



Volkswagen

Arteon

Specifications



Features and Specifications

Safety and Security	206TSI R-Line
Airbags	
Driver and front passenger airbags	S
Driver's knee airbag	S
Driver and front passenger side airbags	S
Outer rear seat passenger side airbags	S
Curtain airbags, front and rear	S
Anti-theft	
Alarm system with interior monitoring and tilt sensor	S
Electronic engine immobiliser	S
Body	
Fully galvanised with 12 year anti-corrosion perforation warranty	S
Door side impact protection	S
Rigid safety cell with front and rear crumple zones	S
Bonnet	
Active bonnet, pedestrian protection	S
Brakes	
Automatic flashing brake lights activated in emergency braking situation	S
Anti-lock Braking System (ABS)	S
Electronic Brake-pressure Distribution (EBD)	S
Brake Assist	S
Electro-mechanical parking brake	S
Auto Hold function	S
Multi-collision brake	S
Child restraints	
Child seat top tether anchorage points (3)	S
ISOFIX child seat anchorage points, outer rear seats	S
Head restraints	
Front safety optimised head restraints, longitudinally and height adjustable	S
Rear head restraints height adjustable (3)	S

Safety and Security (continued)

206TSI R-Line

Locking

Remote central locking with SAFELOCK deadlock mechanism

S

2 stage unlocking (programmable)

S

Automatic locking after takeoff (programmable)

S

Keyless Access, keyless entry and starting system including starter button

S

One touch lock / unlock for driver

S

Child safety locks on rear doors

S

Seat belts

Front height adjustable with pre-tensioners and belt force limiters

S

Visual and acoustic warning for driver and front passenger seat belts not fastened

S

Visual indicator for rear seat passenger seat belt status

S

Outer rear seat belt pre-tensioners

S

3 point seat belts for all passengers

S

Traction Control

Electronic Differential Lock (EDL)

S

Anti-Slip Regulation (ASR)

S

Electronic Stabilisation Program (ESP)

S

Extended Electronic Differential Lock (XDL)

S

Exterior Equipment / Styling

206TSI R-Line

Body enhancements

Body coloured bumper bars, door handles and exterior mirrors

S

Chrome radiator grille highlights

S

Chrome trim around side windows

S

Chrome lower body side, front and rear bumper mouldings

S

R-Line front bumper with front spoiler and large lower air intake

S

R-Line side sill extensions

S

R-Line rear bumper with trapezoidal exhaust trims left and right

S

Rear tailgate spoiler in high gloss black

S

Paint

Metallic or Pearl Effect paint finish

O

Roof

Panoramic glass sunroof, electrically slide and tilt adjustable with integrated wind deflector and sunblind

O

Exterior Lighting

LED headlights for high and low beam with dynamic cornering lights, integrated LED daytime driving lights, automatic self-levelling, headlight cleaning system and low washer fluid warning

S

All-weather light function, illuminates the road in poor weather conditions

S

Coming / leaving home function

S

Dynamic Light Assist, automatic high beam system

S

Low light sensor with automatic headlight function

S

LED rear licence plate light

S

Premium rear tail lights in LED with dynamic indicators

S

Rear fog lamp

S

Tinted glass

Heat insulating tinted glass

S

Dark tinted rear side window and rear window glass, 65% light absorbing

S

Wheels

Alloy wheels (Montevideo) 19x8" with 245/40 R19 AirStop® tyres

S

Alloy wheels (Rosario) Dark Graphite Matte 20x8" with 245/35 R20 AirStop® tyres

P

Anti-theft wheel bolts

S

Full size alloy spare wheel

S

Low tyre pressure indicator

S

Comfort and Convenience

206TSI R-Line

Armrest

Front centre armrest with storage box and 2 rear air outlets

S

Rear seat centre armrest with cup holders and load through provision

S

Air conditioning

Air conditioning, Air Care 3 zone automatic climate control with air cleaning function, allergen filter and residual heat mode (REST)

S

Air quality and humidity sensor with automatic air recirculation

S

Cruise control

Adaptive Cruise Control (ACC)

S

Speed limiter (programmable)

S

Cup holders

Front (2) with cover

S

Rear (3) in rear centre armrest

S

Bottle holders in front door pockets

S

Driver assistance systems*

Adaptive Chassis Control with virtual slider control

S

Area View, front, rear and side cameras to provide 360 degree exterior view

S

Driver Fatigue Detection system

S

Driving Profile Selection

S

Emergency Assist with Emergency Lane Change Assist

S

Front Assist with City Emergency Brake (City EB) and Pedestrian Monitoring functions

S

Lane Assist, lane departure warning system

S

Manoeuvre braking, front & rear

S

Park Assist, parking bay and parallel parking assistance

S

Parking distance sensors, front and rear with acoustic warning and audio volume level reduction when sensor warning is activated

S

Personalisation function

S

Proactive Occupant Protection

S

Rear Traffic Alert

S

Side Assist, lane changing assistant

S

Think Blue Trainer, ECO tip function with fuel efficiency advice

S

Traffic Jam Assist

S

Floor mats

Carpet mats, front and rear with decorative stitching

S

Grab handles

Soft fold away grab handles, front and rear

S

Front grab handles are deleted when the optional panoramic roof option is selected

*Safety technologies are designed to assist the driver, but should not be used as a substitute for safe driving practices. The Glossary contains further information about the operation of some of these systems

Comfort and Convenience (continued)

206TSI R-Line

In car entertainment and technology

Discover Pro audio and satellite navigation system
9.2" colour touch screen display with smartphone style HMI, configurable home screen and proximity sensor, Gesture Control, Voice Control, AM/FM radio, CD player and 2 x SD card slots for music, 10 gigabyte internal storage, 2D and 3D (bird's eye) map views, compatible with MP3, WMA and AAC music files, jpeg image viewer, car menu with convenience and service settings, security coded

S

App-Connect™ USB interface for Apple CarPlay®, Android Auto™ and MirrorLink®

S

Two USB ports, First in front centre console, second in centre armrest storage box, both Apple® compatible

S

Audio, telephone, cruise control and Multi-Function Display controls mounted on steering wheel

S

Auxiliary input audio socket in centre armrest storage box

S

Bluetooth® phone connectivity with contacts display, operation via touch screen audio unit or Multi-Function Display and Bluetooth® audio streaming

S

Media Control

S

Speakers, front and rear (8)

S

Dynaudio Confidence premium sound system, 10 speaker sound system with 700W total power output, 16-channel digital amplifier and subwoofer

P

Voice operation, telephone and navigation system functions can be operated using voice commands

S

Instrumentation

Speedometer & tachometer, electronic odometer and tripmeter, digital clock, fuel & coolant gauges, ambient temperature display, transmission gear indicator

S

Active Info Display, 12.3" high resolution TFT dash display screen with customisable menus and information

S

Head-Up Display projects current speed, navigation directions and driver assist systems on a retractable glass display located in the drivers field of view

S

The Head-Up Display is not fully visible with polarised sunglasses

Comfort indicator function (1 x touch = 3 x flash)

S

Interior highlights

'Silver Rise' aluminium decorative inserts in dashboard, centre console and doors

S

Analogue clock in dashboard, centre

S

Leather covered steering wheel and gearshift knob

S

Piano Black trim on gearshift lever surround

S

Black headlining and pillar trim

S

Aluminium finish front and rear door scuff plates

S

Aluminium finish accelerator and brake pedals

S

Interior lighting

With time delay, front and rear

S

Reading lights, front and rear

S

LED ambient lighting in roof console

S

LED ambient lighting in driver and front passenger foot well

S

LED ambient lighting in dashboard, front and rear door decorative inlays. Programmable to three different colours:Blue, White & Yellow

S

Luggage compartment

Automatic opening and closing of the tailgate with Easy Open and Close function

S

Load restraining hooks

S

Luggage compartment lights

S

Shopping bag hooks

S

Storage box in side lining

S

*App-Connect is compatible for selected apps with the latest smartphone versions of iOS and Android, active data service, and connection cable (sold separately).

Comfort and Convenience (continued)

206TSI R-Line

Mirrors

Automatic dimming interior rear-view mirror

S

Electrically heated and adjustable exterior mirrors

S

Turn indicators with LED technology integrated in exterior mirrors

S

Remote electrically foldable door mirrors, door mirror puddle lights and reverse activated kerb-view adjustment on passenger's door mirror

S

Mirror memory in conjunction with seat memory function

S

Power steering

Electro-mechanical, vehicle speed and steering input sensitive

S

Progressive steering

S

Seating

ergoComfort sport drivers seat with electric 14-way adjustment, massage, electric lumbar support, memory and access aid functions

S

Sport Comfort front passenger seat with electric 14-way adjustment

S

Individually heated front seats and outer rear seats

S

Split folding (60/40) rear seat with load through provision

S

Steering wheel

3 spoke leather covered flat bottomed sports steering wheel with brushed aluminium inserts, decorative stitching and R-Line badge

S

Steering wheel mounted gearshift paddles

S

Audio, telephone and Active Info Display controls

S

Height and reach adjustable steering wheel

S

Storage

Centre console storage compartment

S

Chillable and lockable glove box with illumination

S

Coin tray in centre console

S

Driver's side dashboard compartment with lid

S

Door pockets, front and rear

S

Front seat backrest storage pockets

S

Transmission

Gearshift recommendation indicator

S

7 speed Direct Shift Gearbox (DSG) with sport mode and Tiptronic function

S

Upholstery#

Black Carbon Nappa leather appointed seat upholstery with R-Line logo and decorative stitching

S

#Leather appointed seats have a combination of genuine and artificial leather, but are not wholly leather

Comfort and Convenience (continued)

206TSI R-Line

Vanity mirrors

Driver's and passenger's side vanity mirrors

S

Illuminated on driver's and passenger's side

S

Windows

Power front / rear, with roll-back function and one touch up-down

S

Remote operated convenience close and open feature

S

Wipers

2 speed wash/wipe windscreen wipers

S

Heated washer jets

S

Rain sensor

S

12V socket

Centre console

S

Rear seat area

S

Optional Package

Sound & Style Package

Dynaudio Confidence premium sound system, 11 speaker sound system with 700W total power output, 16-channel digital amplifier and subwoofer

O

Alloy wheels (Rosario) Dark Graphite Matte 20x8" with 245/35 R20 AirStop® tyres

Technical Specifications

	206TSI R-Line
Engine	2.0 litre TSI BlueMotion Technology
Type	4 cylinder inline turbo petrol with engine Start/Stop system*
Installation	Front transverse
Cubic capacity, litres/cc	2.0 / 1984
Bore/stroke, mm	82.5 / 92.8
Max power, kW @ rpm	206 @ 5700-6500
Max torque, Nm @ rpm	350 @ 1800-5600
Compression ratio	9.3:1
Fuel system	Continental Simos18.10 direct injection and intake manifold injection system
Ignition system	Electronic
Exhaust emission control	Two three-way catalytic converters with Lambda control; Exhaust gas recirculation
Fuel type (recommended)	Premium unleaded 98 RON minimum
Fuel tank capacity, approx. litres	66
Transmission	7 Speed DSG
Driven wheels	4MOTION all-wheel drive
Performance#	
0 – 100 km/h, seconds	5.6
Fuel consumption**	
Combined, L/100 km	7.5
Urban, L/100km	9.4
Extra Urban, L/100 km	6.3
CO ₂ emission g/km	170
Running gear	
Suspension	
Front axle	Independent, MacPherson struts with lower wishbones and coil springs. Anti-roll bar
Rear axle	Independent, four-link with coil springs. Anti-roll bar
Steering	Electro-mechanical power assisted rack & pinion steering

*The Start/Stop system is designed to reduce fuel consumption and CO₂ emissions. It achieves this by automatically switching off the engine while the vehicle is stationary and then starting it again automatically when the driver wants to drive off. There are certain operating conditions where the Start/Stop system is deactivated (e.g. during engine warm-up), please refer to the owner's manual for full operating information.

#Please note figures are sourced from overseas data where equipment levels by model may vary.

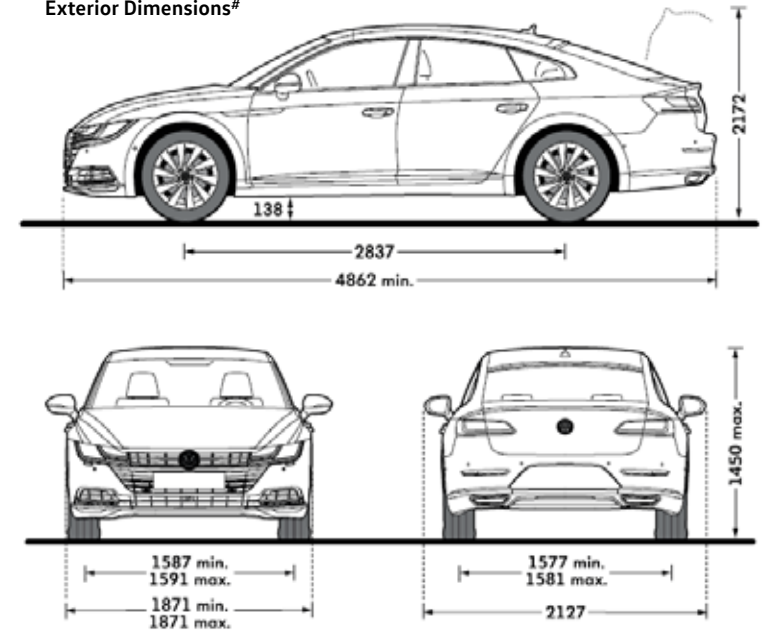
**Fuel consumption figures according to ADR 81/02 derived from laboratory testing. Factors including but not limited to driving style, road and traffic conditions, environmental influences, vehicle condition and accessories fitted, will in practice in the real world lead to figures which generally differ from those advertised. Advertised figures are meant for comparison amongst vehicles only.

Technical Specifications

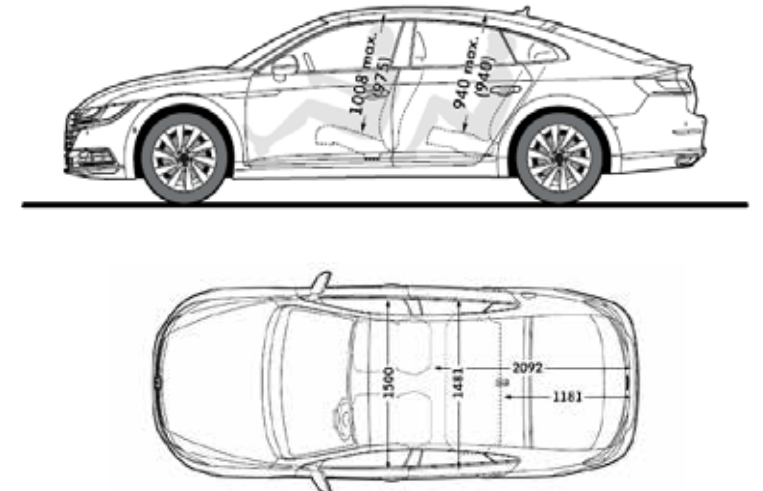
	206TSI R-Line
Brakes	
Front	Ventilated Discs
Rear	Ventilated Discs
Brake systems	Anti-lock Braking System (ABS) with Electronic Brake-pressure Distribution (EBD), Brake Assist and Electronic Stabilisation Program (ESP). Brake energy recuperation
Turning circle, m	11.7
Weights	
Tare Mass kg`s	1,658
Exterior Dimensions	
Overall length mm	4,862
Width mm	1,871
Height mm	1,435
Wheelbase mm	2,837
Track mm	
Front	1,587
Rear	1,577
Interior Dimensions#	
Luggage Capacity, Litres, VDA method with seats upright	563
Interior width, front, mm	1,500
Interior width, rear, mm	1,481
Effective headroom - front max, mm (with sunroof)	1,008 (975)
Effective headroom - rear max, mm (with sunroof)	940 (940)

Figures are sourced from overseas data where equipment levels by model variant may vary.

Exterior Dimensions#



Interior Dimensions#



Colour & Upholstery Combinations

Interior Trim	Exterior Colours						
	Pure White	Pyrite Silver M	Manganese Grey M	Chilli Red M	Atlantic Blue M	Turmeric Yellow M	Deep Black PE
206TSI R-Line							
Black Carbon Nappa leather appointed seat upholstery#	S	O	O	O	O	O	O

Please note: Metallic (M) and Pearl Effect (PE) paint are optional at additional cost.

#Leather appointed seats have a combination of genuine and artificial leather, but are not wholly leather.

Glossary

4MOTION

An all-wheel drive system that provides the best possible traction at all road speeds, in all weather and road conditions. An electronically controlled multi-plate clutch directs torque to the axle with the best traction.

When operating under a relatively low load or when coasting, power is primarily distributed to the front axle, thus saving fuel. However, the rear axle can be variably engaged in fractions of a second whenever necessary, even before any wheel starts to slip and therefore reducing the potential for a loss of traction. The wheels of the vehicle are prevented from spinning even when driving off and accelerating.

Activation of the multi-plate clutch is based primarily on the engine torque demanded by the driver. In parallel, a system within the all-wheel drive control unit evaluates such parameters as wheel speeds and steering angle.

Adaptive Chassis Control

The electrically controlled dampers of adaptive chassis control constantly adjust to the road conditions, the driving situation and driver's requirements. Selected via and integrated within the functionality of the Driving Profile Selection, the driver can choose between four damper settings – Normal, Comfort, Sport & Individual. Individual mode includes a virtual slider bar which allow 43 selectable damper settings for the ultimate in personalisation.

Starting from the normal setting, the driver can change the basic character of the car towards sporty or more comfort-oriented driving. In each setting, the adaptive chassis control adjusts the damping to the particular driving situation (up to one thousand times per second) which means it offers an optimum level of driving comfort and enjoyment at all times. Particularly on windy roads and poor surfaces, using adaptive chassis control offers sporty and yet comfortable driving.

Adaptive Cruise Control (ACC)

Adaptive Cruise Control (ACC) is an extension of the conventional cruise control system with advanced capabilities based on a radar sensor. When ACC is activated, the vehicle automatically brakes and accelerates to a speed and distance set by the driver.

If the Arteon approaches a slower vehicle, the ACC brakes the car to the same speed and maintains the pre-selected distance. Even when a vehicle pulls into the same lane in front of you or slows, your vehicle is automatically decelerated to the pre-selected distance. If the vehicle ahead moves out of your lane, the Arteon then accelerates up to the preset desired speed.

Deceleration of the vehicle may take place via intervention in the engine management system. If deceleration via engine torque is not sufficient, brake intervention takes place, braking the vehicle to a standstill if the traffic situation necessitates in vehicles equipped with a DSG transmission. ACC can be reactivated automatically by depressing the accelerator pedal. In vehicles fitted with a manual transmission, the system is automatically deactivated at speeds below 30 km/h and the driver is prompted to take charge by visual and acoustic signals.

The dynamics of the ACC system can be individually varied by selecting one of the driving programs from the driver profile selector also available as part of the driver assistance package.

Adaptive Cruise Control (ACC) cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain.

Anti-lock Braking System (ABS)

When braking, wheel speed sensors measure the road wheel speed and should one or more wheels start to lock the ABS system reduces brake pressure to that wheel. This prevents the wheels from locking during heavy or emergency braking, enabling the vehicle to remain steerable.

Anti-Slip Regulation (ASR)

ASR improves driving and steering characteristics by preventing the driven wheels from spinning under acceleration. When a difference in driving wheel speed is detected (i.e. when one wheel starts to spin due to differences in road surfaces, e.g. due to water or dirt) the system automatically reduces engine torque. ASR is a switchable traction control system.

Auto Hold Function

As soon as the vehicle comes to a complete stop, the ABS hydraulic unit stores the vehicles final braking pressure. So even when you take your foot off the brake pedal, all four wheels brakes remain applied, providing increased comfort in stationary traffic. This function is released automatically when you drive off again.

Brake Assist

During emergency braking, Brake Assist aids the driver by increasing the brake pressure automatically to a level exceeding the locking limit. The ABS is thus quickly brought into the operating range, which enables maximum vehicle deceleration to be achieved.

Glossary

Direct Shift Gearbox (DSG)

DSG is a manual gearbox in which the gearshifts are controlled electronically. What makes the DSG unique is that it has 2 separate gear sets operated by 2 clutches.

The benefit of 2 gear sets and 2 clutches is that one gear set and clutch is engaged driving the vehicle with the second disengaged clutch having already pre-selected the next gear awaiting for power to be transferred. As the next gear has already been pre-selected prior to power being applied, the gear change only takes 3-4 100ths of a second. There is virtually no interruption to power, traction or acceleration.

The DSG also offers Tiptronic gear selection and sports mode.

Driving Profile Selection

Driving profile selection provides the driver with a wide-ranging choice of settings that can be made to the vehicle according to the driver's preferences. The driver has the option of choosing between the following driving profiles: Normal, Sport, Eco and Individual. The Normal profile offers a comfortable but dynamic driving style. Sport provides faster response of the accelerator pedal and steering while the DSG switches to Sport mode. Eco mode has been designed to enhance fuel efficiency by including coasting function (with DSG) and by adapting engine performance, earlier gearshift points and consumption-optimised control of the air conditioning system. The Individual setting allows the driver to separately set various parameters including steering, engine, Adaptive Cruise Control (ACC) and air conditioning.

Coasting Function

While driving, as the driver's foot is taken off the accelerator pedal the engine is declutched, allowing the vehicle to coast and roll over a longer distance. The momentum of the vehicle is used to save fuel with a foresighted driving style. When the brake, accelerator pedal or the gear selector lever is operated, the clutch is re-engaged and engine braking / drive takes effect. Coasting Function can be selected or deselected via the multifunction display settings. The gear selector lever is required to be in the D position to be functional.

Driver Fatigue Detection

The driver Fatigue Detection system automatically analyses the driving characteristics and if they indicate possible fatigue, recommends that the driver takes a break. The system continually evaluates steering wheel movements along with other signals in the vehicle on motorways and other roads at speeds in excess of 65 km/h, and calculates a fatigue estimate.

If fatigue is detected, the driver is warned by information in the Multi-function Display and an acoustic signal. The warning is repeated after 15 minutes if the driver has not taken a break.

Driver Fatigue Detection cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and therefore determining whether or not they are fit to drive. A driving time of 15 minutes is required in order to assess the driver correctly. The functionality of the system is restricted given a sporty driving style, winding roads and poor road surfaces.

Electronic Brake-pressure Distribution (EBD)

Electronic, more sophisticated means of regulating the ratio of front/rear brake pressure. Settings are varied according to driving and load conditions to ensure each wheel is braked to the optimum extent.

Electronic Differential Lock (EDL)

EDL improves driving and steering characteristics when accelerating on road surfaces where each wheel has a different degree of traction. The system operates automatically and is combined with the ABS system. Using the ABS wheel sensors, EDL monitors the speed of the individual driving wheels. When a difference in driving wheel speed is detected (i.e. when one wheel starts to spin due to differences in road surfaces, e.g. due to water or dirt) the system brakes the spinning wheel, transferring engine power to the wheel with the best traction.

Electronic Stabilisation Program (ESP)

ABS and ASR traction control systems are integrated into the Electronic Stabilisation Program (ESP). In short, ESP helps ensure that the vehicle goes where you steer it even in extreme driving conditions. The ESP system constantly compares the actual movement of the vehicle with pre-determined values and should a situation arise where the vehicle starts to skid, ESP will apply the brakes to individual wheels and automatically adjust the engine's power output to correct the problem. ESP prevents the vehicle from losing control when trying to avoid an accident, for example. It also reduces the effects of understeer or oversteer.

Emergency Assist with Emergency Lane Change Assist

Emergency Assist monitors the driving characteristics and recognises, within the limits of the system, if the driver suddenly becomes incapable of driving (due to the vehicle not being controlled).

If the driver remains inactive, the system automatically controls acceleration, braking and steering to slow the vehicle down and keep it in the lane. If there is sufficient stopping distance, the system decelerates the vehicle to a complete stop and switches on the electronic parking brake automatically.

With Emergency Lane Change Assist, while the system is decelerating the vehicle it will detect if it is safe to move the vehicle into the left or breakdown lane (if available). If the lane is clear the system will indicate left and change lanes before bringing the vehicle to a complete stop.

When Emergency Assist is actively controlling the vehicle, the hazard warning lights are switched on and the vehicle performs a slight snaking motion within its lane to warn other road users. Ideally this will prevent a collision, or at least reduce its severity.

Emergency Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. Emergency Assist utilises both the Adaptive Cruise Control (ACC) and Adaptive Lane Guidance driver assistance systems. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Adaptive Lane Guidance system.

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Extended Electronic Differential Lock (XDL)

XDL is an extension of the Electronic Differential Lock (EDL) function. When cornering, XDL responds to the load relief at the front wheel on the inside of a corner. The ESP hydraulics are used for the XDL to apply pressure to the wheel on the inside of the corner in order to prevent wheel spin. This improves traction and reduces the tendency to understeer. As a direct result of the one-sided and precise braking pressure, cornering is sportier and more accurate.

Front Assist with City Emergency Brake (City EB) and Pedestrian Monitoring functions

The Front Assist ambient traffic monitoring system uses a radar sensor to detect critical distance situations and thus help to shorten the braking distance, reducing the risk of a rear-end collision.

The traffic ahead is monitored constantly by the radar at the front. If a vehicle is detected ahead of you in the lane, the distance and the speed relative to it are calculated. If the gap is closing too fast, Front Assist initially warns the driver by means of an audible as well as a visual signal. At the same time, the brake pads are brought into contact with the brake discs and the sensitivity of the Brake Assist is increased. This primes the braking system for a possible emergency stop. Furthermore, an automatic jolt of the brakes warns the driver of the danger. If the driver also fails to react to the warning jolt, Front Assist brakes automatically, helping to avoid a collision or reduce the severity of the accident.

The City Emergency Brake (City EB) function is a radar based emergency braking system designed to help a driver avoid a low-speed crash or to reduce its severity. At vehicle speeds below 30km/h, City EB monitors the area ahead of the car for vehicles which might present a threat of collision. If a collision is likely, City Emergency Braking first pre-charges the brakes and makes the emergency Brake Assist system more sensitive: if the driver should notice the risk, the car is ready to respond more quickly to their braking action. However, if the driver still takes no action and a collision becomes imminent, City Emergency Braking independently applies the brakes very hard. If the driver intervenes to try to avoid the accident, either by accelerating hard or by steering, City EB will deactivate and allow the driver to complete the avoidance manoeuvre.

Pedestrian Monitoring is an extension of the Front Assist monitoring system featuring the City Emergency Brake. The system uses a radar sensor to monitor the area in front of the vehicle and within the limits of the system, register certain situations, for example a pedestrian stepping onto the road suddenly. It firstly gives an acoustic and visual signal to warn the driver, then prepares the vehicle for hard braking. If the driver fails to react, the system automatically performs emergency braking; Ideally this will prevent a collision, or at least reduce its severity.

Front Assist with City Emergency Brake (City EB) and Pedestrian Monitoring cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles.

Lane Assist

Lane Assist is a lane departure warning system that is designed to help reduce the likelihood of the vehicle leaving the road or crossing into an oncoming lane and therefore the risk of accident as a result of driver distraction or a lapse in concentration.

The Lane Assist system monitors the road ahead with the aid of a camera (located near the interior rear-view mirror) which recognises lane markings and evaluates the position of the vehicle. If the vehicle starts to leave the lane, the Lane Assist system takes corrective steering action. If this is not sufficient the driver is warned about the situation by a steering vibration and is asked to take over the steering. Additionally, if no active steering movements by the driver are recognised for longer than approximately 8 seconds, a message will appear in the Multi-Function Display in conjunction with a warning tone. The corrective steering function can be overridden by the driver at any time and the system does not react if the turn indicator is set before crossing a lane marking.

When adaptive lane guidance is active and the system detects both lane markings to the left and right of the vehicle, the function provides permanent assistance while the vehicle is in motion. The system adopts the preferred position within the lane in which the vehicle is travelling. For example, if the vehicle is being driven slightly off-centre in the lane, the system will learn to adopt the new position within a short period of time.

Lane Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and therefore staying in the lane at all times. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Lane Assist system. The Lane Assist system does not activate at a vehicle speed of less than 65km/h.

Manoeuvre braking

Manoeuvre braking assists the driver to avoid or reduce damage in a potential collision by initiating emergency braking. It supports the driver during forward and reverse manoeuvring in a speed range of a maximum 10 km/h. If the risk for an accident is recognised, emergency braking is initiated to minimise possible damage.

Manoeuvre braking cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. The object must be detected by the sensors. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged they need to react accordingly and stop the vehicle.

Multi-collision Brake

The multi-collision brake has been designed to provide effective assistance for the driver in the moments after an accident. Multi-collision brake triggers automatic controlled braking once an initial collision has been detected so as to reduce the intensity of further accidents after a collision and can help prevent follow-on collisions with oncoming traffic.

The triggering of the multi-collision brake is based on a collision being detected by the airbag sensors. The ESP control unit limits the deceleration of the vehicle by the multi-collision brake to a defined

Glossary

value and vehicle speed. The vehicle can still be controlled by the driver, even when automatic braking is taking place. The driver can interrupt the multi-collision braking at any time by accelerating or braking even more strongly.

Side Assist with Rear Traffic Alert

Side Assist is a lane change assistant that detects vehicles on the right and left hand side of the lane, in the blind spot and those vehicles coming nearer behind. The system informs with a warning light in the exterior mirror whenever a detected vehicle is close and a lane change would be dangerous. If the driver sets the indicator, the warning light begins to flash.

Rear Traffic Alert warns the driver of approaching traffic at the rear of the car when reversing via an audible warning followed by a visual message in the Optical Parking System (OPS).

Side Assist with Rear Traffic Alert cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. The driver must observe the surroundings and if the driver notices a risk that pedestrians, other vehicles or objects could be damaged they need to react accordingly and stop the vehicle.

Park Assist

The third generation Park Assist system actively helps the driver when entering or reversing into 90° parking bays, as well as reversing into and driving out of parallel parking spaces. The system works by using sensors mounted either side of the front and rear bumpers together with parking distance sensors front and rear. To park, the driver simply presses the Park Assist button to select the type of parking manoeuvre and uses the appropriate indicator as the car slowly passes the potential parking space. Sensors scan the size of the parking space as the car is driven past and the driver is alerted if the parking space is big enough. If there is sufficient space, the driver stops the car, selects the correct gear and lets go of the steering wheel.

Park Assist will alert the driver of the intended path and subsequently the appearance of obstacles in the Multi-Function Display, within the driver's field of vision. Park Assist then actively supports the driver by taking over the steering control and parks the vehicle in the available space using the ideal course, if necessary with several moves. The driver can however take over the control of the steering at any time and end the automatic parking procedure.

Park Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged or if they are uncertain of the risk, they will need to react accordingly and stop the vehicle, ending the function.

Traffic Jam Assist

In congested traffic situations, Traffic Jam Assist makes driving significantly more comfortable and helps to avoid typical rear-end collision accidents. The Traffic Jam Assist function combines the driver assistance systems Adaptive Cruise Control (ACC) and Lane Assist with adaptive lane guidance.

In a speed range of 0-60km/h, the system automatically controls acceleration, braking, steering and if required, will decelerate to a stop behind a vehicle that is stopping.

Traffic Jam Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. Traffic Jam Assist has been developed for use only on motorways.

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Volkswagen Group Australia Pty Ltd
24 Muir Road Chullora NSW 2190
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