wireless integration of apps via App-Connect Wireless (comes as standard in Style and R-Line) for Apple CarPlay™ and Android Auto™.



Economical and agile engines

Four petrol engines and a natural gas drive. Volkswagen is launching the latest evolutionary stage of the Polo, generally with front-wheel-drive, with a range of five different petrol engines. The petrol engines available as of the launch date deliver 59 kW (80 PS), 70 kW (95 PS) and 81 kW (110 PS). The 70 kW engine will be offered with an optional 7-speed dual clutch gearbox (DSG), whilst this will be standard for the 81 kW engine. Additionally, Volkswagen will once again offer the Polo as a 1.0 TGI with a bivalent natural gas/petrol drive. The 1.0 TGI delivers 66 kW (90 PS). All four engines are three-cylinder with a capacity of 999 cm³.

1.0 MPI with 59 kW / 80 PS. The Polo is fitted with a 1.0-litre petrol engine as standard: the 1.0 MPI. The engine delivers 59 kW (80 PS) and a maximum torque of 93 Nm, and is paired with a 5-speed gearbox.

1.0 TSI with 70 kW / 95 PS. The Polo's smallest turbocharged direct injection engine (TSI) provides an output of 70 kW / 95 PS. The TSI is as efficient as it is agile. This engine can also optionally be combined with a 7-speed DSG as an alternative to the 5-speed manual gearbox.

1.0 TSI with 81 kW / 110 PS. The most powerful TSI available in the Polo at its launch is likewise a three-cylinder model: the 1.0 TSI, which delivers 81 kW (110 PS). This petrol engine will be launched in conjunction with a 7-speed DSG as standard. The maximum torque is 200 Nm.

1.0 TGI with 66 kW / 90 PS. Like the two pure petrol engines, the 1.0 TGI – an especially sustainable natural gas engine – is three-cylinder. It has an output of 66 kW (90 PS). Even at very low engine speeds, this efficient natural gas engine provides its maximum torque of 160 Nm. The engine starts in natural gas mode, provided there is enough compressed natural gas (CNG) on board. If the CNG in the secure high pressure tank has been used up, the engine switches to petrol.



Progressive lighting and assist systems

IQ.LIGHT LED matrix headlights. Polo drivers will now be able to benefit from a new evolutionary stage of vehicle lighting: the IQ.LIGHT LED matrix headlights. Volkswagen first used this headlight system in a similar form in the Touareg, a much larger car. Following in the tracks of the Touareg, Passat, Golf and Tiguan, the new Polo is the fifth Volkswagen to feature this LED lighting system. Using a matrix of eight LEDs in each headlight module, different light functions – some of which are interactive – are activated and projected onto the road surface.

IQ.DRIVE Travel Assist. Volkswagen is bundling its systems for assisted driving under the umbrella brand IQ.DRIVE. The new Polo takes assisted driving one step further with IQ.DRIVE Travel Assist – the first time that this system has been available in the product line. The system can take over steering, braking and acceleration of the compact Volkswagen at speeds starting from 0 km/h (with dual clutch gearbox) or 30 km/h (manual gearbox) and going up to the car's maximum speed (the driver remains responsible for control of the Polo at all times). To do this, the system relies on functions including Adaptive Cruise Control (longitudinal guidance) and Lane Assist (lateral guidance). The driver activates the system by pressing a separate Travel Assist button on the new multifunction steering wheel. The driver has to keep their hands on the steering wheel even when IQ.DRIVE Travel Assist is active. The Polo's electronics detect this via new touch-sensitive surfaces on the steering wheel. This touch detection is a great deal more reliable than the steering angle-based system of the predecessor even on long and very flat stretches of road.

Predictive ACC. The latest generation of Adaptive Cruise Control (ACC) works together with the DSG and navigation system to proactively take into account local speed limit information, town boundary signs, junctions and roundabouts. To do this, the assist system uses the signals from the front camera as well as GPS and map data. The ACC is an example of how even



familiar assist systems are constantly evolving and becoming more intelligent. Moreover, when the system is combined with DSG, the Polo with ACC can be automatically slowed to a standstill behind a stopping vehicle. ACC operation will resume automatically in the Polo once the driver re-enables it.

Side Assist plus Lane Assist and Rear Traffic Alert. The new Polo is offered with the Lane Assist lane keeping system as standard. If the Volkswagen is ordered with the optional driver assist system package including Side Assist, these two systems merge. Also on board in this case are the Rear Traffic Alert, the proactive occupant protection system and Front Assist including Cyclist Monitoring. The driver assist system package can help to prevent serious accidents, particularly in the following two situations: Firstly: on the motorway, where it is able to detect vehicles overtaking quickly as well as slow vehicles in the blind spot. It then warns the driver and, using Lane Assist, will even actively countersteer. Secondly: when reversing out of a parking space, as the sensors are even able to detect vehicles that are approaching from the side and are not yet visible to the driver.

Autonomous Emergency Braking Front Assist. Front Assist, which is fitted as standard, uses a radar sensor integrated into the front of the vehicle to continuously monitor the distance to the vehicles ahead. The system assists the driver in critical situations by preconditioning the brake system, alerting the driver to the need to react by visual and audible warnings and, in a second stage, by a brief warning jolt of the brake pedal. If the driver does not brake hard enough, the system automatically generates the necessary amount of brake pressure to prevent a collision. If the driver does not react at all, Front Assist automatically applies the brakes to give the driver more reaction time. In addition, the system assists by informing the driver if the distance to the vehicle ahead is too short. The latest version of Front Assist being offered in the Polo not only detects other vehicles, but also pedestrians and cyclists who are moving across the driving lane – and not only during the day, but in darkness too. As soon as a pedestrian or cyclist is



at risk, the system warns the driver and, in a final stage, applies the brakes to slow down the Polo within system limits. The Front Assist system also includes the City Emergency Braking function.

City Emergency Braking System. The City Emergency Braking System is a system enhancement of Front Assist and monitors the area in front of the Polo using a radar sensor. The system operates at speeds below 30 km/h. If the driver does not react to an impending collision with a vehicle ahead or a stationary vehicle, the brake system is preconditioned as in Front Assist. If necessary, the City Emergency Braking System then automatically initiates hard braking within system limits to reduce the severity of the impact. In addition, if the pedal force applied by the driver is insufficient, the system intervenes by applying maximum braking force.

Driver Alert System. The Driver Alert System, which comes as standard, detects if the driver has lost concentration and sends them an acoustic warning lasting five seconds. In addition, a break recommendation is displayed in the instrument cluster. If the driver does not take a break within the next 15 minutes, the warning is repeated.

Automatic Post-Collision Braking System. Around a quarter of all accidents that result in personal injury involve multiple collisions. The Polo's Automatic Post-Collision Braking System can help to avoid secondary collisions or reduce their severity. After an initial collision, the Automatic Post-Collision Braking System automatically initiates a braking action – within system limits – even before the driver can react. This can reduce the severity of the accident and ideally prevent secondary collisions.

Proactive occupant protection system. If the proactive occupant protection system detects a potential accident situation – such as when hard braking is initiated by an activated brake assist system – the seatbelts for the driver and front-seat passenger are automatically pre-tensioned to ensure the best possible protection via the airbag and belt systems. If 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), as is the sliding sunroof. Background: with the windows and roof nearly closed, the head and side airbags are able to provide optimum support and thus be as effective as possible. As this system is offered in the Polo in conjunction with the standard Front Assist function, the proactive occupant protection system also detects situations in which the distance to the vehicle ahead is critical, and it helps to shorten the vehicle's stopping distance. In hazardous situations, the driver is given a visual and an audible warning and is also warned with a preventative braking jolt.

Park Assist. Park Assist automatically guides the Polo into perpendicular or parallel parking spaces and can reverse the car out of the latter as well. The system is activated by pressing a button on the centre console. Using the indicators, the driver selects the side on which the vehicle is to be parked. Once Park Assist finds a sufficiently large parking space using the ultrasound sensors (40 cm of manoeuvring room at front and rear will suffice), assisted parking can begin. The driver engages reverse gear and only needs to accelerate and brake (an automatic braking function assists in case of insufficient space). The car handles the steering.

Tyre Pressure Loss Indicator. The Tyre Pressure Loss Indicator utilises the wheel speed sensors of the anti-lock brake system (ABS). In case of tyre pressure loss, the rolling radius of the affected wheel decreases, and the wheel turns faster at the same vehicle speed. This allows the system to detect insufficient air pressure, and warns the driver. However, the Tyre Pressure Loss Indicator does not relieve the driver of the obligation to check tyre pressures.