



PRESS KIT
THE NEW GOLF R AND GOLF R VARIANT

World premiere, May 2024



Contents

IN BRIEF

Double world premiere:
the Golf R and Golf R Variant redefine the sporty
status quo of their class with 333 PS

KEY ASPECTS

The turbocharged engine –
superior 333 PS and 420 Nm

The all-wheel drive –
4MOTION all-wheel drive with
R-Performance torque vectoring

The running gear –
DCC adaptive control now standard

The exterior –
new front design and new 19-inch wheels

04	The interior – completely new infotainment system generation	17
	Media library	20
	About Volkswagen R – the premium performance brand	22

08

Media contacts

Volkswagen Communications
Product Communications

11



Kathrin Seifert
Spokesperson Golf / T-Roc /
Touran / Running Gear /
Assist Systems

Tel: +49 152 229 928 58
kathrin.seifert@volkswagen.de



Christoph Peine
Spokesperson R Models

Tel: +49 151 27 61 16 01
christoph.peine@volkswagen.de

12

14

More at volkswagen-newsroom.com

**DOUBLE WORLD PREMIERE:
THE GOLF R AND GOLF R VARIANT
REDEFINE THE SPORTY STATUS QUO
OF THEIR CLASS WITH 333 PS**



IN BRIEF



¹ Vehicles being introduced

New design

The Golf R models debut with a new front design, new LED headlights, illuminated Volkswagen logo and new LED tail light clusters

245 kW (333 PS) as the new status quo

The Golf R¹ accelerates to 100 km/h in 4.6 seconds, the Golf R Variant¹ completes the classic sprint in just 4.8 seconds

Extended high-tech equipment

The Golf R and Golf R Variant are equipped as standard with the DCC adaptive running gear and a completely new infotainment system generation

New 19-inch alloy wheels

Warmenau wheel rim developed by Volkswagen R is 20 per cent lighter and cools the brakes thanks to its aerodynamic design

Black exclusive model

Golf R Black Edition¹ launches with IQ.LIGHT LED matrix headlights and Performance package as standard equipment



Status quo of the Golf class Volkswagen R presents the most powerful Golf models of our time: the new Golf R¹ and the new Golf R Variant¹ with 245 kW (333 PS). The new maximum output corresponds to an increase of 10 kW compared with the direct predecessors. As standard. This power has so far only been available in exclusive special models. The Golf R Variant has never before been available with this amount of

power. The times for the classic sprint from 0 to 100 km/h have thus now been shortened to 4.6 and 4.8 seconds (Variant) respectively. In the latest generation too, the top speed can be increased by 20 km/h to 270 km/h² by adding the Performance package⁴. This makes the Golf R models the world's fastest Volkswagens together with the Arteon R Shooting Brake⁶.



The Golf R Variant is offered for the first time with an output of 245 kW (333 PS).

- ¹ Vehicles being introduced
- ² Country-specific
- ⁴ Optional equipment
- ⁶ Arteon R Shooting Brake – combined energy consumption: 8.9–8.6 l/100 km; combined CO₂ emissions 203–195 g/km; CO₂ class(es): G



Sharper design, new hardware and software

The 2024 Golf R models are clearly recognisable by their redesigned front with new LED headlights, a Volkswagen badge that is now illuminated for the first time, new air curtains in the bumper, new LED tail light clusters and the new optionally available 19-inch Warmenau⁴ forged wheels. New details inside include a latest-generation infotainment system with a visually free-standing display and a new menu structure. The Digital Cockpit Pro in the versions with the Performance package has been enhanced

with a new G-meter and a GPS lap timer. Despite the increased power, new-generation infotainment system, numerous improvements to the finer details and DCC adaptive chassis control system³ now included at no extra cost, the new Golf R models will be launched in Germany at lower prices. Europe-wide pre-sales start in June – coinciding exactly with the 50th anniversary of the Golf. Other global markets will follow successively.

Exclusive Golf R Black Edition

The debut of the new R models is another highlight in the long success story of the Golf R. It began in the summer of 2002 with the legendary Golf R32⁵ (177 kW/241 PS) – this car and its four successors have sold far more than 250,000 units so far. The 4MOTION all-wheel drive system and maximum performance are common denominators and can naturally also be found in the 2024 Golf R models. This is particularly evident in the example of the new Golf R Black Edition – an exclusive model that will be available to order straight away upon market launch. The Golf R Black Edition is designed to have a completely dark look and has a top speed of 270 km/h². It boasts features such as black 19-inch Estoril wheels (19-inch Warmenau forged wheel in black available as optional equipment),



The Golf R Black Edition with Performance Package has a top speed of 270 km/h.



The new GPS lap timer of the Golf R.

darkened Volkswagen badges and R logos, black R brake calipers with a dark R logo and black tailpipe trims. The new, darkened IQ.LIGHT LED matrix headlights are also standard. Its standard equipment also includes the otherwise optional Performance package; in addition to the higher top speed, it offers two additional modes for motorsport enthusiasts who also drive on tracks away from normal road traffic: Drift and Special. The latter was specifically adapted to the Nürburgring Nordschleife. Additional downforce is provided by a larger roof spoiler through which the air flow is routed. The Performance package also

includes the GPS lap timer and the G-meter. The boundaries between series production and motorsport are broken down here in a fascinating new level of performance.

- ² Country-specific
- ³ All prices and equipment specifications apply to the German market. There may be deviations for other countries
- ⁴ Optional equipment
- ⁵ The vehicle is not available for sale in Germany



High-tech wheels from Volkswagen R

New developments are the already mentioned 19-inch Warmenau⁴ forged wheels (named after the headquarters of Volkswagen R in the town of Warmenau on the outskirts of Wolfsburg). With a weight of only eight kilograms per wheel rim, they are about 20 per cent lighter than comparable alloy wheels – this reduces the unsprung masses and ensures perfect handling. In addition, the very large opening degree of the rims (71 per cent) improves stability and wear resistance as the brakes are cooled even more effectively and are thus subjected to less thermal stress, especially on race tracks.



The Golf R with the new 19-inch Warmenau forged wheel.

Golf update as the basis

The new Golf R models are based on the eighth generation of the Golf, which was significantly updated earlier in 2024. The IQ.LIGHT LED matrix headlights⁴ are a new technical feature; they offer a high-performance main beam with about 15 per cent more range for the first time. As already described above, all Golf R models are equipped with a completely new infotainment system that is operated via a new, free-standing touchscreen (32-cm/12.9-inch diagonal). In addition, operation of the multi-function steering wheel has been optimised. As before, a special feature here is the blue R button,

which activates the various driving profiles including the exclusive Race mode. To prevent unintentional activation of Race mode, the trigger threshold of the R button has been increased. Adjusting the speed when the Adaptive Cruise Control (ACC) is active is now also more intuitive: the plus button (+) on the steering wheel increases the speed by 10 km/h each time it is pressed, while the minus button (-) reduces the speed by 10 km/h. The SET button can be used to increase the speed in 1 km/h increments,



The new multi-function steering wheel with R button.

while the RES button reduces the speed by 1 km/h each time it is pressed.

Smart voice assistant

New on board is the IDA voice assistant⁴, which can be used to control classic functions such as the air conditioning system, telephone or the navigation system and to activate specific features such as the driving profiles and Race mode. For the first time, voice control can access ChatGPT and thus use the potential of artificial intelligence (AI) to answer all conceivable general knowledge questions.

⁴ Optional equipment



KEY ASPECTS



THE TURBOCHARGED ENGINE – SUPERIOR 333 PS AND 420 NM

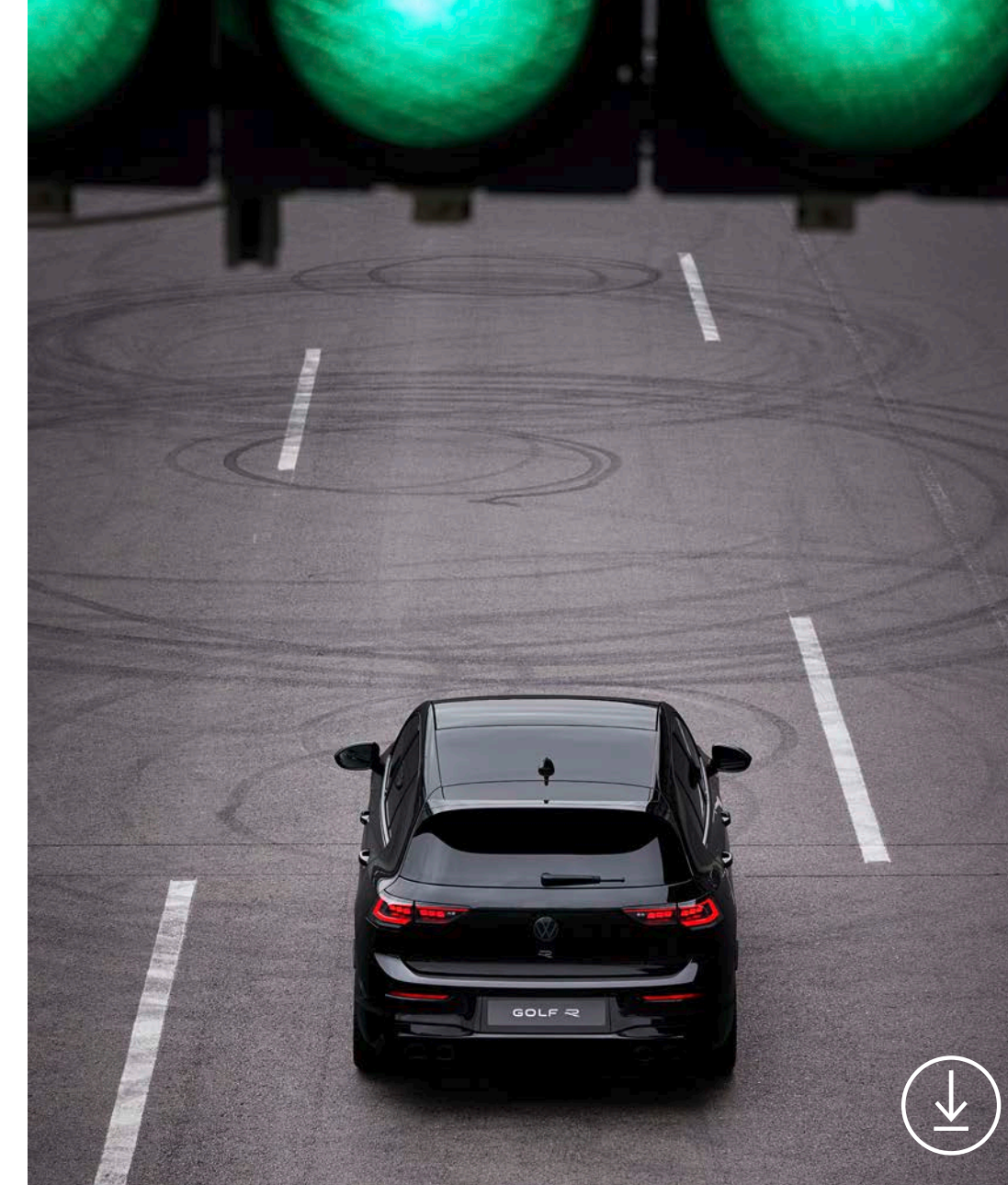
Most powerful evolutionary stage As the EA888 LK3 evo4 for production vehicles, the 1,984 cm³ four-cylinder turbocharged direct injection engine (TSI) in the new Golf R models is the most powerful evolutionary stage of this engine series. The highest output of the engine tuned by Volkswagen R is available between 5,600 and 6,500 rpm. The engine develops its maximum torque of 420 Nm in the engine speed range from 2,100 to 5,500 rpm. The engine speed values alone already make it clear that this turbocharged engine has no turbo lag and spontaneously unleashes maximum dynamic power in every driving situation. The direct-injection engine is generally characterised by innovative solutions for individual details such as integra-

tion of water-cooled exhaust gas routing to the turbocharger in the cylinder head. Thanks to a fully electronic coolant regulator unit, the TSI features very efficient thermal management with a short warm-up phase. The resultant reduction in friction losses contributes to reducing fuel consumption. The engine is also characterised by variable valve timing with double camshaft control. In addition, the valve lift can be switched in two stages on the exhaust side. This solution permits optimum control of gas exchange with respect to performance, consumption and exhaust emissions. The TSI transfers its power to a dual clutch transmission and the 4MOTION all-wheel drive system with R-Performance torque vectoring.





The driving profile selection in the new infotainment system display.



The Golf R accelerates to 100 km/h in 4.6 seconds.

5 + 2 driving profiles In the Golf R, the driving profiles Comfort, Sport, Race and Individual were previously available, along with Special and Drift in conjunction with the Performance package. This spectrum is now expanded with the Eco driving profile, which makes leisurely journeys even more sustainable. The Comfort profile has been modified: in the new Golf R versions, the shift characteristics for the seven-speed DSG have been changed so that upshifting now takes place approx. 100 rpm later. The Comfort profile is thus even sportier as a result. In the Sport profile, the start/stop

system and the coasting function are deactivated. In addition, the selective wheel torque control and entire drive system are configured to make them extremely sporty. In the Race profile, features such as the DCC, selective wheel torque control, progressive steering and all-wheel drive are additionally adjusted once more to a significantly sportier setting. Drivers can set a wide range of parameters themselves in Individual mode.

Further sharpened R profile The performance of the new Golf R generation is further enhanced in the Race driving profile – this can be activated by means of the blue R button in the left steering wheel trim, on the infotainment system or by voice control. In this case, the turbocharger is preconditioned so that it is kept at a higher turbine speed even when driving under partial load, for example, at a constant speed on country roads. As a result, power delivery is more spontaneous as soon as the vehicle accelerates again. In Race mode, the throttle valve is also opened in overrun phases: if the driver lifts off the accelerator before a bend and then accelerates again after the apex of the corner, they can clearly feel the faster build-up of engine torque. All this optimises vehicle handling and dynamics. The additional Special and Drift profiles are available in the Performance package.





The Special driving profile is designed for the Nürburgring Nordschleife.

Special profile The Special profile has been specifically configured for the Nürburgring Nordschleife and configures a softer setup for the DCC running gear compared with Race mode, to make sure the Golf R can maintain maximum contact with the road on the undulating Nordschleife track. The adaptive chassis control DCC is configured

⁴ Optional equipment

here with a special vertical setup; a special tune optimised for lateral dynamics is also achieved via the Vehicle Dynamics Manager and selective wheel torque control so that the vehicle handles the corners of the Nürburgring perfectly. The driver can also manually deactivate the Electronic Stability Control (ESC). Furthermore, downshifts in automatic DSG mode – performed depending on the brake pressure – perfectly match every deceleration ahead of corners. The current gear is maintained depending on the lateral acceleration and the speed at which the accelerator is released (“Fast Off”). In manual DSG mode, the usual forced upshifts and kickdown are also omitted in order to offer the driver maximum control over the individual gears. For the turbocharged engine, this means the load changes are adjusted in order to optimise steering response and lateral dynamics. In addition, the engine speed is increased to improve the performance when pulling away, and the accelerator characteristic is adapted for optimum control.

Drift profile In the Drift performance profile, the parameters for the ESC control (change to ESC Sport) and the distribution of power via the all-wheel drive system enable the Golf R to drift on private tracks. To make sure that the profile is only select-

ed on private roads, the infotainment system always displays a confirmation prompt before it is activated.

Engine starts at increased speed The new Golf R models offer numerous enhanced performance features that make driving this Volkswagen a special experience. The engine start with higher speeds is one example: if the driver presses the engine start button (Engine/Start) without brake operation for at least 1.5 seconds and then starts the engine by pressing the brake pedal, the starting speed briefly automatically increases to 2,500 rpm. This mode is underlined by an acoustic statement – a deep burbling sound.

Motorsport sound – inside and out The sound of the exhaust system has generally been further developed to enhance the acoustic feedback and the characteristic motorsport feeling of the Golf R. Backfire can be heard on the outside from engine speeds of just 2,500 rpm – a typical sound from the world of motorsport. Inside, a sound actuator makes sure that the engine has an even rougher sound, once again evoking motorsport. The sound of the now even richer-sounding R-Performance titanium exhaust system from Akrapovič⁴ has likewise been optimised.



THE ALL-WHEEL DRIVE – 4MOTION WITH R-PERFORMANCE TORQUE VECTORING

4MOTION with R-Performance torque vectoring All versions of the Golf R feature an 4MOTION all-wheel drive system with R-Performance torque vectoring. A rear final drive developed by Volkswagen R distributes the drive power variably between the front and rear axles and between the left and right rear wheels. Here's how it works: the differential from the 4MOTION drive system familiar from other Volkswagen MQB models (MQB: modular transverse matrix) transfers the power via a multi-plate clutch to the left and the right-hand rear wheels with a ratio of 50:50 – even when the differential lets them rotate at different speeds when cornering. The new 4MOTION all-wheel drive system with R-Performance torque vectoring developed for the Golf R can additionally distribute the torque variably between both rear wheels. Thanks to the wheel-selective power at the wheels, up to 100 per cent of the possible torque can be directed to the wheel on the outside of the bend. This reduces the cornering radius

and understeer is eliminated, leading to noticeably more agile vehicle handling. The intensity of the power distribution is determined by the current steering angle, accelerator pedal position, lateral acceleration,

yaw rate and speed. The driver can use the driving profiles to influence operation of the stabilising vehicle dynamics systems and the 4MOTION all-wheel drive system with R-Performance torque vectoring.

The Golf R with the optional 19-inch Warmenau forged wheels.



THE RUNNING GEAR – DCC ADAPTIVE CONTROL NOW STANDARD

MacPherson front axle, four-link rear axle, progressive steering, 18-inch brakes

The basic layout of the sports running gear, which is lowered by 20 mm compared with the standard version, consists of a MacPherson front axle, a four-link rear axle and a high-stability 18-inch brake system. Progressive steering is installed as standard. It operates with a progressive gear ratio and significantly reduces the effort required to steer when manoeuvring and parking. On winding country roads and when turning off, drivers will notice a greater dynamic response thanks to the more direct setup. It also means drivers do not have to change their hand position as frequently. For the first time, the previously optional DCC³ adaptive chassis control system is now on board as standard in Germany.

³ All prices and equipment specifications apply to the German market. There may be deviations for other countries

Characteristic for the Golf R: blue-painted calipers of the 18-inch brake system.





The DCC running gear can be adjusted individually.



The driver can adjust the ESC to the respective situation.

Intelligent Vehicle Dynamics Manager

In the Golf R and Golf R Variant, a highly innovative Vehicle Dynamics Manager not only closely integrates the electronic differential locks (XDS) and lateral dynamics components of the controlled shock absorbers in the adaptive chassis control system (DCC), but also – for the first time – the 4MOTION all-wheel drive system with R-Performance torque vectoring. Electro-mechanically adjustable running gear systems once again significantly enhance the balance between maximum dynamics and the highest levels of comfort. The Vehicle Dynamics Manager coordinates the electro-mechanical functions of the all-wheel drive system, electronic differential lock and lateral dynamics components of the DCC shock absorbers during every driving manoeuvre. Adjustment of the wheel-specific damping ensures particularly agile and precise handling. The Vehicle Dynamics Manager also enables calculation of perfect clutch control for the selective wheel torque control function to further optimise agility

and stability. In parallel to this, targeted braking intervention on the vehicle side on the inside of a bend further reduces understeer in the transition and limit ranges. Traction is improved by an increased locking torque in the selective wheel torque control, and vehicle handling is slightly more biased towards the rear instead of an understeering tendency.

DCC adaptive chassis control The DCC adaptive chassis control – which in Germany is now fitted as standard in the Golf R and Golf R Variant – continuously reacts to the



The exclusive Golf R Black Edition.

road surface and driving situation while taking into account various elements including steering, braking and acceleration. The lateral dynamic components of the DCC running gear are coordinated and further optimised by the Vehicle Dynamics Manager. Using the set driving profile, the driver can influence the reduction in body motion as desired. The required damping is calculated for each wheel and adjusted at the four shock absorbers within fractions of a second. Consequently, DCC always provides the highest level of driving comfort and optimum driving dynamics.

Individual ESC control The driver can deactivate ESC by means of the vehicle menu. When starting the Golf R and Golf R Variant, the ESC is always active as a full system. After this, the ESC can be adapted in two stages: in ESC Sport mode, the ESC thresholds and TCS slip thresholds are increased to reduce the intensity of interventions. In ESC Off mode, experienced drivers can additionally deactivate ESC altogether for all driving situations. However, Front Assist and the swerve support function reactivate the full ESC system in an emergency.



THE EXTERIOR – NEW FRONT DESIGN AND NEW 19-INCH WHEELS

Distinctive R design The Golf R and Golf R Variant are characterised by an exterior look and exterior equipment that set them apart from all the other models in the product line. The entire front section below the headlights, the side members, exterior mirror caps, wheel range as well as the lower area of the rear apron and the four-pipe exhaust system were all designed and developed specifically by Volkswagen R.



Front section with an R design The 2024 Golf R models can be recognised from the front by the completely newly designed bumpers and the new LED headlights. The headlights now have straighter lines, are visually more striking and narrow significantly towards the inside. All Golf R models are equipped with LED Plus headlights as standard. A horizontal LED strip and the illuminated Volkswagen badge are integrated into the lighting system. The illuminated Volkswagen badge gives rise to a new, unmistakably Volkswagen light design. The R logo is integrated into the radiator grille. The blue application above the horizontal LED strip is another characteristic R feature. A further light highlight is the latest generation of the optionally available IQ.LIGHT LED matrix headlights. They are equipped with a new high-performance LED main beam with about 15 per cent more range than the predecessor system. Located underneath are the new bumper, with its aerodynamic elements in high-gloss black (including targeted air routing to cool the brakes), the high-gloss black ventilation grille and the front splitter in motorsport style.

Silhouette in R design At the sides, the new Golf R and the Golf R Variant are distinguished from all other models in the product line by the exterior mirror housings in matt chrome (with R logo projection as part of the exterior background lighting), the R logo on the doors below the exterior mirrors, side members with a specific design, silver-anodised roof rails on the Golf R Variant and an independent wheel rim range. For the first time, the hub caps on the 18- and 19⁴-inch wheels feature the R logo instead of the Volkswagen badge.



The front bumper and LED headlights have been redesigned.

The Golf R with illuminated VW logo.



⁴ Optional equipment





available for all Golf R models. The blue-painted brake calipers (black on the Golf R Black Edition) with R logo are recognisable behind all the wheel rims.

Rear end in R design The newly designed LED tail lights are standard equipment on the Golf R models. In conjunction with the IQ.LIGHT LED matrix headlights, the new 3D LED tail lights with dynamic flashing function are optionally available. Their welcome and goodbye effects can be customised using the vehicle settings (on the infotainment system). There is a choice

of three effects. The level below features a bumper in R design, a diffuser in high-gloss black and the four-pipe tailpipes of the exhaust system (twin tailpipes on the left and right). The Golf R (classic hatchback version) can be optionally ordered with the now even richer sounding R-Performance titanium exhaust system (Akrapovič). Both systems have controllable sound flaps. The models with the Performance package can be recognised at the rear by a particularly large roof spoiler, through which the air flow is directed and which thus optimises the downforce.

Overview of the R design wheel rims

The Golf R models (except Golf R Black Edition) are equipped with the 18-inch Jerez wheel rim and 225/40 tyres as standard. The 19-inch Estoril wheel rim⁴ with diamond-cut surface (standard for Performance package) or in all-black trim (standard for Golf R Black Edition) with 235/35 tyres is available as optional equipment. As a completely new development, the new 19-inch Warmenau⁴ forged wheel is optionally available for all models in Black or with a diamond-cut finish (also with 235/35 tyres). The 18-inch Bergamo winter wheel^{3,4} in "Sterling Silver" with 225/40 tyres is also



The Golf R with the 19-inch Estoril wheel.



The newly designed 19-inch Warmenau wheel.

³ All prices and equipment specifications apply to the German market. There may be deviations for other countries

⁴ Optional equipment





THE INTERIOR – COMPLETELY NEW INFOTAINMENT SYSTEM GENERATION

New infotainment systems Volkswagen has developed new hardware and software for the infotainment system. Operation has been significantly improved thanks to completely revamped graphics and a new menu structure for the touch display. In addition, an R-specific graphic has been integrated into the system. The self-explanatory infotainment system is always combined with the largest display version (32.8-cm/12.9-inch diagonal) in the Golf R models. The screens are divided into two touch bars at the top and bottom and the large home

screen in the middle. The driver can assign favourite direct-access functions to large areas of the top bar and home screen. The big advantage: the individually configured top bar and static bottom bar remain continuously displayed when the driver opens various functions in the form of apps on the home screen. This makes the system easy to use. As part of this, the touch sliders for temperature and volume control have been newly developed and are now illuminated. A windscreen head-up display will be available as an option.



Extended Digital Cockpit Pro The new Golf R models are equipped with the enhanced Digital Cockpit Pro as standard (display diagonal: 26 cm/10.2 inches). The driver can use corresponding buttons on the multi-function steering wheel to set up different basic graphic configurations (information profiles): in addition to the classic views from other models in the product line, the Digital Cockpit Pro in the Golf R offers an enhanced Sport skin, featuring a central round rev counter with an R-specific design including the R logo. A three-dimensional layout – the R view – with numeric fields is additionally available. As an exclusive feature, there is a horizontal rev counter at the top edge of the display. The scale for this flat, horizontal display ranges from 0 to 8 (equivalent to 0 to 8,000 rpm). In models with the Performance package, the display provides gear-shift recommendations when manual DSG



The Golf R with the Digital Cockpit Pro and new infotainment system display.

mode is activated. In manual DSG mode, the driver either uses the shift-by-wire buttons on the centre console or the paddles on the steering wheel to perform manual gear shifts. Particularly when driving on race tracks, the gear recommendation provides valuable assistance, since automatic upshifts are intentionally deactivated in manual mode in the Special and Drift driving profiles. New functions in the Digital Cockpit Pro in conjunction with the Performance package include a GPS lap timer and a G-meter (G forces). As additional information, it is possible to display current data such as the charge pressure, gearbox temperature, torque, power, a G-meter and the torque distribution of the all-wheel drive. The torque distribution between the four wheels is now shown by means of a newly visualised Golf R. Read on for more about the GPS lap timer for the race track and the G-meter:





GPS lap timer for the race track

Compared with the already familiar lap timer, the GPS lap timer introduced here additionally uses satellite signals and thus makes it possible to automatically measure split times. This is how the GPS lap timer works: the track is first driven once to learn the route and the start and finish lines are set. In addition, up to three GPS measuring points can be set for recording split times. From the next lap, the total and split times are automatically recorded and saved. The GPS lap timer additionally shows the driver

the difference in times compared to the fastest lap to date. After crossing the finish line, the last and fastest laps with the respective split times of the individual measuring points are displayed. Thanks to automated timekeeping, the driver can concentrate fully on the track. What is more, the accuracy is very high.

G-meter for the classic sprint The new G-meter offers three different modes: 0 to 100 km/h, 80 to 120 km/h and quarter mile. The respective measurement can be

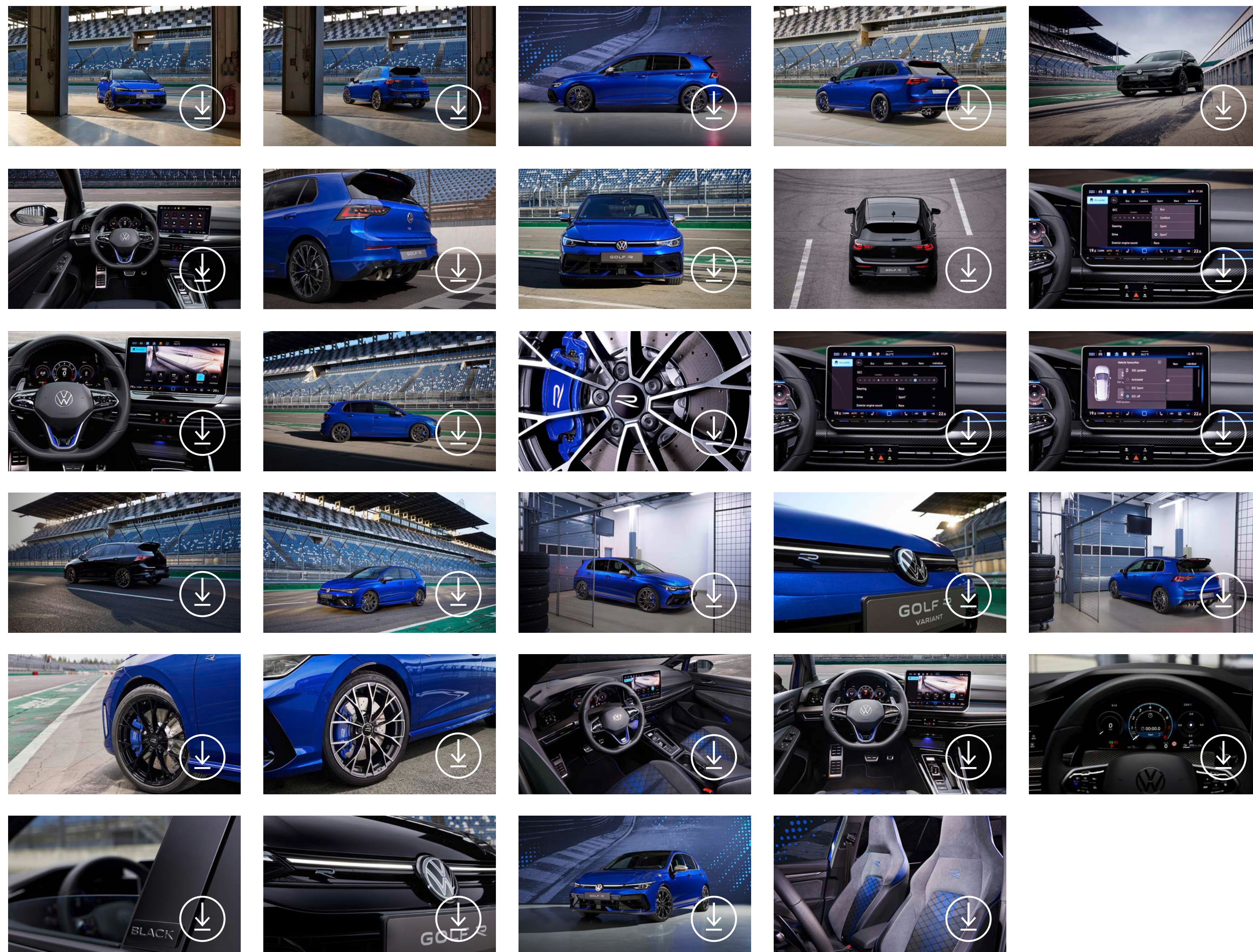
started either by moving off from a standstill or by means of a visualised traffic light. As in motorsport, five light dots count down for the traffic light start. When using the traffic light start, moving off too early or too late leads to a false start to increase the accuracy of the measurement. The G-meter is an exciting feature for testing the performance of the Golf R and for finding out more how the weather, tyres and road surface can affect acceleration.

Equipment by Volkswagen R The interior of the Golf R models is ergonomically tailored to the driver and exclusively refined in the R style. The driver and front passenger sit on premium sport seats with integrated head restraints. The inner surfaces of the seats are black-blue, while the outer areas are in ArtVelours. The inner surfaces of the backrests feature an R logo in the upper area. Also optionally available once more are seats in black nappa leather, featuring carbon-look elements, blue accents in the side sections and an R logo in the backrest. Other optional equipment includes interior applications in genuine carbon. These equipment details underline the high quality of the exclusive overall concept of the new

Golf R. The multi-function leather sports steering wheel has also been given a specific design: it comes with ergonomically shaped DSG paddles that are larger than the standard production version, a blue steering wheel mark at the six o'clock position, blue contrast stitching and naturally the R button for direct selection of the various driving profiles. R-specific door side trims, floor mats with the R logo and pedal caps and driver footrest in brushed stainless steel are just as much part of the extended standard equipment as the black headliner and background lighting with many adjustment options (30 colours). For the first time, a ball coupling with a drawbar load of 80 kg is available for the Golf R in the hatchback version; the maximum trailer weight is 1,900 kg (braked, with 8 per cent gradient).



MEDIA LIBRARY



Terms of Use

The information and material such as text, image, audio, or video documents available on www.volkswagen-newsroom.com intended solely for personal information purposes, or may be used for editorial purposes in the social web, or, in the case of journalists, influencers and media enterprise employees, may be used as a source for their own editorial coverage. Text, image, audio or video documents may not be used for commercial purposes and may not be passed on to third parties. The relevant terms of use also apply for the usage of www.volkswagen-newsroom.com.



Note

- ¹ Vehicles being introduced
- ² Country-specific
- ³ All prices and equipment specifications apply to the German market. There may be deviations for other countries
- ⁴ Optional equipment
- ⁵ The vehicle is not available for sale in Germany
- ⁶ Arteon R Shooting Brake – combined energy consumption: 8.9–8.6 l/100 km; combined CO₂ emissions 203–195 g/km; CO₂ class(es): G

ABOUT VOLKSWAGEN R – THE PREMIUM PERFORMANCE BRAND



Volkswagen R is Volkswagen's premium performance brand and is responsible for the sportiest vehicles that complement the product range. With more than 35,000 vehicles produced, the year 2023 was a record year for Volkswagen R. A total of more than 300,000 R models have been delivered since 2002. Volkswagen R is now realigning itself for the future. Based on the four pillars – performance, design, innovation and quality – the portfolio will gradually see a shift to all-electric R models by 2030. Volkswagen R was founded in 2002 as Volkswagen Individual GmbH. Since 2020, the department has been a separate business unit within the Volkswagen brand. The R in the name continues to symbolise the passion for motor sport and racing up to the present day.



The range specifications are forecast values in accordance with the Worldwide Harmonized Light Vehicles Test Procedure, WLTP. The actual WLTP range values may vary depending on equipment. The actual range achieved under real conditions may vary depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers / overall load, and topography.

The specified fuel consumption and emission data are determined in accordance with the measurement procedures prescribed by law. On 1 January 2022, the WLTP test cycle completely replaced the NEDC test cycle and therefore no NEDC values are available for new type-approved vehicles after that date.

This information does not refer to a single vehicle and is not part of the offer but is only intended for comparison between different types of vehicles. Additional equipment and accessories (additional components, tyre formats, etc.) can alter relevant vehicle parameters such as weight, rolling resistance and aerodynamics, affecting the vehicle's fuel consumption, power consumption, CO₂ emissions and driving performance values in addition to weather and traffic conditions and individual driving behaviour.

Due to more realistic testing conditions, fuel consumption and CO₂ emissions measured according to WLTP will in many cases be higher than the values measured according to NEDC. As a result, the taxation of vehicles may change accordingly as of 1 September 2018. For further information on the differences between WLTP and NEDC, please visit <http://www.volkswagen.de/wltp>.

Further information on official fuel consumption data and official specific CO₂ emissions for new passenger cars can be found in the "Guide to fuel economy, CO₂ emissions and power consumption for new passenger car models", which is available free of charge from all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany and at www.dat.de/co2.

Volkswagen Aktiengesellschaft
Berliner Ring 2
D-38440 Wolfsburg

Responsible for the contents:
Volkswagen Product Communications

Picture credit:
Volkswagen Aktiengesellschaft

Date: June 2024

© 2024 Volkswagen Aktiengesellschaft

