

**World premiere**

**Golf R Variant**

**Top model of the Golf line-up with 300 PS and all-wheel drive**

Los Angeles Auto Show

November 2014

Notes:

You will find this press release and images of the Golf R Variant online at [www.volkswagen-media-services.com](http://www.volkswagen-media-services.com).  
User ID: lanews14; password: golfVariant.

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**\* All performance data and fuel economy and emissions data are forecast values as of November 2014.**

## New Golf R Variant

### Key aspects

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### **Volkswagen presents the Golf R sports car icon as a station wagon: Golf R Variant with 300 PS and all-wheel drive makes debut in Los Angeles**

New Golf R Variant accelerates to 62 mph (100 km/h) in 5.1 seconds\*

Exclusive Golf R Variant with 4MOTION all-wheel drive and DSG as standard

#### **Ten important facts about the world premiere of the Golf R Variant:**

1. Volkswagen for the first time presents the Golf R as a station wagon:
2. Golf R Variant is the sports car among the compact station wagons.
3. Room for five people and 605 liters of storage space
4. Turbo engine of the Variant develops 221 kW / 300 PS.
5. Maximum torque of 380 Nm starting at 1,800 rpm.
6. Permanent 4MOTION all-wheel drive is standard equipment.
7. Golf R Variant accelerates to 100 km/h (62 mph) in 5.1 seconds\*
8. 250 km/h Golf consumes just 7.0 l/100 km\*.
9. Golf R Variant with a standard automatic 6-speed DSG.
10. Market launch in Europe starting in spring 2015.

**Wolfsburg / Los Angeles, November 2014.** Volkswagen will present as a world premiere one of the sportiest all-rounders in the compact class at the Los Angeles Auto Show (November 18–30): the new Golf R Variant. For the first time since the existence of the model range, the Golf R, the icon of all-wheel compact sports cars, is being launched as a station wagon. The exclusive model has 221 kW / 300 PS. The turbo engine of the Golf R Variant provides up to 380 Nm torque via a standard 6-speed dual-clutch gearbox (DSG) to the permanent 4MOTION all-wheel drive. Distribution of the drive power over all four wheels guarantees maximum traction, performance and active safety. Providing for pure

dynamic performance are a sport suspension (lowered 20 mm), the innovative progressive steering system and "ESC Sport" – which can be deactivated for use on a race course. Optional highlights include the newest generation of the DCC adaptive chassis control system with driving profile selector that features a Race mode.

**5.1 seconds and 7.0 liter fuel consumption.** The Golf R Variant accelerates from a standstill to 80 km/h (50 mph) in only 3.8\* seconds and to 100 km/h (62 mph) in 5.1\* seconds. The sports car station wagon is electronically limited to 250 km/h (155 mph). Fuel consumption and emission values show just how efficiently the turbocharged four-cylinder engine of the Golf R Variant works: in the New European Driving Cycle (NEDC), the sportiest Golf Variant of all times only consumes 7.0\* l/100 km; this value equates to CO<sub>2</sub> emissions of 163\* g/km.

The Golf R Variant is one of very few sports cars that do not throw in the towel when it comes to leisure activities taking up lots of space or even a whole family. With a storage capacity of 605 liters (loaded up to the back seat backrest), this Volkswagen offers an impressively large trunk even with five people on board. Loaded up to the backs of the front sports seats, the cargo capacity even grows to 1,620 liters.

## **Exterior**

**Unique rear body.** In terms of the exterior, the Golf R Variant follows the impressive lines of the hatchback model up to the B-pillars. From the rear doors, the unique design of the Golf R Variant has then been developed by specific modifications. At the rear, it distinguishes itself from the other Variant models by a new bumper in the R design, a high-gloss black diffuser, four chrome-plated tailpipe trims of the exhaust system, so-called "aero flaps" on the D-pillars and an LED license plate lighting.

**Front.** In the front, the Golf R Variant can be made out by the likewise R-specific bumper with particularly large air inlets, a distinctive radiator grille (with "R" logo) as well as bi-xenon headlights with integrated daytime running lights. The LED daytime running lights form a distinctive dual "U" design beneath the dual headlights, projecting a particularly striking light pattern during the day and at night.

**Side profile.** At the sides, the Golf R Variant is characterized by side sill panels in "R" style painted in body color, "R" logos on the front fenders and "matt chrome" door mirror caps. The elegant black decorative window trim corresponds to the high-gloss elements in the front and rear. The 18-inch "Cadiz" alloy wheels have been specially designed for the R models with size 225/40 tires; clearly discernible behind them are the brakes with their excellent fade resistance and brake calipers painted black (including "R" logo). The sportiest Golf Variant can also be ordered with optional 19-inch alloy wheels; Volkswagen also offers "Cadiz" wheels in this size; in addition, "Pretoria" alloy wheels are exclusively available in 19-inch flow-formed wheels (exceptionally lightweight and sturdy) in motorsport design in the colors "gray metallic" and "black."

### **The interior**

**Exclusive sports seats.** In its interior, the Golf R Variant is equipped with top sport seats in a "fabric-Alcantara" material mix (seat covers in "Race" fabric, inner surfaces of lateral support panels in Alcantara with decorative stitching in crystal gray and "R" logo on the seat backrest), blue ambient lighting, automatic air conditioning and a radio-CD system ("Composition Touch"). As an option, Volkswagen also offers a Nappa Carbon leather package for the Golf R Variant. Here, the outer seat surfaces, inner side support panels and head restraints are all upholstered in dark "Carbon" Nappa leather. Meanwhile, the middle seat panels may be ordered in either dark or light Nappa leather ("anthracite"

or "modern gray"). The decorative seams are "crystal gray" in the leather upholstery version as well. Leather is also used to trim the three-spoke sport steering wheel in "R" design. Integrated in the lower cross bar of the steering wheel is another "R" logo. Here too, all leather elements are upgraded by decorative stitching in the contrasting color "crystal gray."

**Cargo space dimensions.** The flexible rear seats were adapted to the look of the sports seats in front. As outlined above, the Golf R Variant with five people on board has a cargo space of 605 liters (loaded up to the backs of the rear seat). If the storage space with its minimum width of 1,003 mm and minimum height of 936 mm is used up to the backs of the front seats and up to the roof, it offers a volume of 1,620 liters. The cargo area up to the rear seat is 1,055 mm long; up to the backs of the front seats, the cargo area is 1,831 mm long.

**Cargo space features.** The cargo floor in the luggage compartment can be varied in height or completely dismantled with just a few hand movements. Another standard feature is a cargo space cover designed as a roller blind. When not needed, the roller blind, like the net partition, can be stored under the cargo floor. Practical: the remote unlocking of the 60:40 split rear bench and the folding seat backs. The backs are released from their locking via unlocking levers in the side walls of the trunk; the seat backs automatically fold forward, creating a nearly level surface together with the cargo floor.

**Interior upgrade.** The decorative inlays of the instrument panel and door trim panels feature the "Carbon Race" design; standard ambient lighting is also integrated in the door trim panels. Also illuminated (in blue) are the door sill guards. As a standard feature, the pedals and foot rest on the driver's side are designed in stainless steel look. Customization extends to the floor mats, which have upgraded piping in a contrasting color. The instruments and the start menu of the touchscreen on the center console were also modified. To give a sporty

feel from the very start, when the ignition is switched on, the illuminated light-blue needles of the tachometer and speedometer sweep once across the entire scale to the end pin – in the case of the speedometer to the 320 km/h mark. The instrument pointers are also automatically illuminated as soon as the driver's door is opened. The touchscreen of the infotainment system shows the animated "R" logo as a start screen.

### **The TSI engine**

**High-tech turbocharged engine.** Like the two or four-door hatchback version, the new Golf R Variant is powered by an advanced four-cylinder engine of the EA88 series. One of the most powerful four-cylinder engines on the market, it delivers the noted 221 kW / 300 PS (from 5,500 to 6,200 rpm), and its maximum torque of 380 Newton meters is available over a broad speed range from 1,800 to 5,500 rpm.

**Innovative detailed solutions** The turbocharged gasoline direct injection engine is characterized by details such as water-cooled exhaust gas being fed to the turbocharger through the cylinder head (to efficiently reduce full-load fuel consumption) and a dual injection system with direct injection and manifold injection. Thanks to its fully-electronic coolant control system, the TSI of the Golf R Variant offers a particularly efficient thermal management with a shorter warm-up phase. And this reduces friction losses and fuel consumption. Moreover, the TSI has variable valve timing with dual camshaft adjustment; in addition, the valve lift on the exhaust side can be switched in two stages. This solution enables optimal control of the charge exchange process for better performance, fuel economy and low emissions.

**4MOTION all-wheel drive is standard equipment.** Permanent 4MOTION all-wheel drive has always been a typical technology feature

of the Golf R. The same goes for the new Golf R Variant. In the Variant, the all-wheel drive system of the latest generation is coupled as standard to an automatic 6-speed dual-clutch transmission (DSG), which also offers manual shifting as an alternative. The 4MOTION system, equipped with a Haldex 5 coupling, is activated even before any wheel starts to slip. This almost entirely eliminates any loss of traction. When operating under a relatively low load or during coastdown, forward propulsion comes primarily from the front wheels while the rear wheels are disengaged. This basic drive layout saves fuel. However, the rear axle of the Golf R can be variably engaged in fractions of a second whenever necessary. This is done by means of a Haldex coupling, which is activated by an electro-hydraulic oil pump. If necessary, nearly 100 per cent of the drive torque can be directed to the rear wheels.

#### **Chassis control and drive system controls**

**Four-wheel EDL as transverse locks and XDS+.** In addition to the Haldex coupling that acts as a longitudinal lock, four electronic differential locks (EDL) integrated in electronic stability control (ESC) act as transverse locks. In the Golf R Variant, the electronic differential locks are implemented as what is referred to as four-wheel EDL at both axles. In addition, the Golf R Variant is equipped with XDS+ at the front and rear axle. It brakes the wheels on the inside of a curve during fast cornering and reduces understeer. In technical terms, XDS+ is a functional extension of the electronic differential locks.

**ESC Sport.** Analogous to the Golf R, the Variant is equipped with the "ESC Sport" function as standard. The system is activated by a two-stage switch on the center console. When the driver presses this switch briefly, the ESC switches to the "ESC Sport" mode. In very fast driving with lots of cornering – such as on the race course – ESC responds later and thereby enables even more agile handling characteristics. When the

ESC button is pressed longer than three seconds, the system is fully deactivated for professional use on the race course.

**Progressive steering.** The Golf R Variant is equipped as standard with progressive steering. Drivers do not need to turn the steering wheel as much to turn a desired radius; they also do not need to reach over the steering wheel as often in tight curves. With progressive steering, it takes 2.1 turns of the wheel to reach the end stop; with the standard steering system of less powerful Golf models it takes 2.75 turns. The reasons: conventional steering systems operate with a constant gear ratio. The new steering of the Golf R Variant, meanwhile, operates with a progressive steering gear ratio. This perceptibly reduces steering work when maneuvering and parking. On country roads with lots of curves, and when making turns, the driver experiences a plus in dynamics due to the more direct layout.

**DCC.** The new Golf R Variant can also be ordered with the second generation of DCC dynamic chassis control as an option. DCC offers the three driving modes "Comfort," "Normal" and "Sport," which are selected and displayed via the touchscreen on the center console within the "Driving Profile Selector" functionality. In "Sport" mode, even more dynamic handling is implemented.

**Driving profile selector with Race mode.** Another exclusive feature on board the Golf R Variant is the Driving Profile Selector – normally optional but a standard feature in conjunction with DCC. A total of four driving programs are available, and in conjunction with DCC five: "Eco", "Normal", "Individual" and the special "Race" mode that was specially tailored to the R models; when DCC is installed, there is also the "Comfort" mode. All modes were specifically tuned to the Golf R Variant. In "Race" mode, damping is increased (which further reduces movements of the body structure), and engine response and shift points of the DSG are configured to be even more dynamic. The opposite is the case in the "Eco" mode: In this mode, engine control, the

air conditioning unit and other auxiliary systems are controlled for optimal fuel-efficiency. There is also a coasting function in Eco mode; when the driver releases the accelerator pedal – e.g. when slowing down to a traffic light or in route segments with descents – the DSG disengages and the engine idles. This enables optimal utilization of the kinetic energy of the Golf R Variant.