

FEBRUARY 2016



Passat Alltrack



PRESS RELEASE



Volkswagen

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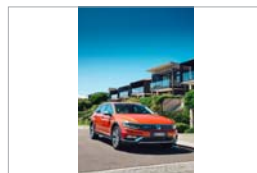
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The new Passat Alltrack –

Australian Media Launch, Blue Mountains, NSW, February 2016

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Important:

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Volkswagen's AWD Passat Alltrack returns to Australia

Passat Alltrack features the latest 4MOTION all-wheel drive and unique exterior and interior styling.

New more powerful 2.0-litre turbocharged TDI engine mated to a six-speed DSG transmission

Wolgan Valley, February 2016. Volkswagen's popular all-rounder, the Passat Alltrack, has returned to Australia, joining the existing range of the eighth-generation Passat. Based on the spacious and practical Passat Wagon, the new Passat Alltrack offers an increased level of unique standard features and the added ability to explore with confidence.

The Passat Alltrack sets benchmarks in its class in terms of its ability to handle both sealed and unsealed roads as a wagon. This is due to the model's latest generation 4MOTION all-wheel drive system.

As was the case with the previous generation Passat Alltrack, the new variant utilises a TDI diesel engine. The 2.0 litre turbocharged TDI diesel engine in the Alltrack makes 140kW and 400Nm, while still offering a low combined fuel consumption figure of 5.4 litres per 100km. This is achieved with the assistance of BlueMotion Technology which comes standard on all Passat models and includes engine start/stop and brake energy recuperation, as well as a coasting function; a feature of the Passat Alltrack's Eco drive mode – one of several adjustable settings available as part of the Alltrack's driver profile selection.

The Passat Alltrack's driver profile selection feature enables drivers to select an appropriate pre-determined drive setup from a choice of eco, sport and, unique to the Alltrack, off-road mode. The Passat Alltrack comes standard paired with a six-speed DSG transmission, which also ensures the best possible performance and efficiency from the 2.0-litre TDI engine.

The Passat Alltrack holds a commanding presence on the road among other Passat Wagon models, and is distinguished by a number of external visual cues that both enhance the vehicle's appearance and its practicality on dirt roads.

Passat Alltrack – To the point

The Passat Alltrack sits higher than standard Passats, thanks to a ground clearance of up to 27.5mm above a standard Passat Wagon model, while wheel arch mouldings and flared side sills offer additional body protection.

Rounding off the Alltrack's exterior, newly designed bumpers make the vehicle instantly recognisable from the front, while the standard 18-inch "Kalamata" alloy wheel specifically created for the vehicle, and unique rear badging, once again showcases the Passat Alltrack's sporty credentials and completes the Alltrack-specific look.

The car's stylish exterior design continues inside the Passat Alltrack, with sophisticated interior styling defined by such details as Vienna leather appointed upholstery, a leather multi-function steering wheel and gearshift knob, as well as LED reading lights.

The Passat Alltrack also features the latest in Volkswagen's infotainment technology, with the added convenience of the innovative App-Connect system, which features Apple CarPlay® and Android Auto™ systems, which allow drivers to access content from their latest generation smartphones, from music to messaging and navigation. This integrated technology is displayed in high definition via the 8.0-inch Discover Pro unit with satellite navigation, which also offers USB, SD card and AUX-in connectivity.

At its heart, the Passat Alltrack imbues all the outstanding qualities of the Passat Wagon, and adds more. Providing generous boot space with the ability to hold 639 litres of cargo volume even with 5 adults on board, the Alltrack is the perfect vehicle for extra-long weekends. The cargo area offers an impressive interior length of 1,172mm up to the back of the rear seats and 2,018mm of interior length up to the back of the front seats. With convenience and practicality in mind, the Passat Alltrack also provides owners with a luggage partition net, shopping bag and load restraint hooks, interior illumination and a 12V socket in the boot.

Like all Volkswagens, the Alltrack has been engineered to feature the latest safety systems, to ensure maximum passenger protection. The new Passat Alltrack comes standard with multi-collision brake technology, a driver Fatigue Detection system, Continental mobility tyres, a low tyre pressure indicator, parking distance sensors and reversing camera, ESP and XDL.

In addition, nine airbags including front, front and rear side, curtain (front and rear), and driver's knee airbags have been installed to ensure standard safety features are met, along with safety optimised front head restraints and three-point seat belts.

Optional Package

With an impressive list of standard features and equipment, the Passat Alltrack offers customers a wide range of practical and convenient inclusions. However, should customers wish to enhance their Passat Alltrack even further, an optional package is available which adds value-for-money and a host of luxury and assistance systems.

The optional Luxury Package enhances the Passat Alltrack exterior and interior appearance with a panoramic sunroof, ambient interior lighting, electric foldable mirrors, Park Assist 3 parking system, LED daytime running lights, LED headlights with Dynamic Cornering Function, Headlight washers and a chrome grille strip.

Pricing

Passat Alltrack TDI140 DSG with Bluemotion Technology	\$49,290
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Options

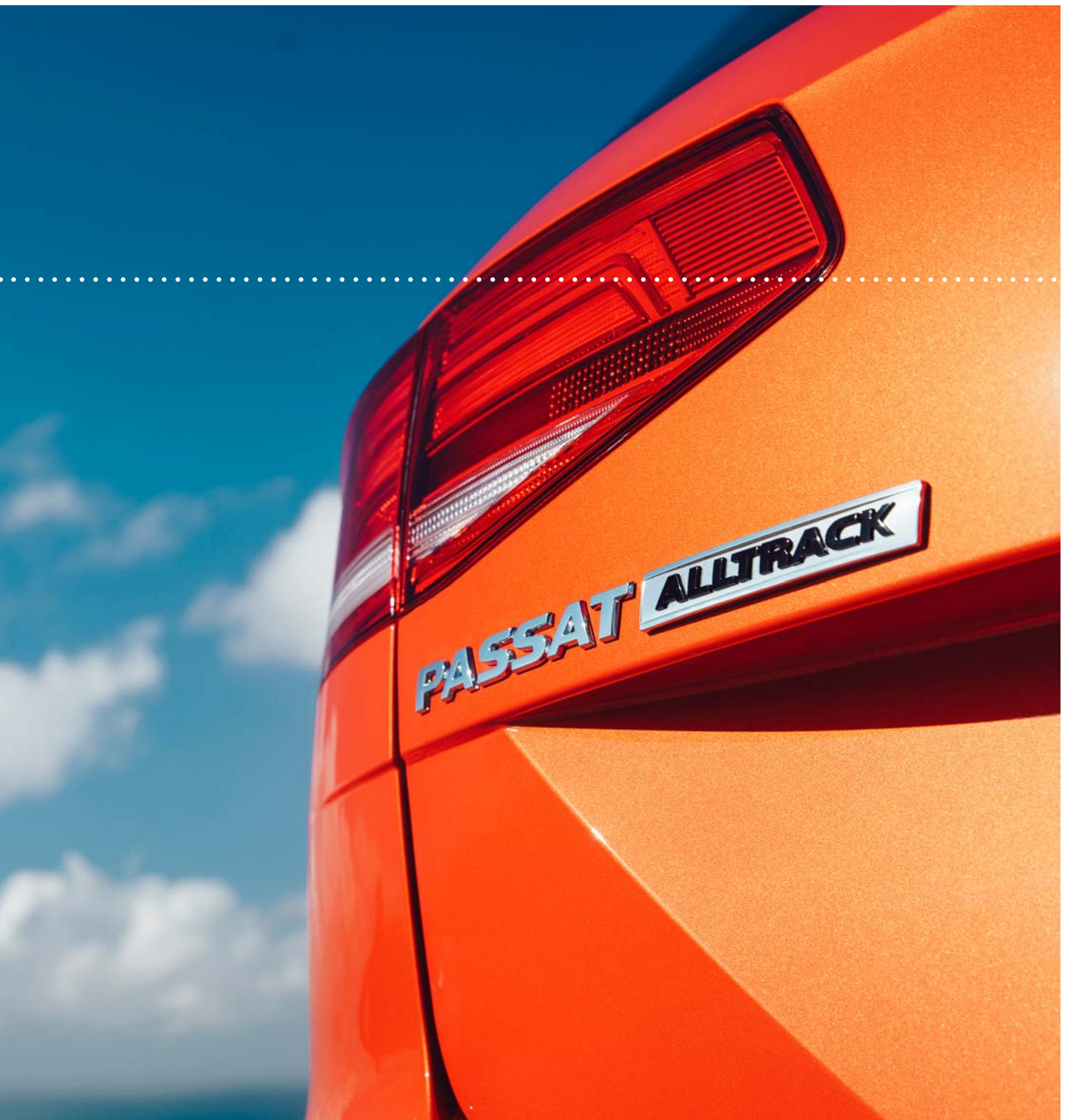
Metallic or Pearl Effect paint	\$700
Luxury Package	\$3,500

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Prices quoted are Manufacturer List Prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state.



Exterior and interior

Passat Alltrack is based on the Passat Wagon:

Custom bumpers, wheel arches and side sill extensions

Crossover with visible underbody protection at the front and rear

Seat system in Vienna leather-appointed trim and up to 1,769 litres of cargo space

The Passat Alltrack is an independent model within the Passat model series, and has many features that have been designed especially for the Passat Alltrack.

The exterior

The second generation Passat Alltrack (the first generation debuted in 2012) is immediately recognisable as an individually designed wagon and SUV crossover. It comes with anodised silver roof rails while the ground clearance has been increased by 27.5mm. The body therefore has a total height of 1,506mm. The new Passat Alltrack is 1,832mm wide (with door mirrors 2,083mm), with a length of 4,777mm; the wheelbase extends over 2,789mm.

Front. The exterior of this charismatic model is distinguished from others in the Passat range by a bumper with a new design including a striking grille and custom fog lights. The headlights and radiator grille merge to create the appearance of a single unit. The design of the front section appears particularly striking in conjunction with new full LED headlights, available in the optional Luxury Package. Furthermore, Volkswagen has developed new and extremely effective engine underbody protection for the Passat Alltrack. The underbody protection, a standard feature, is no longer made of steel like the predecessor; rather, it is made of extremely tough plastic. This new component results in a weight saving of 16kg.

LED headlights. Available in the optional Luxury Package, the Passat Alltrack offers one of the most powerful and economical light systems: full LED headlights in projection technology on board. The centrepiece of these headlights is the outer multi-beam lens module. In addition to the main and dipped beams, the module also generates a dynamic cornering light while the inner flat-beam lens module is responsible for illuminating the road up ahead.

A further highlight of the projection LED headlights are daytime running lights with 32 LEDs. The indicator is positioned below the daytime running lights (12 LEDs). LEDs for the static cornering light are also positioned on the inner side of the headlight.

Side profile. The “matt chrome” door mirror caps, standard 18-inch “Kalamata” alloy wheels and the robust, anthracite-coloured door, sill and wheel arch cladding are particularly eye-catching features of the side profile. In addition, the sill cladding is upgraded with aluminium-look trim.

Puncture self-sealing tyres. Another example of the attention to detail is the mobility tyre from Continental as standard equipment on the new Passat Alltrack. The German tyre producer developed this technology, called ContiSeal, as a system that enables continued driving despite penetration by sharp objects like nails or screws, or rocks on an unsealed surface: 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 per cent of typical flat tyres can thereby be avoided.

Rear. Like the front, the rear of the Passat Alltrack also features a customised bumper in an all-terrain design. To each corner of the bumper the trapezoidal trims of the exhaust system (in “chrome look”) catch the eye; these – like all other aforementioned details – are standard features on the Passat Alltrack. The new colour “Habanero Orange Metallic” is exclusive to this model and matches the different body trims extremely well.

Rear lights. The Passat Alltrack is equipped with LED rear lights as standard. They extend in two sections from the tailgate into the side panel. The tail light and brake light functions are located in the upper outer section, and the indicators are beneath this. In the inner segment (tailgate), the rear fog lights and reversing lights are integrated along with the tail lights. The number plate lighting also works with LEDs.

Emblems. The car features the “Alltrack” badge on the front grille, on the tailgate at the rear and on the sides on the front wings (as an extension of the character line). The tailgate also displays the motor designation and the “4MOTION” badge as a reference to the standard all-wheel drive.

The interior

Exclusive and sporty. Like the exterior, the interior of the Passat Alltrack has been specifically modified to express the charismatic character of this all-terrain model. The high level of individualisation, the materials used and the extensive standard equipment create an exclusive and sporty ambience. One of the most important features setting the Passat Alltrack apart from other models in the series is the new design of the seat system with comfort seats at the front. The seats are visually distinguished by Vienna leather-appointed trim. In terms of function, the front seats feature pockets on the back of the backrests and adjustable lumbar supports. The driver's seat is an "ergoComfort" version (with features including electric adjustment of the backrest inclination, longitudinally adjustable thigh support and electric adjustment of the lumbar support). A folding centre armrest with cup holders is integrated in the asymmetrically divided backrest of the rear bench seat.

Numerous individualised details. Further individualised features of the Passat Alltrack extend right down to the smallest details. For example, the pedals for the driver come in brushed stainless steel. Robust stainless steel sill tread plates with embossed "Alltrack" lettering and floor mats with flat felled seams match them. An independent welcome screen and additional information in off-road mode characterise the touchscreen of the infotainment system. The horizontal ventilation strip and the door panels are upgraded with custom trim in a "Tracks" design. Meanwhile, the centre console is enhanced with "Titanium" trim. The gear knob and the multifunction steering wheel (also a standard feature) are trimmed in leather.

Flexible interior. As the Passat Alltrack is based on the Passat Wagon, it means that it offers ample space on all seats and also an extremely large and versatile luggage compartment. With five passengers on board, 639 litres of storage space is available; in this case the load-floor depth is 1,172mm. If the full load capacity is used, luggage space increases to 1,769 litres, and folding the asymmetrically split rear seat backrest enables extremely flexible use of the interior of the Passat Alltrack: items with a maximum length of 2,018mm can be loaded in the luggage compartment (up to the backrest of the front seats).



Passat Alltrack offers maximum networking

Volkswagen integrates apps for Apple® and Android™ smartphones

App Connect integrates smartphone apps in the infotainment system

Passat Alltrack with new touchscreen menu item "off-road information"

The systems of the second generation modular infotainment matrix (MIB II) offer a premium range of functions and connectivity (networking with smartphones and tablets). The new Passat Alltrack offers the 8.0-inch radio navigation system "Discover Pro". In addition, the menu structure of the infotainment systems in the Passat Alltrack has a special feature: the "off-road information". Three digital round instruments show the steering angle, a compass rose and an altitude indicator.

Maximum connectivity. Thanks to their progressive design and the versatility of the "Volkswagen Car-Net", the infotainment systems enable maximum connectivity for linking external devices. The various interfaces include integration of smartphones via "App Connect". This is based on the "MirrorLink®", "CarPlay™" (Apple) and "Android Auto™" (Google) applications. These platforms enable Apple and Android smartphones with important apps to be integrated into the infotainment systems of the Passat Alltrack. "MirrorLink®" makes it possible to display contents shown on the smartphone and operate smartphone functions via the touchscreen of the infotainment system. This is done intuitively: simply connect a smartphone to the Passat Alltrack and use the app via the screen of the infotainment system. "MirrorLink®" makes use of an industry standard set by the "Car Connectivity Consortium" (CCC) to "mirror" smartphone apps onto the car's touchscreen and link their operation to the infotainment system, as previously described. Since the smartphone apps are always up-to-date, "MirrorLink®" cannot become obsolete.

Apple CarPlay™. With "CarPlay™" from Apple anyone who owns an iPhone 5, 5C, 5S, 6, 6 Plus, 6S or 6S Plus can use a large number of their phone's apps via the infotainment system of the Passat Alltrack. This system also "mirrors" the smartphone apps. "CarPlay™" feeds the iPhone's "Phone", "Messages", "Maps" and "Music" apps into the infotainment system via a USB connection.

The apps in the Passat Alltrack are then controlled either via the touchscreen of the infotainment system or by voice control with Siri (Apple). "CarPlay™" is child's play to use: as soon as the smartphone is connected to the infotainment system via a charging cable "CarPlay™" appears in the menu structure.

- **"Phone"**: Everything operates just like an iPhone here. From the touchscreen users can perform these functions: answer call, end call, switch phone to mute, display the keypad, retrieve the phone book and retrieve voice mails. Alternatively, all this can also be done with Siri.
- **"Messages"**: Text messages are read aloud by Siri – a practical and safe feature whilst driving. Siri can also be used to generate your own text messages whilst on the road for maximum convenience.
- **"Maps"**: "CarPlay™" makes the entire functionality of the "Maps" app available in the infotainment system. This includes detailed route descriptions ("turn by turn"), traffic information and the estimated journey time.
- **"Music"**: Access to the media library is available via touchscreen and/or Siri. "CarPlay™" also recognises other audio apps that are installed for playing back music, radio and podcasts on the iPhone. For instance: "Podcasts", "Spotify" and "Stitcher Radio".

Android Auto™. "Android Auto™" was developed by Google for Android smartphones. In exactly the same way as with "MirrorLink™" and "CarPlay™", selected phone apps are displayed on the infotainment system's touchscreen. Here, too, the interface is a USB port. The numerous apps that can be incorporated via "Android Auto™" include classics such as "Google Maps", "Google Play Music", "WhatsApp" and "Spotify", but also countless new apps. Many of these apps can be operated via "Google Voice" voice control as an alternative to the touchscreen (the voice control function is activated on the multifunction steering wheel).



Drive systems

High-output diesel engine with 140kW to 400Nm:

Turbo-charged direct injection and all-wheel drive as standard

Dual-clutch (DSG) gearbox as standard

Volkswagen is offering an efficient and extremely high-torque turbo-charged direct injection engine for the second generation Passat Alltrack: The high-torque TDI engine delivers 140kW and a massive 400Nm of torque, mated to a six speed dual clutch (DSG) transmission .

2.0 TDI BMT 4MOTION with 140kW. The Passat Alltrack's 2.0 TDI develops power output of 140kW (at 3,500 to 4,000rpm). Equipped with a newly designed turbocharger, the four-cylinder engine sends an impressive maximum torque of 400Nm in the direction of the standard 6-speed DSG from as low as 1,750rpm with this level remaining constant up to 3,000rpm. This dynamic performance goes hand in hand with sustainable fuel consumption of just 5.1 l/100km.

The automatic gearbox

6- speed DSG. The powerful engine in the new Passat Alltrack delivers power to the all-wheel drive through a dual-clutch gearbox (DSG). The 6-speed DSG has two multi-plate clutches that run in an oil bath.

The all-wheel drive

4MOTION. As already mentioned, the new Passat Alltrack is equipped with 4MOTION all-wheel drive as a standard feature. It works with an electronically controlled multi-plate clutch; the propulsion power distribution to all four wheels is activated even before slip occurs. This almost entirely eliminates any loss of traction. Normally, only the front wheels are driven, saving fuel. But as soon as there is a risk of losing traction, the rear axle is smoothly engaged in a fraction of a second. Along with the coupling that acts as a longitudinal lock, the electronic differential locks (EDL) integrated in the electronic stability control system (ESC) act as transverse locks for all four wheels. If a wheel starts to spin, they ensure that drive power is directed to the wheel on the opposite side within fractions of a second. In addition, the Passat Alltrack 2.0 TDI with 140kW is also equipped with XDL on both axles. This system brakes the wheels on the inside of the bend during fast cornering and thus optimises steering response.

Situation-based power distribution. A control unit continually calculates the ideal drive torque for the rear axle and controls how far the multi-plate clutch should be closed by regulating the oil pump. In this manner, the contact pressure on the clutch plates rises in proportion to the desired torque at the rear axle. The level of pressure applied to the clutch plates can be used to continuously vary the transmitted torque. Even when moving off quickly and accelerating, the wheels of the Passat are prevented from spinning, because the control unit regulates the torque distribution according to the dynamic axle loads. Actuation of the electronically controlled multi-plate clutch coupling is based primarily on the engine torque demanded by the driver. Parallel to this, a driving status identification system within the all-wheel drive control unit evaluates parameters such as wheel speeds and the steering angle. If necessary, nearly 100 per cent of the drive torque can be directed to the rear axle.

Rear axle drive always available. When manoeuvring or taking tight bends any build-up of tension within the drivetrain is prevented by reducing the torque transmitted by the electronically controlled multi-plate clutch. The opposite happens in the event of heavy and rapid acceleration; in this case the coupling torque is quickly increased. Meanwhile, at high speeds the pilot control of the coupling, which is dependent on engine torque, is reduced in order to minimise fuel consumption. In this case front-wheel drive dominates. However, even in this situation 4MOTION remains a permanent all-wheel drive system, as the rear axle instantly re-engages as soon as any slippage is imminent on the front axle or the Passat Alltrack is driven with increased lateral acceleration.

Four-wheel EDL and XDL. Parallel to the electronically controlled multi-plate clutch coupling that acts as a longitudinal lock, electronic differential locks (four-wheel EDL) integrated in the electronic stability control system act as transverse locks. If a wheel starts to spin, they ensure that drive power is directed to the wheel on the opposite side within fractions of a second. Furthermore, the Passat Alltrack is equipped with the additional function XDL on the front and rear axles which brakes the wheels on the inside of a bend during fast cornering and thus perfects the steering response (more precise steering angle), further improves the traction, increases agility and, last but not least, enables a higher speed when exiting bends. In technical terms, XDL is a functional extension of the electronic differential locks.

Off-road mode

Driving profile selector as a standard feature. The Passat Alltrack is also equipped with a driving profile selector. A total of five driving programmes are available: "Eco", "Normal", "Sport", "Off-road" and the additional "Individual" mode. The "Off-road" driving profile is an exclusive feature of the Alltrack model series. It assists the driver during off-road driving with a completely modified powertrain strategy; for example, among other features Hill Descent Assist is automatically activated. As soon as the driving profile switch in the centre console next to the gear knob is operated, the driving profile menu opens in the display of the infotainment system. Here the driver can select the off-road programme. The following systems are then immediately changed or activated:

1 Hill Descent Assist prevents unwanted acceleration on downhill slopes. When driving onto a downhill slope with a gradient of more than 10% the speed is limited to a minimum of 2km/h and a maximum of 30km/h. The driver can vary this speed within these limits at any time by accelerating or braking. The readiness of Hill Descent Assist is signalled by a function symbol in the display of the instrument cluster. This function indicator changes its colour from grey to white when the system actively brakes. Hill Descent Assist becomes inactive as soon as the downhill gradient is less than 5%. At a glance, Hill Descent Assist is automatically activated when the following conditions are met:

- The driving profile "Off-road" is selected
- The speed is $\leq 30\text{km/h}$
- The driver does not operate the brake or accelerator
- The engine is running

2 By changing the ABS regulation intervals in "Off-road" mode (off-road configuration), the tyres can build up a wedge of stones etc. on loose surfaces during emergency stops, thus reducing the stopping distance.

3 The accelerator can be operated more sensitively. In principle, the pedal travel becomes longer; despite pressing the pedal all the way to the floor the car only accelerates slowly. In addition, the speed is limited.

4 At the same time, gear shift points are higher and automatic upshifting is suppressed by an adapted gear programme.



Comfort and assistance systems

Standard in the new Passat Alltrack:

Front Assist with City Emergency Braking function

Emergency Assist becomes active when the driver fails to react

A pioneering range of comfort and assistance systems is available for the new Passat Alltrack. These technologies include the ambient traffic monitoring system Front Assist including City Emergency Braking function that is a standard feature in the Passat Alltrack, Side Assist (lane change assistant), Adaptive Cruise Control ACC, Rear Traffic Alert (detects other vehicles crossing when reversing out of a parking space), and a previously unrivalled level of personalisation. The latest comfort and assistance systems in detail:

Front Assist including City Emergency Braking function. Front Assist is a system that warns the driver and brakes automatically in case of an imminent collision. One component of the Front Assist system is the City Emergency Braking function. This ambient traffic monitoring system now comes as standard in the Passat Alltrack for the first time. While Front Assist warns drivers about insufficient distance to the vehicle in front and potential collisions at higher speeds and automatically brakes the vehicle if necessary, the City Emergency Braking system performs this role in slower urban traffic. Up until now, the City Emergency Braking system detected vehicles only.

- **Safety in the city.** The City Emergency Braking is an extension of the Front Assist system. At speeds of up to 65km/h it monitors the area in front of the Passat. In an emergency, the system instantly and automatically applies the brakes. The enhanced combination of Front Assist and City Emergency Braking function also links the radar with the Passat Alltrack's front camera.

Park Assist. Available as part of the optional Luxury Package in the Passat Alltrack, Park Assist enables semi-automatic parking in parking spaces parallel or perpendicular to the road. It can also back the car out of parallel parking spaces. In the case of perpendicular parking spaces, not only is reversing into a parking space supported; it is also possible to drive forwards into a parking space semi-automatically.

- **Park Assist 1.** The first generation of Park Assist made its debut in 2007. Thanks to automatic steering this feature facilitated reversing into parking spaces parallel to the carriageway – a technological highlight.
- **Park Assist 2.** The second generation of Park Assist, first presented in 2010, made it possible to reverse into parking spaces perpendicular to the carriageway with the assistance of automatic steering; parallel parking spaces could also be smaller now (80cm plus the car length sufficed). In addition, automatic exiting from parallel parking spaces was now also possible.
- **Park Assist 3.** The newly developed third generation of Park Assist adds the new feature of semi-automatic forward parking into spaces perpendicular to the road. The wide variety of functions of Park Assist 3 optimally supports the driver in difficult traffic situations, because it makes parking faster and, for less experienced drivers, easier.
- **How it works.** After pressing the Park Assist button, the driver only needs to operate the accelerator and brake pedal as well as the gear lever (together with the clutch for a manual gearbox) while Park Assist automatically steers the Passat Alltrack into the parking space. The system automatically recognises the type of parking space and initiates the necessary manoeuvre; at the same time, the driver is informed and given instructions via the multifunction display. The driver can use the Park Assist activation button to manually select a parking space from the parking spaces that were automatically detected. The basic functions of Park Assist have been further improved by the use of a surroundings map. The system has sensors in all four wheels that detect the turning direction; this enables precise locating of the Passat so that it can be parked more precisely than ever.

Side Assist. Volkswagen has extended the functional range of its Side Assist driver assistance system with the new Rear Traffic Alert. The system can help to prevent serious accidents – particularly in two situations. Firstly, on the motorway, because it detects both vehicles overtaking quickly and slow vehicles in the blind spot, warning the driver and thereby making overtaking safer. Secondly, when reversing out of a parking space, because the sensors even detect vehicles approaching from the side that are not yet visible to the driver. This is how Side Assist works:

- **Radar sensors.** Automatically activated at speeds of 10km/h and above, Side Assist with Rear Traffic Alert uses two new-generation radar sensors (integrated in the rear bumper) to monitor the surroundings up to 70 metres behind the Passat Alltrack. The system alerts the driver to vehicles driving alongside the Passat or approaching from behind by activating an LED in the door mirror housing. When the driver operates the turn indicator in the direction of a detected vehicle, the Side Assist indicator flashes as the next warning stage, which draws the driver's attention to the mirror.
- **Countersteering.** If the camera-based Lane Assist is installed in addition to Side Assist, the system responds to a steering movement towards the hazardous side with a warning (even if the turn indicator is not set), and the vehicle actively countersteers when a lane change is initiated. Of course, the driver can override the assistance system in this case too with active steering intervention.
- **Rear Traffic Alert.** Rear Traffic Alert revolutionises reversing out of parking spaces that are perpendicular to the carriageway. The system detects vehicles that are approaching from the side. The radar-based sensor module of Rear Traffic Alert detects objects up to 50 metres away. Rear Traffic Alert is activated by engaging reverse gear or by Park Distance Control (PDC) when moving off. If a collision is imminent, Rear Traffic Alert first gives a visual warning, then an acoustic warning. If the driver does not react appropriately to the situation and there is an immediate risk of a collision, Rear Traffic Alert automatically initiates a braking intervention that can reduce the severity of the accident.

