Volkswagen Passat Alltrack

Safety and Security		162TSI	162TSI Premium
Airbags	Driver and front passenger airbags	S	S
	Driver's knee airbag	S	S
	Driver and front passenger side airbags	S	S
	Outer rear seat passenger side airbags	S	S
	Curtain airbags, front and rear	S	S
Anti-theft	Alarm system with interior monitoring and tilt sensor	-	S
	Electronic engine immobiliser	S	S
Body	Fully galvanised with 12 year anti-corrosion perforation warranty	S	S
	Door side impact protection	S	S
	Rigid safety cell with front and rear crumple zones	S	S
Brakes	Automatic flashing brake lights activated in emergency braking situation	S	S
	Anti-lock Braking System (ABS)	S	S
	Electronic Brake-pressure Distribution (EBD)	S	S
	Hill Start Assist and Hill Descent Control	S	S
	Brake Assist	S	S
	Electro-mechanical parking brake	S	S
	Auto Hold function	S	S
	Multi-collision brake	S	S
Child Restraints	Child seat top tether anchorage points (3)	S	S
	ISOFIX child seat anchorage points, outer rear seats	S	S
Head Restraints	Front safety optimised head restraints, longitudinally and height adjustable	S	S
	Rear head restraints height adjustable (3)	S	S
Lighting	Daytime driving lights	S	S
	LED front fog lights with static cornering function, mounted in lower bumper	S	S
	LED rear licence plate light	S	S
	Rear tail lights, LED	S	-
	Premium rear tail lights in LED	-	S
	Rear fog lamp	S	S
Locking	Remote central locking	S	-
	Remote central locking with SAFELOCK deadlock mechanism	-	S
	2 stage unlocking (programmable)	S	S
	Automatic locking after takeoff (programmable)	S	S
	Keyless Access, keyless entry and starting system including starter button	S	S
	One touch lock / unlock for driver	S	S
	Child safety locks on rear doors	S	S

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat Alltrack

Safety and Security (cont'd)		162TSI	162TSI Premium
Seat belts	Front height adjustable with pre-tensioners and belt force limiters	S	S
	Outer rear seat belt pre-tensioners	S	S
	Visual and acoustic warning for driver and front seat passenger seat belts not fastened	S	S
	Visual indicator for rear seat passenger seat belt status	S	S
	3 point seat belts for all passengers	S	S
Traction control	Electronic Differential Lock (EDL)	S	S
	Anti-Slip Regulation (ASR)	S	S
	Electronic Stabilisation Program (ESP)	S	S
	Extended Electronic Differential Lock (XDL)	S	S

Exterior Equipment / Styling		162TSI	162TSI Premium
Body enhancements	Chrome radiator grille highlights	S	S
	Chrome trim around side window frames	S	S
	Front bumper lower air intake with centre stainless steel look plate	S	S
	Front underbody protection	S	S
Paint	Metallic or Pearl Effect paint finish	O	O
Roof	Roof rails, matte chrome	S	S
	Panoramic glass sunroof, electrically slide and tilt adjustable front half section with electrically operated (perforated) sunblind and integrated wind deflector	-	S
Tinted glass	Heat insulating tinted glass	S	S
	Dark tinted rear side window and rear window glass, 65% light absorbing	-	S

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat Alltrack

Exterior Equipment / Styling (cont'd)		162TSI	162TSI Premium
Wheels	Alloy wheels (Kalamata) 18 x 8J with 245/45 R18 AirStop® tyres	S	-
	Alloy wheels (Albertville) 19 x 8J with 245/40 R19 AirStop® tyres	-	S
	Anti-theft wheel bolts	S	S
	Full size alloy spare wheel	S	S
	Low tyre pressure indicator	S	S

Comfort and Convenience		162TSI	162TSI Premium
Armrest	Front centre armrest with storage box and 2 rear air outlets	S	S
	Rear seat centre armrest with cup holders	S	S
Air conditioning	3 Zone Air Care automatic climate control (3 modes)	S	S
	Air quality and humidity sensor with automatic air recirculation	S	S
	Air cleaning function and allergen filter	S	S
Cup holders	Front (2) with cover	S	S
	Rear (3) in rear centre armrest	S	S
	Bottle holders in front door pockets	S	S
Driver assistance systems	Driving profile selection	S	S
	Adaptive Chassis Control	S	S
	Rear View Camera (RVC Plus) with multi-angle views and dynamic guidance lines	S	S
	Area view surround view camera	-	S
	IQ. Drive:	S	S
	- Driver Fatigue Detection system	S	S
	- Emergency Assist		
	- Front Assist with pedestrian monitoring	S	S
	- Manoeuvre braking, front & rear	S	S
	- Park Assist, parking bay and parallel parking assistance	S	S
	- Parking distance sensors, front and rear with acoustic warning and audio volume level reduction when sensor warning is activated	S	S
	- Proactive Occupant protection	S	S
	- Rear Traffic Assist	S	S
	- Side Assist, lane changing assistant	S	S
	- Speed limiter (programmable)	S	S
	- Travel Assist with Adaptive Lane Guidance	S	S
	Safety technologies are not a substitute for the driver's responsibility of the vehicle		

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat Alltrack

Comfort and Convenience (cont'd)		162TSI	162TSI Premium
Floor mats	Front and rear, carpet	S	S
Headlights	LED headlights for high and low beam	S	-
	IQ. Light Matrix LED headlights for high and low beam with dynamic light assist, dynamic cornering lights, integrated LED daytime driving lights, automatic self- levelling, headlight cleaning system and low washer fluid warning	-	S
	Coming / leaving home function	S	S
	LED Daytime driving lights	S	S
	Low light sensor with automatic headlight function	S	S
In car entertainment and technology	Discover Media audio and satellite navigation system 8.0" colour capacitive touch screen display with smartphone style HMI and proximity sensor, AM/FM radio, 2D and 3D (bird's eye) map views, car menu with convenience and service settings, security coded	S	-
	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, 2D and 3D (bird's eye) map views, car menu with convenience and service settings, security coded	-	S
	Harman Kardon premium sound system, 10+1 speaker with subwoofer sound system with 700 W total power output and a digital 16-channel amplifier	-	S
	App-Connect USB-C interface for Apple CarPlay® and Android Auto™ in centre console	S	S
	Wireless Apple CarPlay® and Android Auto™	S	S
	Audio, telephone, cruise control and Multi-Function Display controls mounted on steering wheel	S	S
	Bluetooth® phone connectivity with contacts display, operation via touch screen audio unit or Multi-Function Display and Bluetooth® audio streaming	S	S
	Speakers, front and rear (8)	S	S
	USB-C ports (2) in front centre console, Apple® compatible & 1 in the rear for charging	S	S

Volkswagen Passat Alltrack

Comfort and Convenience (cont'd)		162TSI	162TSI Premium
Instrumentation	Digital Cockpit, high resolution 10.25" digital instrument colour display screen with customisable displays	-	S
	Multi-Function Display (MFD Premium) multi-colour display – driving time, trip length, average and current speed, average and current fuel consumption, distance till empty, speed warning function, vehicle status, audio, telephone, navigation and convenience menus	S	-
	Comfort indicator function (1 x touch = 3 x flash)	S	S
Interior highlights	'Tracks' decorative inserts in dashboard, centre console and doors	S	-
	Dayton Brush' aluminium decorative inserts in dashboard, centre console and doors	-	S
	Chrome highlights to mirror adjustment and power window switches	-	S
	Leather covered steering wheel and gearshift knob	S	S
	Aluminium finish accelerator and brake pedals	S	S
Interior lighting	With time delay, front and rear	S	S
	LED Reading lights, front and rear	S	S
	LED ambient lighting in front and rear door decorative inlays, customisable in 30 different colours	-	S
Luggage compartment	Automatic opening and closing of the tailgate with Easy Open and Close functions	-	S
	Load restraining hooks	S	S
	Luggage compartment light	S	S
	Shopping bag hooks	S	S
	Storage boxes in side lining	S	S
	12 volt socket	S	S

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat Alltrack

Comfort and Convenience (cont'd)		162TSI	162TSI Premium
Mirrors	Automatic dimming interior rear-view mirror	S	S
	Electrically heated and adjustable exterior mirrors	S	S
	Turn indicators with LED technology integrated in exterior mirrors	S	S
	Remote electrically foldable door mirrors, door mirror puddle lights and reverse activated kerb-view adjustment on passenger's door mirror	S	S
	Mirror memory in conjunction with seat memory function	-	S
Power steering	Electro-mechanical, vehicle speed and steering input sensitive	S	S
Seating	Comfort sport front seats with manual height adjustment, seat cushion tilt and depth adjustment. Driver with electric backrest and lumbar support adjustment.	S	-
	Comfort sport front seats with electric 14-way adjustment with driver's massage, electric lumbar support, Easy Entry/Easy Exit and memory function	-	S
	Heated front seats	-	S
	Ventilated front seats	-	S
	Split and flat folding (40/20/40) rear seat and backrest with remote release	S	S
Steering wheel	3 spoke leather covered steering wheel	S	S
	Steering wheel mounted gearshift paddles	S	S
	Audio, telephone and IQ. Drive controls	S	S
	Height and reach adjustable steering wheel	S	S
Storage	Centre console storage compartment	S	S
	Chillable glove box with illumination	S	S
	Coin tray and 12 volt socket in console	S	S
	Driver's side dashboard compartment with lid	S	S
	Door pockets, front and rear	S	S
	Front seat backrest storage pockets	S	S
	Compartment with lid in roof console	S	-
Transmission	Gearshift recommendation indicator	S	S
	4MOTION all wheel drive	S	S
	7 speed Direct Shift Gearbox (DSG) with sport mode and Tiptronic function	S	S
Upholstery	"7 Summits" cloth seat upholstery	S	-
	Vienna leather appointed seat upholstery	-	S
	Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather		

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat Alltrack

Comfort and Convenience (cont'd)		162TSI	162TSI Premium
Vanity mirrors	Driver's and passenger's side vanity mirrors	S	S
	Illuminated on driver's and passenger's side	S	S
Wipers	2 speed wash/wipe windscreen wipers	S	S
	Heated washer jets	S	S
	Rain sensor	S	S
	Rear window with wash/wipe and intermittent wipe	S	S
Windows	Power front / rear, with roll-back function and one touch up-down	S	S
	Window blinds in rear windows	-	S
	Remote operated convenience close and open feature	S	S
12V socket	Centre console	S	S
	Rear seat area	S	S
	Luggage compartment	S	S

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat

Technical Specifications

	162TSI & 162TSI Premium Wagon
Engine	**2.0 litre TSI**
Type	4 cylinder inline turbo petrol with engine Start/Stop system*
Installation	Front transverse
Cubic capacity, litres/cc	2.0 / 1984
Bore/stoke, mm	82.5 / 92.8
Max power, kW @ rpm	162 @ 4500-6200
Max torque, Nm @ rpm	350 @ 1500-4400
Compression ratio	9.6:1
Fuel system	Bosch Direct Injection and intake manifold injection.
Ignition system	Electronic
Exhaust emission control	Three-way catalytic converters with Lambda control; Exhaust gas recirculation
Fuel type (Recommended)	Premium unleaded 95 RON minimum
Fuel tank capacity, approx. litres	66
Transmission	**7 Speed DSG**
Driven wheels	4MOTION
Performance#^	
0 – 100km/h, seconds	TBC
Fuel consumption**^	
Combined, L/100km	8.1
Urban, L/100km	10.1
Extra Urban, L/100km	7.0
CO2 emission, g/km	186

*The Start/Stop system is designed to reduce fuel consumption and CO_2 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 variant may vary.

** Fuel consumption figures according to Australian Design Rule (ADR) 81/02.

The driving style, road and traffic conditions, environmental influences, fitment of accessories and vehicle condition can in practice lead to consumption figures which may differ from those calculated with these standards.

Technical Specifications (cont'd)

		162TSI & 162TSI Premium Wagon
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 progressive power steering.
Brake systems		Anti-lock Braking System (ABS) with Electronic Brake-pressure Distribution (EBD), Brake Assist and Electronic Stabilisation Program (ESP). Brake energy recuperation
Brakes	Front	Ventilated Discs
	Rear	Discs
Turning circle, metres		11.7
Weights^		
Tare Mass Kg`s		1681
Towbar Capacity*		
Braked kg		1,800
Unbraked kg		750
Towbar load limit kg		90
Exterior Dimensions^		
Overall length mm		4780
Width mm		1853
Height mm		1530
Wheelbase mm		2790
Track mm	Front**	1580
	Rear**	1563
Luggage Area Dimensions^#		
Volume		
Rear seat upright L		650
Rear seat folded L		1,780
Floor length		
Rear seat upright mm		1,172
Rear seat folded mm		2,018
Maximum width between wheel arches mm		1,005
Opening height mm		706
Opening width mm		1,032
Load height mm		890

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

*Towbar is compatible with Passat Sedan, Wagon & R-Line Package

**Track figures are based on vehicles fitted with 215/55 R17 wheels

Volkswagen Passat

Colour Combinations

	Pure White	Reflex Silver M	Pyrite Silver M	Manganese Grey M	Aquamarine M	Deep Black PE
INTERIOR TRIM						
162TSI						
"7 Summits" cloth seat upholstery	S	S	S	S	S	S
162TSI Premium						
Vienna leather appointed seat upholstery*	S	S	S	S	S	S

*Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather

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

S Standard P Part of optional package O Optional extra - Not available

Volkswagen Passat

Glossary

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 Passat 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 Passat then accelerates up

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

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

Glossary

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.

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

Glossary

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

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

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).

Emergency Assist detects a lack of activity on the part of the driver and issues repeated visual and acoustic warnings and initiates a quick jolt of the brakes to request the driver to take control of the vehicle.

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.

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 Lane Assist 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 Lane Assist system.

Glossary

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.

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 others 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

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.

Front Assist with 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 in the radiator grille 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. The system then gives an immediate acoustic and visual signal to warn the driver. If the driver does not brake, the system initiates a jolt of the brake as a warning about the critical situation, while at the same time preparing for hard braking. If the driver fails to react, the system automatically performs emergency braking, within system limits. 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.

Glossary

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

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 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.

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 on 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 preffered 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.

Glossary

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 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

Park Assist

The third generation Park Assist system actively helps the driver when entering or reversing into 90º 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

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.

Glossary

Travel Assist

Travel Assist is an assistance system for partly automated driving. At the push of a button, Travel Assist can support the driver in monotonous and tiring driving situations commonly encountered on long motorway journeys. This system combines the functions of Adaptive Cruise Control (ACC), Lane Assist with adaptive lane guidance and Side Assist to accelerate, brake and maintain the vehicles position within its lane. The capacitive steering wheel can detect whether the driver's hands are on the steering wheel in readiness to steer the vehicle and will issue a visual and audible warning when not detected.

Travel 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. Travel Assist has been developed for use only on motorways. 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 Lane Assist system.