

International Driving Presentation

New Golf GTE

Wolfsburg / Zurich, September 2014

Note:

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First plug-in hybrid with DNA of the Golf GTI: 204 PS Golf GTE covers up to 50 km in all-electric driving

Golf GTE shines with fuel consumption of 1.5 l/100 km* and 11.4 kWh/100 km in NEDC*

New Golf GTE will launch in Germany at price of € 36,900

Ten key facts about the Golf GTE:

1. The Golf GTE can cover up to 50 km in all-electric driving; its total range is around 940 km.
2. 1.5 l/100 km and 11.4 kWh/100 km average fuel consumption (NEDC*) equates to CO₂ emissions of 35 g/km.
3. With the GTE, the Golf becomes the world's first car to offer all relevant types of drive systems.
4. The new Golf GTE combines zero-emission driving and long distance cruising in one car
5. The turbocharged direct-injection engine (TSI) develops 110 kW / 150 PS and the electric motor up to 75 kW / 102 PS.
6. The plug-in hybrid has a system power of 150 kW / 204 PS; its maximum torque is 350 Nm.
7. The GTE is the third GT of the model series after the Golf icons GTI and GTD; it has the same sporty DNA.
8. The new Golf GTE has a top speed of 222 km/h and accelerates to 100 km/h in just 7.6 seconds.
9. Standard GTE features include LED headlights and the "Composition Media" radio system with a 6.5-inch display.
10. The Golf GTE will be launched on initial markets at the end of this year. The price in Germany: € 36,900.

** NEDC: New European Driving Cycle for cars with plug-in hybrid drives*

- **Wolfsburg / Zurich, September 2014.** The new Golf GTE, one of the most innovative compact models of our

time, is being launched: it is sporty like the legendary Golf GTI and Golf GTD, yet it can be driven with zero emissions at the press of a button like the all-electric e-Golf. The design, GT equipment features and agile character of the Golf GTE were adapted directly from the Golf GTI and GTD and were transferred to the world of electrified drive concepts. Supplying the propulsive power in the Golf GTE are a 110 kW / 150 PS turbocharged petrol direct-injection engine (1.4 TSI) and an electric motor with a power output of 75 kW / 102 PS. These two power sources combine to form a drive unit that offers both sustainability and dynamic performance in tandem with a 6-speed dual clutch gearbox (DSG) that was specially developed for hybrid models. System power: 150 kW / 204 PS. Essentially, two drive systems are at the heart of the new GTE: one that transforms it into a dynamic GTI/GTD and another that transforms it into a quiet zero-emission car like the e-Golf.

- **Exceptionally efficient.** The Golf GTE has an average fuel consumption of 1.5 l/100 km petrol (equates to 35 g/km CO₂) and 11.4 kWh/100 km electricity (NEDC rating for hybrid vehicles). The maximum all-electric driving range is 50 km, and the total range is around 940 km.
- **E-mode – zero emissions at the push of a button.** Those who primarily drive short trips can theoretically drive all the time in "E-mode" (activated by pushbutton) and thereby with zero emissions. In the evening, the driver can simply charge the high-voltage battery from a conventional domestic mains socket (three hours and 45 minutes until 100 per cent charge capacity is reached). If the battery is "refuelled" from a wall box (for garage or carport) or a public charging station, it takes just 2 hours and 15 minutes to reach a 100 per cent charge. Electrifying: even on longer trips, thanks to the intelligent control features of the Golf GTE, the driver can ensure that enough electricity is reserved for the end of the

trip to drive exclusively with the zero emission electric motor – e.g. in an urban area destination. So the Golf GTE is a dynamic yet extremely fuel-efficient all-round car for long trips, and it can also be used as a zero emission vehicle.

- **GTE mode – sporty car at the push of a button.** The car's sustainable properties contrast with its high level of driving performance, which lives up to the GT model designation (Gran Turismo). When the full power of the TSI is used in GTE mode (button activated), the Golf GTE sprints to 60 km/h in just 4.9 seconds and to 100 km/h in 7.6 seconds; and it can continue to accelerate up to 222 km/h. However, "V_{max}" is of secondary importance; what is of special interest is the way in which the petrol engine and electric motor combine to produce such impressive propulsive force in the Golf GTE thanks to a maximum torque of 350 Nm. When the drive source is just the electric motor, the Golf GTE has a top speed of 130 km/h.
- **GTE equipment features.** The new Golf GTE is comprehensively equipped and very sporty. Standard exterior features include LED headlights and LED daytime running lights (the latter with a C-shaped light signature in the independently styled bumper), dark red LED rear lights and 16-inch alloy wheels (optional wheels up to 18-inch). The red stripe on the radiator grille and headlights that is typical of the Golf GTI is designed in blue on the Golf GTE. Standard interior details include GTI style sport seats (GTE: blue checked design on seat and backrest surfaces), multifunction sport steering wheel, headliner and side trim in black, high-end Composition Media infotainment system with 6.5-inch display, blue ambient lighting, mobile online services, "GTE mode" with e-boost and electronic engine sound, stainless steel pedal caps and contrasting blue stitching on the seats, steering wheel and gear knob. In

Germany, the Golf GTE will cost € 36,900 with this extensive range of standard features.

- **Unique range of drive systems.** Volkswagen is the world's first carmaker to offer all currently relevant types of drive systems in a single model series. That is because when the Golf GTE makes its debut, Golf buyers will be able to choose from petrol, diesel, natural gas, electric and plug-in hybrid drive systems. When it comes to hybrid drives, the Golf GTE is now the third hybrid model in the Volkswagen line-up after the Touareg Hybrid and Jetta Hybrid. The fourth hybrid will be the Passat (saloon and estate), in which Volkswagen will be implementing a plug-in hybrid powertrain which is similar to that in the Golf GTE.

Key aspects – the plug-in hybrid system

Plug-in hybrid makes Golf GTE an electric car at the press of a button

New Golf GTE exploits alliance of high-tech TSI and an electric motor

Golf GTE has top speed of 222 km/h and maximum driving range of around 940 km

1.5 l/100 km and 11.4 kWh/100 km fuel economy contrasts with dynamism of a GT

Five key facts about the plug-in hybrid drive:

1. The 1.4 TSI develops 110 kW / 150 PS and the electric motor up to 75 kW / 102 PS. System power: 150 kW / 204 PS.
2. The electric motor was integrated in the housing of the 6-speed DSG that was specially designed for electric propulsion.
3. The Golf GTE has three clutches: two drive clutches and a disengagement clutch between the TSI and electric motor.
4. Key components of the hybrid system: TSI, DSG, electric motor, battery, power electronics and charger.
5. There are five operating modes: "E-mode", "GTE mode", "Battery Hold", "Battery charge" and "Hybrid Auto".

Wolfsburg / Zurich, September 2014. With its drive system technology, the Golf GTE extends the GT line of the Golf GTI and Golf GTD. The first GTI was the original benchmark for all sporty Golf cars; today it is the most successful compact sports car in the world. The "I" in "GTI" stands for its electronic fuel injection. Starting in 1982, the GTD enriched the GT idea with diesel fuel injection; a second best-selling GT was born. In 2013, the two Golf sports cars – the GTI and the GTD – were presented in their latest versions. In 2014, Volkswagen is now transferring the GT

philosophy of compact sportiness to the Golf GTE, the first GT model to be powered by a plug-in hybrid system.

An overview of the plug-in hybrid drive

TSI, electric motor, DSG, battery. The drive units used in the Golf GTE are a 110 kW / 150 PS turbocharged petrol direct-injection engine (1.4 TSI) and an electric motor with 75 kW / 102 PS. The system power when the two drive units work together is 150 kW / 204 PS. The electric motor is supplied with energy from a high-voltage lithium-ion battery; the energy capacity of this battery, which features a liquid cooling system, is 8.7 kWh. The battery is charged via a socket behind the VW logo on the radiator grille. The gearbox that Volkswagen uses here is an automatic 6-speed DSG with three clutches (dual clutch plus disengagement clutch) which was specially developed for hybrid use. Whenever possible, the disengagement clutch disengages the TSI from the driven front axle and shuts it off – such as in phases of "coasting"; in this case, the Golf GTE makes use of the car's kinetic energy and coasts without any added propulsive power. Volkswagen integrated the electric motor into the gearbox housing. Viewed from the front, the TSI is located on the left side of the engine compartment, the electric motor in the middle (in the DSG housing) and the dual clutch gearbox on the right side.

Golf GTE and e-Golf show technical similarities. As in the e-Golf, additional components of the hybrid drive include the power electronics (converts DC power from the battery to AC power for the electric motor) and a charger. An electro-mechanical brake servo and an electric air conditioning compressor also ensure optimal and energy-efficient operation of the brakes and air conditioner in "E-mode" when only the electric motor is powering the Golf GTE.

Compact powertrain elements. All components are compact and lightweight. The TSI weighs 102.8 kg, the electric motor 34 kg, the DSG 98.5 kg and the power electronics 12 kg. The high-voltage battery is located under the vehicle floor in front of the rear bench seat where it does not affect the amount of space offered in the car.

The battery weighs 120 kg, and with all of its components, the base version of the Golf GTE has a DIN kerb weight of 1,524 kg.

The five operating modes

Automatic switching to "E-mode" and "Battery Hold" mode. The Golf GTE can be driven in five different modes and which to choose is very intuitive. The driver can always see which mode is active on the multifunction display of the instrument cluster. When the car is started, it automatically starts up in the zero-emission "E-mode" – the Golf GTE then behaves like an e-Golf (the Golf GTE only starts with the TSI engine if there is insufficient battery charge or at very low outdoor temperatures). When a minimum charge state of the high-voltage battery or at very high power demand, the drive system automatically switches over to the "Battery Hold" mode, meaning "E-mode" is deactivated, and the Golf GTE now behaves like a classic full hybrid vehicle. In this mode, the battery is regeneratively charged during braking or deceleration, and the car automatically uses the TSI and electric motor alternately or both units together, depending on the driving situation. The charge state of the high-voltage battery is maintained at a constant average value in this mode. The driver can independently select the "Battery Hold" mode at any time from the "Car" menu in the infotainment system.

Intensity of battery regeneration is variable. When the driver pulls the DSG gear shift grip back (switching from "D" to "B"), the intensity of battery regeneration can be increased, and the Golf GTE can be decelerated without the brakes even being used – e.g. when driving in the mountains. This style of driving, which is otherwise only possible in electric vehicles like the e-Golf, is also quite intuitive.

Switching to "E-mode" by pushbutton. By pressing the "E-mode" button (to the left of the gear knob), the driver can manually switch to "E-mode", making the Golf GTE a zero-emission vehicle. When powered electrically, the GTE reaches a maximum speed of 130

km/h; the maximum range in "E-mode" is an emissions-free 50 km (when battery is fully charged at the start and depending on outdoor temperature and driving style); when a predefined low battery charge limit is reached, the vehicle management system automatically starts up the 1.4 TSI.

Switching to GTE mode by pushbutton. By pressing the "GTE" button (also to the left of the gear knob), the driver can switch to "GTE mode" which activates the very sporty nature of this Golf; the symbol for "GTE mode" now appears in the instrument cluster. The driver (and all passengers) notice the following: The characteristics of the accelerator pedal, gearbox and steering are immediately made sportier, and the tuning of the TSI is also more performance oriented. In addition, automatic headlight control and the optional adaptive cruise control (ACC) are modified. If dynamic chassis control (DCC; optional feature) is installed, the electronically controlled dampers are switched from the "Normal" setting to the "Sport" mode. In addition, in "GTE mode" the TSI and electric motor work together, in what is known as "boosting", which calls up the full system power of 150 kW / 204 PS and its maximum torque (350 Nm). In "GTE mode" the plug-in hybrid is agile like a Golf GTD. For instance, its 0-100 km/h acceleration of 7.6 seconds is nearly identical to that of the GTD (7.5 seconds).

Switching to "Hybrid Auto" and "Battery Charge" modes from menu. Other modes can also be set from a menu in the infotainment system: "Hybrid Auto", whereby the energy stored in the high-voltage battery is used to intensively support the TSI, thus minimising fuel consumption, and "Battery Charge". From this menu level, the driver can also switch to "E-mode" or "Battery Hold" mode. A summary of all five modes:

- "E-mode"
- "GTE mode"
- "Battery Hold"
- "Battery Charge"

- "Hybrid Auto"

Petrol engine (TSI)

Turbocharged direct petrol injection engine. The 1.4 TSI engine in the new Golf GTE develops its maximum power of 110 kW / 150 PS at a low 5,000 rpm. The maximum torque of the four-cylinder engine is 250 Nm, which is available between 1,600 and 3,500 rpm. The 16-valve engine is one of the highly advanced petrol engines of the EA211 series. Thanks to its ultra-rigid crankcase made of die-cast aluminium, and various other technical refinements, the 1.4 TSI of the Golf GTE is very lightweight at 102.8 kg. Because the Golf GTE can be driven all-electrically for long periods of time, there may be phases lasting weeks during which the combustion engine is not used at all. For this reason, the 1.4 TSI was also configured specifically for this use profile. Modifications include a polymer coating which was applied to the main and connecting rod bearings; a coating of special hard materials on the piston rings; and modifications to the bearing shells and piston play.

High-tech engineering. Full integration of the exhaust manifold in the cylinder head lets the 1.4 TSI reach its optimal operating temperature very quickly after the engine is started. Another key aspect of the engine design is thermal management. Volkswagen engineers designed a two-loop cooling system for the 1.4 TSI; a low-temperature loop flows through the intercooler and turbocharger housing; it is supplied by an electric pump with need-based control. The passenger compartment is heated by the cylinder head circulation loop, so it warms up quickly like the engine. Moreover, thanks to the ingenious design of the exhaust manifold Volkswagen was also able to utilise a compact single-scroll compressor in its turbocharger selection. One effect was to reduce the weight of the cylinder head and turbocharger unit. Numerous other internal engine modifications also improve the fuel efficiency of the TSI engine with its two overhead camshafts.

Variable timing of intake camshaft. The intake camshaft was designed for variable valve timing to reduce emissions and fuel consumption further, and to improve drive-away torque in the lower rev range. There is also an exhaust camshaft adjuster. It enables even more spontaneous response from low revs; at the same time, torque is improved at high engine speeds. The maximum injection pressure of the 1.4 TSI is 200 bar; state-of-the-art five-hole injection nozzles precisely deliver up to three individual injections to each of the cylinders via a stainless steel distributor bar. All of these technical details demonstrate how Volkswagen is not just implementing high-tech solutions in the electric drive components of the GTE plug-in hybrid system, but in the combustion engine as well.

Electric motor

Synchronous motor. The 75 kW / 102 PS electric motor develops a substantial maximum torque of 330 Nm from a standstill (continuous torque: 170 Nm). Fascinating here – and very similar to the e-Golf – is the car's drive-off performance. The high-revving motor has a maximum speed of 7,000 rpm and forms a compact module together with the 6-speed DSG. The mechanical design of this motor – a three-phase permanent magnet synchronous motor – is very efficient. Specifically, the electric motor is mounted on the input shaft between the dual-mass flywheel of the disengagement clutch (to disengage the TSI) and the components of the 6-speed DSG. Power electronics regulate the motor's torque and speed.

Made in Germany. The module, made up of the DSG and electric motor is produced at the German Volkswagen component plant in Kassel Baunatal, and so – like the TSI – it is "Made in Germany".

6-speed dual clutch gearbox (DSG)

DSG with integrated electric motor. As mentioned in the "Electric Motor" section, the newly developed 6-speed gearbox incorporates, in a single compact assembly, the electric motor, disengagement

clutch and dual clutch gearbox (DSG). In order to integrate the electric motor fully in the gearbox, engineers shifted the 1.4 TSI 57.5 mm to the left – when viewed from the front. With the exception of the mechanically activated parking lock, the DSG is controlled entirely by an electro-hydraulic control module (mechatronics). Analogous to the 6-speed and 7-speed DSG for conventional drives, in the new DSG power flow is distributed via a coaxially split driveshaft, each with an upstream driving clutch, to two gear-train halves. The DSG executes shifts in fractions of a second without any interruption in propulsive power. The two drive clutches (K1 and K2) are configured for input torques of 400 Nm each; the maximum input torque for the disengagement clutch (K0) of the TSI is 350 Nm.

High-voltage battery

Lithium-ion battery under the vehicle floor. The lithium-ion battery located under the vehicle floor consists mainly of the cell modules, battery junction box (BJB) and battery management controller (BMC). Each of the eight modules contains twelve cells together with cell electronics. The cells themselves add up to a voltage between 250 V and 400 V, depending on the charge status. The gross energy capacity of the battery is 8.7 kWh. In its non-operating state or in case of a crash, the Golf GTE is automatically switched to a de-energised state. About the Battery Management Controller: the BMC performs safety, diagnostic and monitoring functions, and it also regulates the temperature in the battery junction box (interface for supplying the motor with energy). The battery itself is liquid cooled; the cooling system is also controlled by the battery management controller, which continually acquires the temperature distribution within the battery and reports cooling needs to the thermal management system. Volkswagen provides a warranty on the high-voltage battery of eight years or 160,000 km.

Cooling system

Three separate cooling loops. The cooling system of the Golf GTE fulfils significantly more stringent requirements than solutions found in conventionally powered vehicles. The reasons are clear: in addition to the combustion engine, gearbox and car interior, the system must also maintain the electrical components of the hybrid system within an ideal temperature window. And this results in complex requirements: the components are incorporated into the cooling loops in a way to ensure that, on the one hand, they reach their individual operating temperatures quickly and, on the other hand, certain maximum temperatures are not exceeded. In the various operating states of the Golf GTE – from all-electric propulsion in "E-mode" to driving in "GTE mode" – the circulation loops must always provide the optimal volumetric flow of coolant. This requirement was met by a system that has three separate cooling loops.

Power electronics

From DC to AC power. The power electronics system converts the direct current (DC) of the lithium-ion battery to three-phase alternating current (AC) for the electric motor via its high-power transistors. The system has the following interfaces: the traction circuit connection to the battery; the 3-phase connection to the e-motor; the plug connector from the DC/DC converter to the 12V electrical system and a connection for the high-voltage power distributor. Essentially, the module serves as a link for the flow of high-voltage energy between the electric motor and the lithium-ion battery.

Charging concept

"Refuelling" at home. There are two different ways to charge the battery of the Golf GTE. In both cases, power is supplied via the charging socket behind the VW emblem on the radiator grille. In the

conventional solution, the charging cable is plugged into a 230 volt mains electrical socket. The battery is then charged by alternating current (AC) from the mains at a power level of 2.3 kW. From completely flat, it can be fully charged (100 per cent battery charge level) in 3 hours 45 minutes. Volkswagen offers an optional wall box for a garage or carport which charges at a power level of 3.6 kW. By this method, the battery is fully charged after 2 hours 15 minutes. Like the wall box, there are also public charging stations that "refuel" electric cars at a power level of 3.6 kW. In the Golf GTE, the charging process can be started immediately by pressing a button on the charging socket behind the VW badge. Time-delayed charging is also possible. The time can be preselected either via the infotainment system or via the "Car-Net" app, which is free for the first year. The app can also be used to activate charging immediately – essentially by remote control. The interior can also be cooled or heated, depending to the outdoor temperature, at a time preselected by the user.

Electro-mechanical brake servo

Fusion of brake system and motor brake. Volkswagen has developed an electromechanical brake servo (e-BKV) especially for its electric cars. It optimises the driver's braking force in the Golf GTE in same way that brake servos do in conventional cars. With the electromechanical brake servo, this is supplemented by what is known as "brake blending" – a process in which low levels of deceleration are accomplished solely by the e-motor's braking torque. In this process, energy is recovered by regenerative braking and stored in the battery. Stronger decelerations, meanwhile, are achieved by the combined braking torque of the electric motor and the hydraulic brake system, and here too, kinetic energy is converted to electricity by regenerative braking.

Key aspects – exterior and interior

Sporty like a GTI, progressive like an e-Golf:

Golf GTE design and features offer the best of two worlds

Customised exterior with LED headlights as standard

Interior shows clear relationship to Golf GTE and e-Golf

Five key facts on the exterior and interior:

1. C-shaped LED daytime running lights (signature of Volkswagen electric mobility) as well as LED headlights and rear lights.
2. Blue as the colour of Volkswagen electric mobility identifies numerous exterior and interior features of the Golf GTE.
3. Sporty design and equipment features of the "GTE" were adapted from the "GTI" and "GTD".
4. 16-inch alloy wheels are standard, and 17-inch and 18-inch alloy wheels are offered as options.
5. Model-specific instruments and display with power meter, range monitor, energy flow indicator and e-Manager.

Wolfsburg / Zurich, September 2014. As in the Golf GTI, GTD, and the independent e-Golf, Volkswagen specifically customised exterior and interior features for the new Golf GTE. The new car can be immediately recognised as a version with a plug-in hybrid system, especially at its front end, because here elements of the GT models have been fused with elements of the e-Golf for the first time. The alliance of GT and e-Golf features also gives the interior a sporty high-tech atmosphere. The approach was this: everything that is red in the Golf GTI was made blue in the Golf GTE. Exterior and interior details:

Exterior (design and equipment features)

LED lights in the style of the e-Golf. The crew led by Klaus Bischoff, Head of Design at Volkswagen, created for the new Golf GTE an appearance in which the insignia of the GTI and GTD were fused with those of the e-Golf to create an unmistakable impression. Klaus Bischoff explains differentiating features of the exterior: "Visualisation of the electric drive in the Golf GTE is also achieved by the prominent C signature of the daytime running lights. Meanwhile, all other front end design elements exhibit links to the GTI." The Head of Design continues: "A blue radiator cross bar that extends into the headlights is another sporty accent in the context of electric mobility at Volkswagen." Like the e-Golf, the exclusively four-door Golf GTE is being launched with dual LED headlights as standard. The indicator lights and parking lights also feature LED technology. The same applies to the smoked rear lights and licence plate illumination. The windscreen washer nozzles are automatically heated. The ParkPilot, which is also standard, indicates obstacles in front of and behind the car.

Other exterior details cite the GTI and GTD. Side member trim and a roof spoiler with side flaps are other parallels between the GTE and GTD. The chrome dual exhaust tailpipes (located on the left side of the vehicle) have a design similar to those of the Golf GTD. The GTE is launching with 16-inch (standard), 17-inch or 18-inch alloy wheels. In 17-inch format, Volkswagen developed a special wheel for the Golf GTE. In addition, these Golf cars all have blue brake callipers that identify them as a GTE.

Interior (design and features)

Very clearly a GT. Just like its exterior, the sporty interior of the Golf GTE also bears similarities to the two other GTs in the model series. But here too, instead of red as in the GTI, blue is the dominant colour for the GTE. Klaus Bischoff: "The Volkswagen e-mobility-colour blue is used to provide high-end contrasts in the areas of the seats, decorative stitching and fabric design. In addition, the blue ambient lighting creates a visual connection to the world of electric mobility." The shade of blue that is used in the decorative stitching on the leather-trimmed steering wheel, borders of the floor mats, seats and gear shift lever trim is colour coordinated with the car's blue exterior details.

Exclusive features in the interior as well. Standard features include top sport seats in front (heated with lumbar support) in GTI style (GTE: blue tartan design of seat and backrest surfaces, "Clark" pattern), decorative inlays in "Checkered Black" (dashboard, door trim panels), leather-trimmed multifunction steering wheel (three spokes) with aluminium accents, gear knob in aluminium look, headliner and side trim in black, various controls with chrome surrounds or chrome accents (rotary light switch, mirror adjustment, window lift switches), "Composition Media" infotainment system with 6.5-inch display, mobile online services (e.g. traffic information), Car-Net e-Remote (smart phone app), "Premium" multifunction display, automatic climate control ("Climatronic"), blue ambient lighting in the decorative inserts of the door panels, LED reading lights and LED footwell illumination, "GTE mode" (with e-Boost and "Sport" driving profile), stainless steel pedal caps and illuminated stainless steel door sill plates (front).

Model-specific instruments

Touchscreen. Every Golf is equipped with a touchscreen. In the Golf GTE, the touchscreen function is provided by the high-resolution 6.5-inch display of the "Composition Media" radio system

that is fitted as standard. The "Discover Pro" radio-navigation system is available as an option. In the GTE, both systems are equipped with many supplementary functions. These include a "range monitor", an "energy flow indicator", "zero-emission statistics", "e-manager" and – when the optional navigation system is installed – the "360° range" feature. All Golf GTE owners can also load the Volkswagen "Car-Net e-Remote" app on their smart phones free-of-charge for the first year. This app lets them control functions and call up information. An overview of additional functions of the radio or radio-navigation system:

Range monitor: depicts the momentary electric driving range of the GTE; the additional range potential that can be achieved, by turning off auxiliary consumers that might be active is also shown.

Energy flow indicator: this indicator utilises animated graphics to depict the energy flow when accelerating (blue arrows) as well as braking, i.e. regenerative braking (green arrows).

e-Manager: up to three departure and charging times can be programmed here. Heating or cooling of the interior by means of the stationary air conditioning that comes as a standard feature can also be activated during the charging process. During charging, air conditioning does not drain the battery; as a result, the Golf GTE can drive off with a full electric driving range. All of these functions can also be controlled via "Car-Net e-Remote".

360° range: the momentary driving range in "e-Mode" is shown by the so-called 360° zone on the map of the surrounding area. The highlighted zone describes the one-way electric driving range of the car. Charging stations can be displayed and used in route calculation.

Car-Net e-Remote. Using the Volkswagen "Car-Net e-Remote" app, it is also possible to set elements and request information via a smart phone or the Car-Net website. Specifically, the app lets users access programming of the departure time, climate control of the car's interior, battery charging and polling of vehicle data and vehicle

status (e.g. location of the Golf GTE or whether all doors are locked).

Power meter is central instrument. On the left side of the instrument cluster the power meter of the Golf GTE supplements the tachometer. It shows information such as whether the high-voltage battery is being charged by regeneration or whether – and how much – energy is being consumed. The speedometer is still on the right side. A colour display (multifunction display premium), which is located between the power meter and speedometer, now continually displays the electric driving range and the momentary operating mode. In a separate LED field in the lower segment of the multifunction display, the 'READY' message also appears after starting the e-motor, indicating that the car is ready to be driven. This is done because the electric motor cannot be heard when the car is stopped.