

Golf R

Features and Specifications



Volkswagen Golf R Final Edition

Features and Specifications



Safety and Security		R Final Edition
Airbags	Driver and front passenger airbags	S
	Driver's knee airbag	S
	Driver and front passenger side airbags	S
	Curtain airbags, front and rear	S
Anti-theft	Alarm system with interior monitoring and tilt sensor	S
	Electronic engine immobiliser	S
Body	Fully galvanised body with 12 year corrosion perforation warranty	S
	Door side impact protection	S
	Rigid safety cell with front and rear crumple zones	S
Brakes	Automatic flashing brake lights activated in emergency braking situation	S
	Anti-lock Braking System (ABS)	S
	Brake Assist	S
	Electronic Brake-pressure Distribution (EBD)	S
	Electro-mechanical parking brake	S
	Auto hold function	S
	Multi-collision brake	S
	Black brake callipers, front with R logo	S
Child restraints	Child seat top tether anchorage points (3)	S
	ISOFIX child seat anchorage points, outer rear seats	S
Entry/warning reflectors in front and rear doors		S
Head restraints	Front safety optimised head restraints, height adjustable	S
	Rear head restraints height adjustable (3)	S
Lighting	Daytime driving lights, LED integrated in headlight housing	S
	Fog lamp, rear	S
	Rear registration plate light, LED	S
	Rear tail lights, Premium LED with dynamic indicators	S
Locking	Remote central locking with SAFELOCK deadlock mechanism	S
	Keyless Access, keyless entry and starting system including starter button	S
	2 stage unlocking (programmable)	S
	Automatic locking after take-off (programmable)	S
	One touch lock / unlock for driver	S
	Child safety locks on rear doors	S
	Fuel filler flap lock/unlock by remote, push to open	S
Seat belts	Front height adjustable with pre-tensioners and belt force limiters	S
	Visual and acoustic warning for driver and front seat passenger seat belts not fastened	S
	3 point seat belts for all passengers	S
Traction Control	Anti-Slip Regulation (ASR)	S
	Electronic Differential Lock (EDL)	S
	Electronic Stabilisation Program (ESP)	S
	Extended Electronic Differential Lock (XDL)	S
	4MOTION all-wheel drive	S

Volkswagen Golf R Final Edition

Features and Specifications



Exterior Equipment / Styling		R Final Edition
Body enhancements	Body coloured bumper bars and door handles	S
	Black gloss finish exterior rear view mirrors	S
	Body coloured lower front spoiler with gloss black inserts	S
	Exposed dual chrome exhaust tail pipes, left and right	S
	Radiator grille with chrome strip and R nameplate	S
	Lower air intake and radiator grille with gloss black inserts	S
	Side sill panel extensions in gloss black	S
	Rear bumper with gloss black sports diffuser	S
	Rear roof spoiler with black aerodynamic extensions	S
Paint	Colour Concept paint finishes	O
	Gloss / Metallic / Pearl Effect paint finishes	S
Tinted glass	Darkened rear tail light clusters	S
	Dark tinted rear side window and rear window glass, 90% light absorbing	S
	Heat insulating tinted glass	S
Wheels	Lightweight alloy wheels (Pretoria Black) 19x8" with 235/35 R19 tyres	S
	Anti-theft wheel bolts	S
	Low tyre pressure indicator	S
	Weight and space saving spare wheel	S
Comfort and Convenience		
Armrest	Front centre armrest, adjustable with storage box and rear air outlets (2)	S
Armrest	Rear seat centre armrest with cup holders (2) and load through provision	S
Air conditioning	Air conditioning, Air Care dual zone automatic climate control	S
	Air quality and humidity sensor with automatic air recirculation	S
	Air cleaning function and allergen filter	S
Cruise control	Cruise control	S
Cruise control	Speed limiter (programmable)	S
Cup holder	Front (2)	S
	Rear (2)	S
	Bottle holders in front door pockets	S
Driver assistance systems	Adaptive chassis control	S
	Adaptive Cruise Control (ACC)	S
	Automatic kerb function when reversing, passenger's side exterior mirror	S
	Blind Spot Monitor with Rear Traffic Alert	S
	Distance warning display	S
	Driver Fatigue Detection system	S
	Driving profile selection	S
	Dynamic Light Assist	S
	Emergency Assist	S
	Front Assist with City Emergency Brake (City EB) and Pedestrian Monitoring functions	S
	Lane Assist with adaptive lane guidance	S
	Manoeuvre braking, front and rear	S
	Parking distance sensors, front and rear with acoustic warning and audio volume level reduction when sensor warning is activated	S
	Personalisation function	S
	Proactive occupant protection system	S

Volkswagen Golf R Final Edition

Features and Specifications



Driver assistance systems (Continued)	Optical Parking System (OPS) in radio/navigation display	S
	Rear View Camera (RVC) with static guidance lines	S
	Traffic Jam Assist	S
Floor mats	Front and rear, carpet	S
Grab handles	Soft fold away grab handles, front and rear	S
Headlights	Coming / leaving home function	S
	Combined headlight and fog light switch	S
	LED headlights for low and high beam with dynamic cornering lights, integrated dual LED daytime driving light signature and automatic self-levelling	S
	Low light sensor with automatic headlight function	S
In car entertainment and technology	Discover Pro audio and satellite navigation system	S
	9.2" colour touch screen display with smartphone style HMI, configurable home screen and proximity sensor, Gesture Control, Voice Control, AM/FM radio, CD player and 2 x SD card slots for music, 10 gigabyte internal storage, 2D and 3D (bird's eye) map views, compatible with MP3, WMA and AAC music files, jpeg image viewer, car menu with convenience and service settings, security coded	
	App-Connect USB interface for Apple CarPlay®, Android Auto™ and MirrorLink® in front centre console	S
	"Audio, telephone, cruise control and Multi-Function Display controls mounted on steering wheel"	S
	"Bluetooth® phone connectivity with contacts display, operation via touch screen audio unit or Multi-Function Display and Bluetooth® audio streaming"	S
	Dynaudio Excite 400W premium audio system with 10-channel digital amplifier and subwoofer	S
	Media Control	S
	Speakers, front and rear (8)	S
Instrumentation	Active Info Display, high resolution 12.3" TFT instrument display screen with customisable menus	S
	Driving time, trip length, average and current speed, average and current fuel consumption, distance till empty, engine oil temperature, speed warning function, vehicle status, audio, telephone, driver assistance systems, navigation and convenience menus	
	Speedometer & tachometer, electronic odometer and tripmeter, fuel and coolant gauges, low fuel and vehicle system warning lights, white illumination	S
	Comfort indicator function (1 x touch = 3 x flash)	S
Interior highlights	Aluminium finish accelerator and brake pedals	S
	Black headlining and pillar trim	S
	Brushed chrome trim on instrument cluster, vent surrounds and gearshift lever surround	S
	Chrome highlight trim on headlight switch and exterior mirror switch	S
	Chrome highlight trim on power window switches	S
	Decorative inlays, "piano black" to instrument surround and centre console, "carbon touch" to passenger's side dashboard and doors	S
	Door sill scuff plates, front in aluminium finish with illumination	S
	Gearshift knob with leather and aluminium finish	S

Volkswagen Golf R Final Edition

Features and Specifications



Interior lighting	With time delay	S
	Front reading lights (2) and rear passenger reading lights (2), LED	S
	LED ambient lighting in driver and front passenger foot well, front door decorative inlays, door openers and handles	S
Luggage Compartment	Load restraining hooks	S
	Luggage compartment light	S
	Luggage cover, removable	S
	Shopping bag hooks	S
	Storage box in side lining	S
	12 volt socket	S
Mirrors	Automatic dimming interior rear-view mirror	S
	Electrically foldable exterior mirrors with environment lighting	S
	Electrically heated and adjustable exterior mirrors	S
	LED turn indicators integrated in exterior mirrors	S
	Memory function for exterior mirrors	S
Power steering	Electro-mechanical, vehicle speed and steering input sensitive	S
	Progressive steering	S
Seating	Sports seats with additional side bolstering	S
	Electric adjustment for driver's seat with 3 position memory function	S
	Height adjustment for front seats	S
	Individually heated front seats	S
	Lumbar adjustment for driver's seat, electrically adjustable	S
	Lumbar adjustment for front passenger seat, manually adjustable	S
	Rear seat centre armrest with cup holders (2) and load through provision	S
	Split folding rear seat backrest (40/60)	S
Steering wheel	3 spoke leather covered flat bottomed sports steering wheel with brushed aluminium inserts and decorative stitching	S
	Audio, telephone, cruise control and Multi-Function Display controls	S
	Gearshift paddles	S
	Height and reach adjustable steering wheel	S
Storage	Centre console storage compartment under armrest	S
	Glove compartment with cooling, illumination, coin and card holders	S
	Compartment with lid in dashboard console containing App-Connect USB interface and auxiliary input audio socket	S
	Compartment in roof console	S
	Driver's side dashboard compartment with lid	S
	Front door pockets with bottle holders, lined	S
	Front seat backrest storage pockets	S
	Rear door pockets, lined	S
	Tray and 12 volt socket in console	S
Sunroof	Panoramic glass sunroof	O
	Electrically slide and tilt adjustable	
	Integrated wind deflector and sunblind	
Transmission	Gearshift recommendation indicator	S
	7 speed Direct Shift Gearbox (DSG) with sport mode and Tiptronic function	S

Volkswagen Golf R Final Edition

Features and Specifications



Upholstery	'Carbon Style' Nappa leather appointed seat upholstery with individually heated front seats and decorative stitching	S
	Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather	
Vanity mirrors	Driver's and passenger's side vanity mirrors in sun visor with ticket holder	S
	Illuminated on driver's and passenger's side	S
Windows	Power front and rear, with roll-back function and one-touch up-down	S
	Remote operated convenience close and open feature (programmable)	S
Wipers	2 speed aero wipers with wash/wipe	S
	Rain sensor	S
	Rear window with wash/wipe and intermittent wipe	S
12V socket	Centre console	S
	Luggage compartment	S

Colour Combinations

EXTERIOR COLOUR

	Victory Blue CC	Viper Green CC	Violet Touch CC	Pure White	Lapiz Blue M	Deep Black PE
INTERIOR TRIM						
R						
Anthracite-Black 'Carbon Style' Nappa 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: Colour Concept (CC) special paint finishes are optional at additional cost.

Technical Specifications

Model	R
Engine	2.0 litre TSI
	BlueMotion Technology
Type	4 cylinder inline turbocharged direct injection petrol with engine Start/Stop system*
Installation	Front transverse
Cubic capacity, litres/cc	2.0 / 1984
Bore/stroke, mm	82.5 / 92.8
Max power, kW @ rpm	213 @ 5400 - 6500
Max torque, Nm @ rpm	380 @ 1850 - 5300
Compression ratio	9.3:1
Ignition system	Electronic
Exhaust emission control	Exhaust gas recirculation, three way catalytic converter and lambda probes
Fuel type (Recommended)	"Premium unleaded 98 RON / 95 RON minimum with reduced power"

Volkswagen Golf R Final Edition

Features and Specifications



Transmission	7 Speed DSG
Driven wheels	4MOTION all-wheel drive
Performance #	
0 – 100 km/h, seconds	4.8
Fuel Consumption **	
Combined, L/100km	7.2
Urban, L/100km	8.9
Extra Urban, L/100km	6.2
CO2 emission g/km	166
Fuel tank capacity litres	55
Running Gear	
Suspension	
Front Axle	"Independent, MacPherson struts with lower A-arms. Anti-roll bar. Lowered sport suspension with adaptive chassis control"
Rear Axle	"Independent, four-link with coil springs. Anti-roll bar. Lowered sport suspension with adaptive chassis control"
Steering	Electro-mechanical power assisted rack & pinion steering. Progressive 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	Ventilated discs
Turning Circle (m)	10.9
Weights	7 Speed DSG
Tare Mass kg	1450
Exterior Dimensions	
Overall length mm	4263
Width mm	1799
Height mm	1436
Wheelbase mm	2626
Track mm	
Front	1537
Rear	1511

Volkswagen Golf R Final Edition

Features and Specifications



Luggage Area Dimensions #	
Luggage area volume L	
Rear seat upright	343
Rear seat folded	1233
Luggage area floor length mm	
Rear seat upright	819
Rear seat folded	1558
Luggage area width mm	
At narrowest point	1003
Luggage load height mm	
To luggage cover	587
To roof lining	900

- * The Start/Stop system is designed to reduce fuel consumption and CO2 emissions. It achieves this by automatically switching off the engine while the vehicle is stationary and then starting it again automatically when the driver wants to drive off. There are certain operating conditions where the Start/Stop system is deactivated (e.g. during engine warm-up), please refer to the owner's manual for full operating information.
- # Please note figures are sourced from overseas data where equipment levels by model variant may vary.
- ** Fuel consumption figures according to ADR 81/02 derived from laboratory testing. Factors including but not limited to driving style, road and traffic conditions, environmental influences, vehicle condition and accessories fitted, will in practice in the real world lead to figures which generally differ from those advertised. Advertised figures are meant for comparison amongst vehicles only.

Volkswagen Golf R Final Edition

Features and Specifications



Glossary

4MOTION

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

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

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

Adaptive Chassis Control

The electrically controlled dampers of adaptive chassis control constantly adjust to the road conditions, the driving situation and driver's requirements. Selected via and integrated within the functionality of the Driving Profile Selection, the driver can choose between three damper settings – Normal, Comfort and Sport (Race – Golf R).

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

Adaptive Cruise Control (ACC)

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

If the Golf 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 Golf then accelerates up to the preset desired speed.

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

"The dynamics of the ACC system can be individually varied by selecting one of the driving programs from the driver profile selector."

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 is a traction control system that prevents the wheels from spinning under acceleration by reducing engine torque.

Auto Hold function

As soon as the vehicle comes to a complete stop, the ABS hydraulic unit stores the vehicle's 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.

Blind Spot Monitor with Rear Traffic Alert

The Blind Spot Monitor with Rear Traffic Alert system supports the driver in assessing and avoiding dangerous situations, especially in critical situations, e.g. city and heavy traffic. The Blind Spot Monitor detects cars and motorcycles in the driver's blind spot and highlights these vehicles via a LED indicator in the door mirror. Rear Traffic Alert warns the driver of approaching traffic at the rear of the car when reversing via an audible warning followed by a visual message in the Optical Parking System (OPS).

Blind Spot Monitor with Rear Traffic Alert 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.

Volkswagen Golf R Final Edition

Features and Specifications



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 (Race – Golf R), Eco, Comfort and Individual. The Normal profile offers a comfortable but dynamic driving style. Sport provides faster response of the accelerator pedal, sportier damping and steering, while the (optional) DSG switches to Sport mode. Alternatively, the Golf R features Race mode, damping is increased (further reducing movements of the body structure), and engine response and shift points of the (optional) DSG are configured to be even more dynamic. 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. Comfort mode offers a more relaxed and comfortable driving experience, primarily through the softer suspension setting of the adaptive chassis control. The Individual setting allows the driver to separately set various parameters including steering, engine, Adaptive Cruise Control (ACC) and air conditioning.

Dynamic Light Assist

Dynamic Light Assist optimises illumination of the roadway for even greater safety on the road. The system allows the main beam to be left on continuously without dazzling oncoming traffic. This is possible thanks to a masking function which can partially dip the high beam headlights. The information on other road users and the street lighting is captured by a camera on the interior mirror and relayed to the Dynamic Light Assist system.

Electronic Brake-pressure Distribution (EBD)

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

Electronic Differential Lock (EDL)

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

Electronic Stabilisation Program (ESP)

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

Volkswagen Golf R Final Edition

Features and Specifications



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.

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 driven wheel/s 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.

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

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 City Emergency Brake (City EB) and Pedestrian Monitoring functions

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

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

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

Pedestrian Monitoring is an extension of the Front Assist monitoring system featuring the City Emergency Brake. The system uses a radar sensor 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.

Volkswagen Golf R Final Edition

Features and Specifications



Lane Assist

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

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

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

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

Manoeuvre braking

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

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

Multi-collision brake

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

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

Proactive occupant protection system

The proactive occupant protection system incorporates active and passive safety elements. When the system detects a potential accident situation, the occupants and the vehicle are prepared for a possible accident. Automatic tensioning of the seat belts secures the driver and front passenger in their seats to attain the best possible protective potential of the airbag and belt system. In case of high transverse dynamics the side windows (and optional panoramic sunroof) are also closed, leaving just a small air gap. Closing of the windows offers optimal support to the head and side airbags which results in the best possible protection.

Volkswagen Golf R Final Edition

Features and Specifications



Traffic Jam Assist

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

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

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

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