



Passat CC | Media / Launch





Exterior TDI_1



Exterior TDI_2



Exterior TDI_3



Exterior V6_1



Exterior V6_2



Exterior V6_3



Exterior V6_4



Exterior V6_5



Exterior V6_6



Exterior V6_7



Interior_1



Interior_2



Interior_3



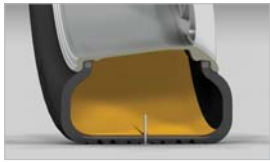
Detail_1



Detail_2



Detail_3



Detail_4



Detail_5



Detail TDI_1



Detail TDI_2



Detail V6_1



Detail V6_2



Studio TDI_1

The New Passat CC – Australian Launch, Melbourne, February 2009

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Important:

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The New Passat CC

Beyond the mainstream – the new Passat CC

Passat CC unifies the sedan and coupé worlds

Melbourne, February 2009. The all new Passat CC is both an elegant sedan and a dynamic coupé and now available in Australia. The concept and design of this new Volkswagen model are defining fresh, new directions beyond the mainstream. Its fully independent body design, an interior that has individually contoured seats throughout, impressive powertrain systems and technological highlights worthy of the luxury class, meld together to create a unique vehicle in this market segment.

The 4.8 metre long Passat CC is available with two engine variants – the frugal 2.0 TDI and the dynamic 3.6 V6 FSI. The petrol engine outputs 220 kW and the turbo-diesel develops 125 kW. At this power level, the Passat CC 125 kW TDI consumes just 6.3 litres diesel. The Passat CC V6 FSI consumes an average of 10.5 litres. The new generation of 4MOTION full-time all-wheel drive is standard equipment on the top V6 FSI model.

Just as innovative as the powertrain technologies is the driver assistance system of the Passat CC. Being introduced for the first time on a Volkswagen, is the new “Adaptive Cruise Control (ACC)” with Front Assist for braking distance reduction. Other high-end technologies include the “Park Assist” parking assistant and “Adaptive Chassis Control”.

Furthermore, the Passat CC offers a range of solutions contributing to driver comfort and convenience. Newly developed, for example, is an electrically actuated Panoramic glass roof. The transparent roof is 750 millimetres long and 1,120 millimetres wide. This means that it covers the entire front section up to the B pillars. In this case, the cross-beam above the windshield is also in black. The electrically powered Panoramic glass roof can be pivoted upward by 30 millimetres.

Worth noting is the unique guide system for the side windows in the frameless coupé doors, which do not offer any surfaces for the wind to catch hold. Extremely effective is the optional climate control feature for the car's seats (active climate control front seats). In summer months the active climate seat provides for noticeably improved comfort on long drives. While the entire climate control system visualization in the Passat CC is now integrated in the display of the radio and navigation systems. There is also a new layout and design of the instruments with chrome bezels and when the ignition is started, the instrument pointers all briefly peg to their maximum positions.

The radio system features a newly developed optional Media Device Interface (MDI). This USB interface can be used to integrate iPods and many other current MP3 and DVD players in the particular audio system installed on the Passat CC. The USB port is located in the glove box. Control is via the radio or radio-navigation system. Title information is also shown in the display.

Another prime example of attention to detail is the mobility tyre from Continental being introduced for the first time on a Volkswagen; it is standard equipment in every Passat CC model. The German tyre producer developed this technology, called ContiSeal, as a system that enables continued driving despite penetration by nails or screws: A protective layer on the interior surface of the tyre tread area immediately seals holes caused by penetration of foreign objects. That way, no air can escape. The sealing process works for nearly any leaks caused by objects up to five millimetres in diameter. About 85 percent of typical flat tyres can thereby be avoided.

The Passat CC, which is intentionally offered in just one luxurious equipment variant, is positioned in the premium range of mid-class cars. Its extensive standard features include 18-inch alloy wheels with size 235/40 tyres, chrome accents (interior and exterior), four ergonomic sport seats (individual seating system in rear), a new three-spoke leather steering wheel design, climate control, ESP Electronic Stabilisation Program and automatic headlights.

The car's new Adaptive Chassis Control system by Volkswagen combines the sportiness of a coupé with the comfort of a luxury sedan in one car. In parallel to tuning of the suspension's damping characteristic, the power steering system is controlled too. Adaptive Chassis Control offers the three programs "Normal", "Sport" and "Comfort". Decisive here is the fact that the suspension system is constantly adapting to the roadway and driving situation and therefore continually improves comfort and dynamic properties.

Two other leading technologies available are the Park Assist parking assistance system and Adaptive Cruise Control (ACC). Park Assist automatically guides the Passat CC into a parking space at the push of a button. The driver no longer needs to steer in this case, but instead just accelerates and brakes. When ACC is activated, the Passat CC automatically brakes and accelerates within a speed range input by the driver beforehand.

Thanks to the integrated Front Assist, the system can also prevent some cases of frontal collisions. In advance of certain situations, the system preventively puts the brakes in a preconditioned state, thereby functioning as a stopping distance reduction system. Front Assist also warns the driver of hazardous situations by visual and acoustic signals.

However, it does not relieve drivers of their responsibility and lets them intervene in the process at all times.

RECOMMENDED RETAIL PRICING /

Passat CC 125kW TDI	\$54,990*
Passat CC V6 FSI	\$65,990*

** Prices quoted are Recommended Retail Prices (RRP) excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state. Where the RRP shown is above the threshold of \$57,180 it is inclusive of Luxury Car Tax (LCT) of 33%. Individual prices for factory/dealer fitted options/accessories quoted separately do not include LCT and dealer fitment charges. If the total price of the vehicle including factory/dealer fitted options/accessories and dealer delivery charge exceeds the LCT threshold, the total price is required to be recalculated with the LCT applied to the net costs of any amount above the LCT threshold. This is a manufacturer's advertised price only and new vehicles must be purchased from dealers.*

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Exterior: Design and Dimensions

The New Passat CC

Passat CC takes the stage with an unmistakably unique design

- Frameless doors emphasize sporty-elegant positioning

Melbourne, February 2009. The Passat CC is Volkswagen's first four door coupe. It employs a range of technology that reflects the top level in this market segment worldwide. Tailored to these technologies is a body that was completely restructured and redesigned.

DESIGN AND DIMENSIONS /

The four-door coupé measures 4,799 millimetres in length. With a width of 1,855 millimetres, the Passat CC already ranges within the competitive field of upper mid-class cars. Similar to its overall width, its track width dimensions were also modified. In front it is 1,552 millimetres, and in the rear 1,559 millimetres. The new Volkswagen measures just 1,417 millimetres in height.

SIDE PROFILE /

Especially distinctive are the flowing lines of the car's side profile. The roof sweeps toward the rear with a very flat curve radius, from the A pillars to far beyond the C pillars. The lines of the trunk region extend into the rear window, as if drawn with a single line. The side windows trace a narrow arc bordered in chrome. To further intensify the sporty styling, the side windows are guided into frameless doors. Beneath the window line, a muscular, developed shoulder line is used as a style-defining design element, which is emphasized by a distinct "tornado line". In the case of the Passat CC, it provides a visual connection from the front wheel wells to the taillights; its three-dimensional expression generates a positive dynamic tension – and that may be taken literally with regard to the stability of the external metal skin. No less powerful: the strong modulation of the door above the chrome guard strips, the emphasis of the side skirts and the sporty, outboard wheel wells over the standard 18-inch alloy wheels.

FRONT END /

The front end of the Passat CC shows another facet of the Volkswagen brand's face. Here too, the radiator grille, headlamps and engine hood unify the sedan and coupé worlds. More dominant than on any other Volkswagen, the radiator grille with its two cross-struts and centrally placed Volkswagen logo spans the area between the trapezoidal headlamps. The grille is framed-in by a body coloured surface whose V-like shape provides a visual interface to the engine hood with its distinctive power dome. In the lower area, three large air inlets and the indicator and fog lamps dominate the visual image. The lower borders of the air inlets are formed by a sports car spoiler that optimizes the downforce of the Passat CC at higher speeds. An indicator of the Passat CC's excellent overall aerodynamic qualities is its drag coefficient of C_w 0,29.

REAR END /

The rear end of the Passat CC is also marked by an absolutely independent design. Large-format dual taillights produce an unmistakable visual image, day and night. A rear spoiler – that has been very stylishly worked into the modulation of the trunk lid – tames air turbulence and, like its counterpart at the front end, generates greater downforce. The large rear window visually extends far into the short but high-opening tailgate. It is a continuation of the coupé's roof line. A styling trick makes the window appear even larger and the tailgate even smaller: the tailgate section directly bordering the glass has a cross-stripe painted in black with a glass-like appearance. From a purely visual perspective, it extends the glass look and thereby underscores the dynamic character of the Passat CC. In the lower section of the bumper, meanwhile, attention is drawn to the chrome trim strips there, and to the continuation of the seam of the side sill.

PANORAMIC GLASS ROOF /

Newly developed for the Passat CC is an electrically powered Panoramic glass roof. The transparent roof is 750 millimetres long and 1,120 millimetres wide. This means that it covers the entire front section up to the B pillars. In this case, the front roof cross-beam is also in black. The power Panoramic glass roof can be pivoted upward by 30 millimetres.

Interior: Ergonomics and Details

The New Passat CC

First Volkswagen with individual seating system in rear

- Four ergonomically shaped sport seats, front climate seats upon request
- Newly designed instruments, door trim and automatic climate control

Melbourne, February 2009. The Passat CC is a pure four-seater. The coupé philosophy is reflected in the interior with this seat layout as well. In both the front and rear, ergonomically designed sport seats of the highest caliber are used. Overall, it can be said that Volkswagen has succeeded in further refining seating comfort and controls on this four-door coupé. For example, the Passat CC is the first Volkswagen to have a newly developed climate control system user interface, which is quite intuitive and extremely well organized in its layout. The driver and front passenger adjust the temperature using practical rotary knobs, and the selected value is displayed on the control itself. In addition, climate control functions are also shown in the display of the audio system.

The fact is: the cockpit design of the new Volkswagen coupé is characterized by this great styling. Available options include accents in wood and brushed aluminium. Yet, the decorative strips in the doors not only look good: their entire contours become part of a newly designed ambient lighting system that immerse the interior in an especially pleasant lighting atmosphere at night.

COCKPIT /

New instruments were developed exclusively for the Passat CC. Their numbers and markings are no longer backlit in blue, rather they glow in a white light. The same applies to the standard multi-functional display that is now also illuminated in white, instead of the usual red. The numeric dials with their chrome bezels and “white on black” appearance not only look very classy, but also offer very good visual contrast for optimal legibility.

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STEERING WHEELS /

Also re-designed was the steering wheel offered on the Passat CC. It has three spokes, where the lower spoke was designed as a kind of dual spoke with an integrated metallic accent. The multifunction keys on the steering wheel can be used to control the trip computer, various assistance systems and the audio system. In addition the paddles located near the two lateral spokes on the steering wheel can be used for up and downshifting.

RADIO-NAVIGATION SYSTEM /

The Passat CC is being offered with a new generation radio and navigation system that was introduced in 2007. Features of the top version – the optional RNS 510 – include intuitive touchscreen control and a hard-disk supported navigation system. The Rear View Camera (RVC Plus) (hidden behind the Volkswagen emblem) transmits images of the surroundings behind the Passat CC to the screen when driving in reverse. Also newly developed is the optional Media Device Interface (MDI). This USB interface can be used to integrate iPods and many other current MP3 and DVD players in the particular audio system installed in the Passat CC. The USB port is located in the glove box. Control is via the Passat CC's radio or radio-navigation system. Title information is also shown in the display.

FRONT SEATS /

Newly developed for the standard 12-way power sport front seats is an active climate control feature (optional). The new climate seat actively ventilates the seat and seatback surfaces, improving comfort considerably. About 500 - 600 litres of air are exchanged per minute by fan motors that are practically silent.

Three-stage control of the climate seat is via a separate switch in the seat trim. The climate seat is offered together with Black Napa Leather. In addition, two beverage holders were integrated in the centre tunnel unit; they can be closed by a sliding cover when not in use.

REAR SEATS /

Maximum long-distance comfort is also offered by the individually contoured seats in the rear. Seat heating like that on the front seats is also a feature. The sport seats offer – and this differs from a conventional rear bench seat – ergonomically optimized lateral support on the sides of the seatbacks and seat surfaces. Standard features include a centre armrest between the two rear seats and an additional storage compartment. As in the front, this compartment has two variable beverage holders with sliding cover. When the centre armrest is folded down, a pass-through feature makes it possible to stow longer objects, which extend into the trunk area with its 532 litre volume. The Passat CC comes standard with 1/3 to 2/3 split folding seatbacks.

Vehicle Dynamic Highlights

The New Passat CC

– Adaptive chassis control and new generation of 4MOTION

Melbourne, February 2009. The Passat CC is being offered with numerous new and innovative vehicle dynamic technologies. One technical feature is Adaptive Chassis Control. The adjustable chassis function is a standard feature. Adaptive Chassis Control offers three different programs. Crucial here is the fact that the Adaptive Chassis Control system improves driving characteristics across the board. That is because the suspension is constantly being adapted to the roadway and driving situation. Also standard equipment aboard the V6 FSI model is the latest generation of 4MOTION full-time all-wheel drive, which underwent significant advanced development. The results: greater dynamics and optimized active safety.

Another high-end technology is the Park Assist parking assistance system. It automatically guides the Passat CC into a parking space parallel to the roadway at the push of a button. The driver no longer needs to steer in this case, but instead just accelerates and brakes. In addition, there is the Adaptive Cruise Control (ACC). When ACC is activated the Passat CC automatically brakes and accelerates within a speed range preset by the driver. Thanks to Front Assist, the system can also prevent some cases of frontal collisions. In advance of certain situations the system preventatively puts the brakes in a preconditioned state, thereby functioning as a stopping distance reduction system. Front Assist also warns the driver of hazardous situations by visual and acoustic signals. However, it does not relieve drivers of their responsibility and lets them intervene in the process at all times.

ADAPTIVE CHASSIS CONTROL – MORE DYNAMICS AND COMFORT /

When it comes to the chassis, a gain in truly perceptible sportiness always comes at the expense of comfort, and the opposite holds true as well. It would therefore be ideal to have a chassis that could continually adapt to roadway conditions and the specific wishes of the driver or car passengers. However, that requires an electrically adjustable suspension. This new Adaptive Chassis Control by Volkswagen is offered as standard equipment on the Passat CC. Not only is the suspension's damping characteristic controlled, but the electro-mechanical power steering is tuned as well.

Adaptive Chassis Control offers three programs: "Normal", "Sport" and "Comfort". "Sport" and "Comfort" are selected by a pushbutton to the right of the gearshift lever. Decisive here is the fact that driving characteristics are improved by adaptive chassis control continually. That is because the suspension constantly adapts to the roadway and the driving situation. The system also reacts to acceleration, braking and steering inputs. This resolves the conflict in objectives between a stiff sporty suspension and a comfortable suspension. For drivers and their passengers this makes itself felt in significantly improved ride comfort.

In the "Sport" program, on the other hand, the Passat CC is transformed into an agile sports car, since the suspension is stiffened considerably; and simultaneously power steering boost is reduced with more direct layout. The opposite is the case in "Comfort" mode. Comfort is significantly improved, especially on poor roadways and during slower driving; the suspension characteristic is then similar to that of a luxury sedan.

Components of the new Adaptive Chassis Control system include four dampers with characteristic map control, a gateway control module that serves as an interface to the CAN data networks in the Passat CC, three sensors for measuring wheel displacements, three sensors for measuring movements of the car body and a control module for suspension control. The “Normal”, “Sport” and “Comfort” modes are also indicated in the instrument cluster.

4MOTION – THE LATEST GENERATION OF ALL-WHEEL DRIVE /

A standard feature on the Passat CC V6 FSI is the latest generation of Volkswagen’s all-wheel drive system 4MOTION.

The 4MOTION system on the Passat CC has an electrohydraulic all-wheel clutch running in an oil bath. Different than on the preceding generation, pressure buildup is handled by an electric pump. The multi-plate clutch system itself was integrated in the rear axle drive. The electric pump delivers oil to the pressure reservoir whose working pressure is 30 bar. An ECU computes the ideal drive torque for the rear axle and regulates, via a valve, how much oil pressure is transmitted to the working piston of the multi-plate clutch. In this process, the contact pressure on the clutch plates is proportional to the torque desired at the rear axle. The transferable torque can be continuously varied by the magnitude of the pressure applied to the clutch plates. Compared to the previous 4MOTION generation, the system operates as a function of slip, since the working pressure is always available. When starting up from a stop and accelerating, slip of the wheels at the front axle is prevented even more intensively, since the ECU controls torque distribution based on dynamic axle loads. In extreme cases, it is possible to direct nearly 100 percent of the drive torque to the rear axle.

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BASIC LAYOUT OF THE PASSAT CC CHASSIS /

The Passat CC shows just how a modern front-wheel drive or all-wheel drive chassis should perform in terms of both its comfort and handling properties. The four-link rear suspension is acoustically decoupled from the car body via a subframe, the MacPherson front suspension designed with aluminium components and electro-mechanical power steering all guarantee agility, comfort and safety.

FRONT SUSPENSION /

The front suspension of the Passat CC is based on the MacPherson principle with lower mounted A-arms and MacPherson struts. This suspension is very light and therefore offers numerous advantages. The especially rigid and crash-optimized suspension subframe weighs 4.5 kilograms less compared to a conventional sheet steel design. Also very light are the transverse links manufactured from forged aluminium. Here the weight advantage compared to sheet steel is a total of 4.2 kilograms. Lightweight construction methods are especially beneficial when it comes to unsprung masses. Therefore, besides the transverse links, the linkage bearings are also made of aluminium. The weight advantage here adds up to 3.2 kilograms. Thanks to a special design, it was also possible to save 1.4 kilograms of weight in the area of the stabilizer. The various lightweight construction methods reduce the weight of the front suspension by a total of 13.3 kilograms. And that means: greater comfort, more dynamics and better fuel economy.

REAR SUSPENSION /

The Passat CC has a four-link rear suspension. It is also very light and offers a high degree of ride comfort and stability. A special layout of the links makes it possible to tune longitudinal and transverse dynamics separately. The separation of functions ensures optimal dynamics and driving safety on the one hand, and very impressive ride comfort on the other.

The four-link rear suspension consists of a decoupled subframe to which the steering knuckle is connected via the spring arm, tie rod and transverse arm upward in a transverse direction. Wheel location in the longitudinal direction is handled by the trailing arm. Also used on the rear suspension are weight-optimized tube stabilizers. Decisive for the very good comfort of the Passat CC is the fact that the rear suspension is decoupled from the car body via the subframe. This isolation is accomplished by four rubber-metal bearings. The bearing's rubber mixture was selected to satisfy the special dynamic requirements during driving operation in an ideal way. The result: isolation of the subframe elevates acoustic comfort and driving and ride comfort to luxury class levels.

The New Passat CC

Passat CC consumes just 6.3 litres of diesel

Melbourne, February 2009. Volkswagen will offer the Passat CC exclusively with highly advanced direct-injection engines. In Australia, two engines will be available - the 2.0 TDI and the 3.6 V6 FSI.

2.0 TDI WITH 125 KW /

A TDI engine with power output of 125 kW (at 4200 rpm) offers entry into the world of the Passat CC. The turbocharged four-cylinder is exceptionally fuel efficient (average fuel consumption: 6.3 litres/100 km) and strong torques (maximum of 350 Newton-meter at a low 1750 rpm). With this engine, the Passat CC reaches a speed of 100 km/h in 8.6 seconds. This TDI is shifted via an automatic six-speed DSG transmission.

V6 FSI WITH 220 KW /

The petrol engine in the Passat CC is a 3.6-litre six cylinder delivering 220 kW (at 6,600 rpm). It develops a maximum torque of 350 Newton-meter (from 2,400 rpm) and accelerates the four-door coupé to 100 km/h in 5.6 seconds. Its average fuel consumption is 10.5 litres. The Passat CC V6 FSI is offered with the latest generation of 4MOTION full-time all wheel drive as standard equipment. This model is shifted via the 6-speed DSG dual clutch transmission.

6-SPEED DSG /

Five years ago, Volkswagen introduced the first production dual-clutch transmission in the world: the 6-speed DSG. That marked the beginning of the Volkswagen dual-clutch transmission's winning ways. Since then more than a million 6-speed DSGs have been sold.

The New Passat CC

Exclusive equipment is standard

- Base equipment includes 18-inch alloy wheels, individual seating system in the rear and climate control
- First Volkswagen with standard self-sealing mobility tyres

Melbourne, February 2009. The Passat CC is intentionally being offered in just one exclusive equipment line. In keeping with its positioning in the premium range of mid-class cars, the Passat CC is characterized by basic equipment features that are as extensive as they are luxurious. They include 18-inch alloy wheels, self-sealing size 235 tyres, chrome accents (inside and outside), four ergonomic sport seats (individual seating system in rear), a new three-spoke leather steering wheel design, leather gearshift knob, centre armrests front and rear, automatic headlamp switching, power window lifts in frameless coupe doors, ambient lighting of the centre console, automatically dimming rearview mirror and an automatic climate control system.

Overview of standard equipment on the Passat CC:

EXTERIOR /

- Bi-xenon headlights with dynamic and static cornering lights
- Turn signal lamps in LED technology, located laterally in the outside mirrors
- Chrome strips on the side windows
- Chrome radiator grille frame and fins
- “Daytona” alloy wheels (125 kW TDI) / “Interlagos” (V6 FSI) in 18”, mobility tyres 235/40 R18 (self-sealing)
- Front guard strips in car colour, chrome on sides and in rear
- Dark tinted rear side and rear windows

INTERIOR /

- Storage bins in instrument panel
- Cup holders in front with covers
- Storage box and cup holders with covers between rear seats
- Storage compartment with lid in headliner console
- Storage bins in front doors on driver and passenger sides
- Chrome bezel on rotary light switch
- Decorative chrome bezels on instruments in the instrument panel
- Decorative chrome accents on instrument panel, doors and centre console
- Pass-through feature in rear bench seat with rear centre armrest
- Individual seating system in rear
- Chillable glove compartment
- Leather steering wheel (three spoke) with chrome (matte) decor
- Front seats with 12-way electric adjustment, driver's seat with 3 position memory
- Centre armrest, front, with storage box and air vent in back
- Leather gearshift knob
- Napa leather
- Sport luxury seats in front

SAFETY FEATURES /

- Airbag for driver and front passenger, side airbag for driver, front and rear passengers, head airbag system for front and rear passengers
- Three-point automatic safety belts at all seating positions with height adjustment, in front with belt tensioners
- ESP with ABS, Brake Assist, ASR and EDL
- Rearview mirror automatically dimming
- Safety optimized front head restraining
- LED flasher lamps integrated in outside mirror housings
- Mobility tyres
- Reflectors in doors
- Tyre pressure monitoring system
- Seat belt reminder system
- Tie-down eyes in trunk area
- Triangular safety reflector integrated in trunk lid

FUNCTIONAL FEATURES /

- Adaptive Chassis Control
- Outside mirror on driver's side aspherical
- Outside mirrors with power adjustment and heating
- Turn signal function with convenient one-touch switching
- Automatic headlamp switching with "Coming home" and "Leaving home" functions

- Power window lifts, front and rear
- Remote unlocking of trunk and fuel door
- Trunk area lighting
- Trunk lid with automatic opening feature
- Interior lighting, front and rear, with shutoff delay and dimming function
- Dual zone automatic climate control air conditioning
- Load sill guard strip
- Steering column is height and length adjustable
- Reading lamps with chrome bezels, front and rear
- Make-up mirrors, illuminated, in sun visors
- 12V outlet on centre console in rear and in trunk
- Multifunctional display “Plus” (on-board computer)
- Parking brake, electro-mechanical / auto-hold function
- Windshield wipers with interval settings and rain sensor
- Power steering, electro-mechanical, with speed-dependent Control
- Sport chassis
- Dust and pollen filter with activated carbon insert
- Central locking with remote control, two keys

The New Passat CC

Passat CC has luxury class equipment features

- Active climate control seats; panoramic glass roof extends from A-pillars to B-pillars

Melbourne, February 2009. The new Passat CC can be customized with special equipment features to satisfy specific personal wishes. On the one hand, options include convenience features such as the wood décor with ambient lighting package - an entirely new type of indirect lighting in the door panels, actively ventilated seats, or the large panoramic glass roof. On the other hand, they include innovative technological systems such as a hard-drive radio-navigation system with touchscreen (RNS 510), Rear View Camera Plus, ACC Adaptive Cruise Control, Park Assist parking-steering assistant or the powerful 600 Watt Dynaudio sound system, all of which offer an additional plus in safety or convenience.

Overview of optional equipment on the Passat CC:

- **Ambient lighting package;** lamps in footwell in front and light strips on door trim, entry/warning lamps in front doors, dimmable, offered in combination with wood decorative inserts
- **Adaptive Cruise Control (ACC);** with Front Assist system that observes surroundings, proximity radar and cruise control system
- **Media Device Interface (MDI)**
- **Walnut fine wood decorative accents;** for instrument panel, doors and centre console, decorative chrome rings on pull handles and mirror adjustment switches, window lift switches with chrome strips

- **Vavona fine wood decorative accents;** for instrument panel and doors as well as decorative “brushed aluminium” accents on centre console, decorative chrome rings on pull handles and mirror adjustment switches, window lift switches with chrome strips
- **Active climate control front seats**
- **Panoramic glass roof, power**
- **RNS 510 radio-navigation system;** with MP3 playback function, 4 x 20 Watt, 8 loudspeakers, multicolour TFT display, touchscreen control, with map display in central instrument panel area (16:9 format), SD card slot, DVD drive for playback of audio CDs, (also in MP3 and WMA format) and audio / video DVDs (image only enabled when vehicle is stopped), playback of audio CDs even while route guidance is activated, 2D or 3D map representation may be selected, integrated 30 GB hard drive for saving navigation data medium and for CDs and DVDs in MP3 and WMA format, screen display can be partitioned into map information and supplemental information areas, multimedia AUX-IN socket in centre console.

The New Passat CC

New Passat CC produced at Volkswagen plant in Emden

- Bestseller plant: German Emden plant produces the Passat exclusively
- Showcase plant: 372 million currently being invested at Emden site

Melbourne, February 2009. The Volkswagen plant in the Northern German city of Emden is producing the new Passat CC. The bestselling car series is manufactured at a production site measuring a total of 4.1 million square meters; 1.6 million square meters of this is building space. The plant location is ideal, since it is in the immediate vicinity of the international shipping port of Emden, from which the Passat CC can be delivered to all continents. The plant itself is among the most advanced and sustainable plants in the world. For example, there is a network of wind generators on the site, which together generate 4.5 megawatts of electrical power. Moreover, the plant has its own test track.

PRODUCTION /

Since 2001, the most advanced stamping plant in Europe has been operating in Emden. In the recently built halls of the stamping plant with total space of 28,000 square meters, there are two large-scale vacuum transfer presses, each of which has a gross stamping force of 73,000 kilonewtons. They are capable of producing about 20,000 stamped parts per day.

The Volkswagen plant is the largest industrial employer in the region. About 7,900 men and women are currently employed at the Emden site.

SHIPPING PORT /

A special aspect of the Emden site, as mentioned, is its immediate vicinity to the Emden harbor, a key transfer point for vehicle loading. About a million new vehicles are imported and exported annually here. Several times a week ships depart from the port, e.g. in the direction of North America and Japan. Vehicles are transported to Great Britain almost daily. Most export vehicles are brought to the port by railway. Up to 200 railroad cars arrive in Emden with vehicles daily. At a so-called transfer platform the cars are unloaded and then driven onto the ships at the port.

The New Passat CC

26th November 2008

EuroCarBody AWARD 2008 presented Passat CC wins award for innovative car body

The Volkswagen Passat CC took first place in the voting category of innovative process, production and plant concepts at the 10th international car body benchmark conference in Bad Nauheim.

Emden Plant Manager Pavel Vacek, who accepted the award for the Passat CC car body at a ceremony in the Emden plant today, was delighted: "We are all very proud of this excellent international achievement. It is the result of good cooperation between vehicle development and the production team here at the Emden plant." The award was presented by Dr. Dirk Meine, a representative of Automotive Circle International and the benchmark conference organizer.

Roughly 600 international automotive experts benchmarked a total of 13 new series car bodies from Europe, North America and Japan for the prestigious award at the end of October. The bodies in white were scrutinized according to 23 benchmarking criteria in five main categories.

The Passat CC built at the Emden plant convinced experts with a number of lightweight construction features, and the international jury was particularly impressed by the use of high-strength steels and second-generation hot formed parts. Extra-thin sheet steel and the striking flowing lines of the silhouette are just two examples of the successful realization of an interesting type-flexible manufacturing concept.

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The “EuroCarBody AWARD” is presented annually for pioneering series developments in car bodies and is considered the most prestigious European award for car body innovation. The award celebrated its tenth anniversary this year.