

International Driving Presentation

The new Scirocco and Scirocco R

Wolfsburg / Frankfurt, July 2014

NB:

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Dynamics up, fuel consumption down:

Best-selling sports car Scirocco with a completely new range of engines

Front and rear section with new styling; LED rear lights as standard

New engines with up to 20 PS more power and up to 19 per cent more fuel-efficient

Ten important facts on the new Scirocco:

1. Launch with six new TSI and TDI; all engines are now more powerful (up to 20 PS) and more economical (up to 19 per cent).
2. With entry-level engines the Scirocco consumes just 5.4 l/100 km (1.4 TSI, 92 kW) and 4.2 l/100 km (2.0 TDI, 110 kW).
3. Acceleration and top speed of all new Scirocco versions have been greatly improved.
4. Scirocco 2.0 TSI (132 kW) with additional 20 PS accelerates 0.6 seconds faster to 100 km/h than its predecessor.
5. At 350 Nm the Scirocco 2.0 TSI (162 kW) develops an impressive 70 Nm more torque than the 155 kW predecessor.
6. With power output of 206 kW the Scirocco R is the most powerful and agile Scirocco of all time (with DSG 0-100 in 5.5 seconds).
7. New front and rear section including new headlights, new LED rear lights and new tailgate opening mechanism (swivelling VW emblem).
8. Modified interior with new auxiliary instruments pays tribute to the original Scirocco.
9. New technical features include Dynaudio Excite sound system, Blind Spot Monitor and ParkAssist (park steering assistant).
10. Market launch in Europe starting in August.

- **Wolfsburg / Bensberg, July 2014.** Charismatic coupés have been an important part of the Volkswagen model range for decades. The first was the Karmann Ghia coupé in 1955 – a style icon that evolved with the times until the end of production in 1974. The successor to this classic was launched in the same year: the first Scirocco. This new agile coupé from Volkswagen was a new contender in the field of affordable sports cars. Two generations of the Scirocco were built in a space of 18 years between 1974 and 1992 with production totalling 795,734 units. A globally successful coupé. In the late summer of 2008 Volkswagen started a comeback of the legendary sports car with the third generation Scirocco. By the end of 2013 212,450 Scirocco had left the Volkswagen factory in Palmela, Portugal. A further successful series. Now Volkswagen is presenting a new version of the Scirocco. It has evolved both technically and visually. A coupé that shows off its strengths as an agile cruiser, a dynamic commuting companion, a high-class sports car (power output of up to 280 PS!) for a trip to the racetrack, or quite simply as a charismatic all-rounder with a large tailgate and a versatile boot (312 to 1006 litres).

More powerful – six engines with up to 280 PS

- **Up to 20 PS more power.** The entire range of engines for the model series has been updated and made more powerful but also more economical. An overview of the performance range of the four TSI (petrol engines) and two TDI (diesel engines): 92 kW / 125 PS (TSI), 110 kW / 150 PS (TDI), 132 kW / 180 PS (TSI), 135 kW / 184 PS (TDI), 162 kW / 220 PS (TSI) and the afore-mentioned 206 kW / 280 PS (Scirocco R TSI). The largest leap is made by the new Scirocco 2.0 TSI with 132 kW / 180 PS (up 20 PS / previously 1.4 TSI with 118 kW / 160 PS) and the Scirocco R, which now has 280 PS (up 15 PS / previously 195 kW / 265 PS). The increased power has also enhanced the

performance – considerably in some cases. For example, the new 180 PS version accelerates to 100 km/h in just 7.4 instead of 8.0 seconds; the top speed has improved by 9 km/h to 227 km/h. The same applies to the diesel-powered models. For example, the Scirocco 2.0 TDI with 150 PS: here the acceleration has improved by 0.7 seconds to 8.6 seconds and the top speed has increased from 207 to 215 km/h (manual version).

- **Up to 19 per cent more fuel efficient.** The six turbo direct injection engines belong to the latest generation of Volkswagen's four-cylinder engine family and consistently fulfil the EU 6 emissions standard; moreover, they are up to 19 per cent more fuel-efficient. All Scirocco models with power output of up to 162 kW / 220 PS are fitted with a Stop/Start system as standard; what's more, these versions use braking energy to charge the battery (recuperation mode) so that the engines are able to work even more efficiently via load point shifting. If a dual-clutch gearbox is on board, energy is saved with a coasting function (up to 220 PS). The Scirocco 1.4 TSI with 125 PS is the most economical version with a petrol engine. Average fuel consumption: 5.4 l/100 km. With 4.2 l/100 km the 150 PS Scirocco 2.0 TDI is the most economical diesel variant. Despite their efficiency the two TDI engines do justice to the sporty character of the Scirocco – as impressively documented by the acceleration from 0-100-km/h in 8.6 seconds (150 PS) and 7.5 seconds (184 PS).

Sharper – restyled front and rear end

- **A more precise exterior.** Visually distinguishing the new Scirocco are its restyled front and rear section with redesigned H7 headlights, optional bi-xenon headlights with dynamic cornering light, LED daytime running lights and LED rear lights as standard. The rear VW logo now swivels

and serves an extra purpose as a handle for opening the boot lid.

More superior – new equipment features

- **Enhanced interior.** The interior of the coupé is equipped with sport seats and a leather sport steering wheel (adapted from the Golf GTI) as standard, and also boasts new materials, leather configurations and colours. New technical features include the 400 watt sound system Dynaudio Excite, Blind Spot Monitor and the park steering assistant (ParkAssist). Also new as standard are auxiliary instruments (charge pressure, chronometer, engine oil temperature) which pay tribute to the original Scirocco.
- **Scirocco to be launched on the market in August.** Volkswagen is also producing the latest Scirocco at its Portuguese plant near Lisbon. From there the sports car will be launched from the middle of August – with all six engine variants – initially in Europe; advance sales have already started in some countries such as Germany. Further high-volume markets such as China, Turkey, Australia, Russia and South Korea will follow soon afterwards.

Powerful hatchback coupé:

Design of Scirocco front and rear end further sharpened

The Scirocco features new headlights and LED rear lights

New alloy wheels in 17-, 18- and 19-inch format

Wolfsburg / Bensberg, July 2014. The design forms the visual basis for the overall sporty Scirocco package: with its unmistakable silhouette, the characteristic rear, the impressive front end and the appealing proportions the appearance of the coupé also hints that this is a very agile car offering driving fun. Like the first generation Scirocco, the third series of the sports car is regarded as a stylistic icon. Now the design of this icon has been further sharpened.

New front section. Precisely drawn lines, a new light signature by the headlights and aerodynamic "blades" (narrow aerodynamic elements in the style of the Golf GTI) in the side of the bumper unite to give the front section a new look. The new Scirocco also appears to be more clearly contoured and wider with bumper surfaces painted in the body colour instead of black. The narrow "blades" and a black, open-topped frame in the bumper form a striking contrast with light paintwork colours. The large cooling air inlet in the lower area of the front section and the upper air inlet have been redesigned and are also now in black. What's more, together with the XL1 and the Beetle, the Scirocco is also the only Volkswagen to feature the VW logo on the bonnet rather than in the grille. In order to better protect the front section against damage when parking, ParkPilot (acoustic distance warning) is now also available with sensors in the front bumper.

New headlights. Striking light design is typical for all Volkswagen models. And the light fingerprint of the Scirocco is no exception,

particularly on models where the new bi-xenon headlights with dynamic cornering light are fitted: engineers and designers have integrated a narrow, convex LED contour underneath the xenon module which looks like an eyelid and functions as daytime running lights. The indicators are placed separately in the outer regions of the bumper, with fog lights and – in the basic version – daytime running lights. They are visually separated by the "blades". Together with the body-coloured trim for the lower cooling air inlet, the result further accentuates the width of the car. What's more, the new design gives the Scirocco an even lower road stance.

New rear section. The brand's design DNA dictates that the width of the vehicle in the front and rear areas is accentuated with horizontal design features. The new Scirocco further reinforces this feature with an entirely new design of the LED rear lights as well as a new tailgate. The trapezoidal contoured rear lights taper towards the centre of the vehicle, and with their C-shaped light contour now extend further into the tailgate which, in turn, is equipped with a horizontal light-refracting edge underneath the window. A new black diffuser matches this powerful and precise design, making the bumper appear to sit lower and the car as a whole seem flatter in its proportions. Practical: the VW badge now swings upwards around the central axis when pressure is placed on it in order to serve as a handle for opening the boot lid (which is protected against dirt). Like the rear lights, the number plate lighting also features LED technology as standard.

New wheels and colours. The new design of the 17-inch ("Shanghai") and 18-inch ("Lisboa" and "Salvador") alloy wheels are striking features of the silhouette. As standard, the Scirocco is equipped with 17-inch "Long Beach" alloy wheels and 205 mm tyres (from 110 kW 225 mm tyres). In the 162 kW version the Scirocco comes equipped with 17-inch "Spa" rims. Optionally the coupé – and this is new too – can also be ordered with the legendary "Talladega" design 18- or 19-inch alloy wheels which were previously reserved for the Scirocco R. This vehicle is now fitted with the new "Cadiz"

18-inch rim (optionally available in 19 inch). Five of the 13 colours in total are new in the range: the three standard paint colours "Pure White", "Flash Red" and "Urano Grey" as well as the metallic colours "Ultra Violet" and "Pyramid Gold".

Standard features of the exterior. Standard features of the exterior include sports suspension, 17-inch alloy wheels, LED indicators in the door mirror caps, front air inlets with a striking honeycomb structure, a roof aerial, a roof spoiler, number plate lighting in LED technology, dark red rear lights in LED technology, twin tailpipes for the exhaust system (chrome-plated on the 162 kW version) and green-tinted insulating glass.

Exterior of the Scirocco R. Traditionally, independent design and equipment features have characterised the top model in the series: the Scirocco R. This is equally true for the design of the front and rear aprons in motor sport look and for the wheels. In particular the three large, glossy black air inlets, the standard bi-xenon headlights with integrated cornering light, the LED daytime running lights and the LED indicators attract attention at the front. Side features include door mirror housings in "matt chrome", side sill extensions with "R" styling and 17-inch brake callipers painted black with an "R" logo. At the rear, the chrome-plated tailpipes (on the left and right respectively) and the larger roof edge spoiler are still the key insignia of the "R". The afore-mentioned 18-inch standard rim for the Scirocco R has been redesigned. It has been given the name "Cadiz" and is also available in a 19-inch version.

Ergonomic sports car cockpit:

New instruments, new steering wheels, new colours and materials

Auxiliary instruments as standard pay tribute to the original Scirocco

"R" equipment lends the interior further dynamic appeal

Wolfsburg / Bensberg, July 2014. The interior of the new Scirocco has also undergone further development in many areas. For example, a striking feature is the optimised instrument panel design on the passenger side which gives the dashboard a streamlined appearance with a striking horizontal edge. The air nozzle panels and the central panel around the navigation system in "Titanium Silver" are now flush-mounted in the dashboard, accentuating the excellent workmanship and the premium quality of the interior. Like models such as the Golf GTI, the Scirocco is now also equipped with a new tubular-look instrument cluster; the instruments feature new graphics and are elegantly framed with an aluminium look ("Titanium Silver"). The steering wheel design was also derived from the Golf GTI. What's more, the three auxiliary instruments integrated above the centre console are standard features: charge pressure, chronometer and engine oil temperature. They pay tribute to the first Scirocco where – depending on the equipment version – two auxiliary instruments were installed lower down in the centre console. It goes without saying that the new Scirocco is also equipped with standard features such as air conditioning, Hill Hold Assist, electric windows and sport seats.

Sporty decor, materials and colours. There is now a storage compartment close to the handbrake lever which can be closed using a "sliding blind". It is no coincidence that the new optional decor – "Checkered Flag" – in the central panel builds a visual bridge to the

world of the Golf GTI. Last but not least, the seats have been redesigned with new materials. These include "Matthew" fabric (a checkered design with titanium black outer seat surfaces), "Greg" Alcantara which is available in the hues "Ceramique", "Deep Mocca" and (like for the predecessor) "Titanium Black"; and also "Vienna" leather in the colour variants "Ceramique", "Sioux" and "Black in Carbon Style". Also new: the light interior trim "Ceramique" for the lower sections of the dashboard, door panels and the centre console which is offered in addition to "Black".

Standard interior and functional equipment features. Further standard features of the Scirocco include decorative inlays in "Titanium Silver" for the dashboard, the afore-mentioned sport seats at the front (which are also height-adjustable), seat covers in "Matthew" fabric, sport steering wheel, hand-brake lever grip and gear shift grip in leather, an asymmetrically divided folding rear seat backrest and Easy Entry system. Functional equipment (a selection): Hill Hold Assist, the afore-mentioned air conditioning, height- and longitudinally-adjustable steering column, multi-function display "Plus", radio "RCD 310" with eight loudspeakers, electric windows and of course the new auxiliary instruments (charge pressure, engine oil temperature and chronometer).

Interior of the Scirocco R. Like the exterior, the interior of the Scirocco R clearly bears the hallmark of Volkswagen R. Individualised features include "Race" seat covers with the "R" logo and decorative stitching in crystal grey, a black headlining, decorative "Carbon Race" inlays, applications in glossy "Piano Black" (radio bezel, multifunction leather sport steering wheel and door handles) and stainless steel pedals. Traditionally, the specific "R" instrument needles are blue and the aluminium door sill plates are complemented by an "R" logo.

Key aspects – optional features

More comfort, enhanced dynamics:

The Scirocco now comes with Light Assist and Dynaudio sound system

ParkAssist assists the driver with parking manoeuvres while Blind Spot Monitor makes overtaking safer

New sound system from Dynaudio with total power output of 400 watts

Wolfsburg / Bensberg, July 2014. The new Scirocco can be further customised with a wide range of optional features. These include packages such as the "Sports package" configured to the dynamic character of the Scirocco. Elements include chrome surround on rotary light switch, chrome trim on the mirror adjuster and electric window switches, a black headlining, stainless steel pedals, seat covers in fabric/Alcantara, textile floor mats with coloured edging, 17-inch "Donington" alloy wheels and tinted windows at the rear. Brand-new technical features include the 400 watt Dynaudio Excite sound system, Blind Spot Monitor and the park steering assistant (ParkAssist). The most important features at a glance:

Blind Spot Monitor. This system can play a role in preventing serious accidents. The Blind Spot Monitor alerts the driver with an LED symbol in the outer area of the door mirrors to vehicles in the blind spot to the side of the Scirocco or approaching from the rear. As soon as a vehicle approaches in the blind spot, the symbol lights up, and if the driver activates the turn indicator in the direction of the detected vehicle the symbol flashes as an additional warning. This lowers the risk of hazardous lane-changing situations. The system, which is automatically activated from a speed of 30 km/h, uses radar sensors to monitor an area of approximately 20 metres around the vehicle.

ParkAssist park steering assistant. The parking assistance system not only facilitates assisted parking parallel to the road, but also reverse parking at right angles to the road. The system is also equipped with braking and parking space exit functions. It is activated by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If Park Assist detects a sufficiently large parking space assisted parking can begin: the driver engages reverse gear and then only needs to operate the accelerator and brake. The car takes care of the steering. Acoustic signals and visual indications in the multi-function display assist the driver. The system also assists the driver with manoeuvring out of parallel parking spaces.

Light Assist. Light Assist automatic main beam control uses a camera in the windscreen to detect and analyse traffic ahead as well as oncoming traffic, and it automatically controls activation and deactivation of the main beam (from 65 km/h).

DCC dynamic chassis control. The dynamic chassis control DCC is perfectly tailored to a sports car like the Scirocco. The system permanently adjusts the damping for each individual wheel to the road based on signals from three body and three wheel travel sensors. However, in acceleration, braking or steering manoeuvres the damping is hardened in the fraction of a second to meet driving dynamics requirements. With this automatic adjustment DCC greatly enhances comfort in situations without demanding driving dynamics – solving the conflict between a firm, sporty and a comfortable setup. To enable drivers to adjust the behaviour of the system to their wishes, in addition to the "normal" programme (where all control functions are fully active) DCC additionally offers "Sport" and "Comfort" modes.

XDS. XDS transverse differential lock (a standard feature on board the Scirocco R) improves traction and handling performance. Technically, XDS is a functional extension of the EDS electronic differential lock that is integrated in the electronic stability control programme. In fast cornering, as soon as the electronics detect an

overly diminished load on the wheel of the driven front axle located on the inside of the bend, the ESC hydraulics build up brake pressure on this wheel to restore optimal traction. Functioning as a transverse differential lock, XDS compensates for the understeer in fast cornering that is typical of front-wheel drive vehicles. This makes handling more precise and neutral.

Hill Hold Assist. The standard Hill Hold Assist enables drivers to move off much more smoothly on steep uphill slopes. Hill Hold Assist provides assistance when moving off on a slope by stopping the Scirocco from rolling backwards and preventing the engine from stalling.

Dynaudio Excite sound system. The new Dynaudio Excite sound system has been specially developed for the new Scirocco. A digital 8-channel amplifier generates total power of 400 watts. The eight loudspeakers with low natural resonance and the subwoofer have been individually configured for the interior of the Scirocco. The result: high-end sound.

"Vienna" leather upholstery. "Vienna" upholstery is available as an option; in this case electrically adjustable lumbar supports and heated seats (front), chrome surround on the rotary light switch, chrome trim on the mirror adjuster and electric window switches and a black headlining are included in the scope of equipment. "Vienna" leather upholstery can alternatively be ordered in "Carbon Style" with the centre parts of the side bolsters in carbon look.

R-line exterior. Volkswagen R has also created a particularly sporty exterior and interior package for the new Scirocco. The exterior package boasts distinctive bumpers with "R" styling (with integrated fog lamps at the front and a black high-gloss radiator grille and air inlet grille), individualised side sill extensions and a rear spoiler in "R" design. 18-inch "Salvador" alloy wheels with 235 mm tyres are also part of the package. Last but not least an R-line logo at the front in the radiator grille draws attention to the sporty additional features.

R-Line interior. An R-Line interior package is available separately. It comprises a black headlining, decorative inlays in "Carbon Touch" for the dashboard, aluminium door sills featuring the R-Line logo, an individualised sport leather steering wheel with aluminium trim, pedals in stainless steel, seat covers in "Race" fabric (insides of side bolsters in microfibre) and R-Line logo on the backrests.

R-Line "Vienna" leather upholstery. As a further individualisation level R-Line "Vienna" leather upholstery is available for the new Scirocco in combination with the interior package. Here the seat centre panels and the insides of the seat side bolsters come in black leather; decorative stitching in "Crystal Grey" forms a contrast to the black. An R-Line logo enhances the headrests. Further elements of the package: chrome surround on the light switch, chrome accents on the mirror adjuster switch and electric window switches and electrically adjustable lumbar supports (front).

Panoramic tilt sunroof. An optional large panoramic tilt sunroof that stretches from the A-pillar to the B-pillar enables ample light to flood into the passenger compartment. At the touch of a button the transparent roof rises by up to 39 millimetres. A sunblind offers protection from strong sunshine. But that is rarely necessary as the glass of the panoramic tilt sunroof only lets in 8.2 per cent of UV radiation, 2.8 per cent of infrared radiation (heat) and 6.9 per cent of visible light.

Key aspects – the engines

Up to 20 PS more power and up to 19 per cent more fuel efficient:

Thorough engine update for the Scirocco with up to 280 PS

New EU 6 engines considerably improve the performance of the Scirocco in some cases

New 180 PS petrol engine (TSI) consumes just 6.0 l/100 km

Wolfsburg / Bensberg, July 2014. All engines for the new Scirocco have either been reengineered or are completely new developments. The range consists of four petrol and two diesel engines – turbocharged direct-injection engines with four cylinders and four-valve cylinder heads. The turbo engines are up to 19 per cent more fuel efficient than their predecessors and they all comply with the EU 6 emissions standard. Every new Scirocco with a power output of up to 162 kW / 220 PS is fitted with a Stop/Start system as standard. A further standard feature is braking energy recuperation (recuperation mode). Despite the reduced fuel consumption, all the engines are now more powerful. As a result the performance of all new Scirocco versions has improved. With the exception of the base engine (1.4 TSI), all Scirocco models can be combined with an optional dual-clutch gearbox (DSG). The Scirocco is offered with front-wheel drive in all versions.

Petrol engines with power output of between 125 PS and 280 PS.

The performance range of the four TSI (turbocharged petrol direct-injection engines) extends from 92 kW / 125 PS to 132 kW / 180 PS and 162 kW / 220 PS up to the new 206 kW / 280 PS exceptional engine of the Scirocco R. The 1.4 TSI with 125 PS is new; the base engine consumes 1.0 litres less per 100 km than its predecessor, and it propels the Scirocco to a top speed of 203 km/h. A further completely new engine in the coupé range is the 180 PS 2.0 TSI,

following the 1.4 TSI with output of 118 kW / 160 PS in Europe. Although the new engine develops 20 PS more power and takes the Scirocco to a top speed of 227 km/h (previous model: 218 km/h), it is some 0.6 litres per 100 km more economical than the 160 PS version. The 2.0 TSI with 220 PS, which was adapted from the Golf GTI, is also new in the coupé with a reduction in consumption of 1.4 litres per 100 km compared to its predecessor – corresponding to the afore-mentioned 19 per cent! With this engine, the Scirocco 2.0 TSI accelerates to 100 km/h in just 6.5 seconds and the version with a manual gearbox reaches a top speed of 246 km/h. The new Scirocco R sprints to 100 km/h even faster: it only takes 5.7 seconds – and for the DSG version just 5.5 seconds – for the sports car to reach 100 km/h. The new Scirocco R therefore sprints to 100 km/h 0.3 seconds faster than its predecessor.

Diesel engines develop 150 PS and 184 PS. The two Scirocco TDI engines now have power outputs of 110 kW / 150 PS and 135 kW / 184 PS. Both engines are extremely economical with combined fuel consumptions of 4.2 l/100 km (150 PS) and 4.4 l/100 km (184 PS) respectively (versions with manual gearbox). The reduction in fuel consumption compared to the predecessor's less powerful engines (140 PS and 177 PS) is an impressive 0.6 litres (150 PS) and 0.7 litres (184 PS) per 100 km respectively. The high-torque turbodiesel engines (340 Nm and 380 Nm) make the Scirocco an exceptionally sporty car. For example, the 2.0 TDI with 184 PS: with this engine, the coupé sprints to 100 km/h in just 7.5 seconds and can reach a top speed of up to 230 km/h.

Four TSIs and two TDIs. All engines with their performance data, power increases, fuel consumption figures and improved performance in detail:

1.4 TSI with 92 kW / 125 PS. The Scirocco's new base engine – the 1.4 TSI with output of 92 kW / 125 PS – consumes precisely 1.0 litre less fuel over 100 km/h than its predecessor with 90 kW / 122 PS. In the combined cycle the agile turbo engine consumes just 5.4 l/100 km (equivalent to 125 g/km CO₂). The engine's maximum power is

available in the engine speed range between 5,000 and 6,000 rpm with forceful maximum torque output of 200 Nm between 1,400 and 4,000 rpm. The TSI reaches a top speed of 203 km/h and manages the sprint from zero to 100 km/h in just 9.3 seconds (predecessor: 200 km/h and 9.7 seconds).

2.0 TSI with output of 132 kW / 180 PS. The TSI with an output of 132 kW / 180 PS is a completely new addition to the range. This power output has a long tradition at Volkswagen. Background: the performance data of the new TSI engine closely follow a drive technology icon – the 2.0 litre GTI engine which the company developed to mark the 25th birthday of the legendary Golf GTI. In 2001 this engine introduced the downsizing trend and therefore also the widespread success of turbocharging of petrol engines as well. While the GTI engine back then developed its power from 1.8 litres and via manifold injection, the new high-tech TSI in the Scirocco utilises precisely 1,984 cc and the direct injection that is standard today. The engine develops 180 PS in a speed window of 4,200 to 6,200 rpm. The engine delivers maximum torque of 280 Nm in an impressive speed range of between 1,500 and 4,400 rpm. With this engine the Scirocco accelerates to 100 km/h in just 7.4 seconds and reaches a top speed of 227 km/h (predecessor: 8.0 seconds and 218 km/h with manual gearbox and DSG). The version with optional 6-speed dual clutch gearbox (DSG) reaches a top speed of 225 km/h and also accelerates to 100 km/h in 7.4 seconds. The impressive performance is matched by an equally impressive average fuel consumption of just 6.0 l/100 km (139 g/km CO₂) (DSG: 6.4 l/100 and 148 g/km CO₂).

2.0 TSI with 162 kW / 220 PS. The 2.0 TSI with power output of 162 kW / 220 PS (4,200 to 6,200 rpm) has been adapted from the Golf GTI. It delivers 10 PS more than the predecessor to the new Scirocco, yet consumes 1.4 per l/100 km less fuel in conjunction with a manual gearbox. To be precise: 6.0 l/100 km (139 g/km CO₂) for the manual version and 6.4 l/100 km (148 g/km CO₂) in conjunction with the optional 6-speed DSG; for the version with

dual-clutch gearbox (DSG) this also results in a considerable fuel saving of 1.1 l/100 km. The measurable performance is also impressive: with both gearbox versions the Scirocco accelerates to 100 km/h in just 6.5 seconds – a further 0.4 seconds faster than the 155 kW / 210 PS predecessor. The top speed is 246 km/h and 244 km/h respectively (DSG). In terms of performance: the maximum torque of 350 Nm – 70 Nm more than the 210 PS version it replaces – is already available from 1,500 rpm; the torque remains at this constant high level up to 4,400 rpm.

2.0 TSI with 206 kW / 280 PS. The Scirocco R is the top version of the model series. With 280 PS the sports car enters a performance level where it is able to demonstrate effortless superiority on the racetrack as well. With 15 PS more than its predecessor the new sports car with optional 6-speed DSG accelerates to 100 km/h in just 5.5 seconds; the version with a manual gearbox takes 5.7 seconds. In both cases the top speed is electronically limited to 250 km/h. The engine's maximum power is available at 6,000 rpm with maximum torque (350 Nm) produced between 2,500 and 5,000 rpm. Despite exceptional driving dynamics and further increased power, the fuel consumption of the Scirocco R has fallen slightly to 7.9 l/100 km (equivalent to 185 g/km CO₂) in combination with the dual-clutch gearbox and 8.0 l/100 km with a manual gearbox (187 g/km CO₂).

2.0 TDI with 110 kW / 150 PS. The new 150 PS TDI version also corresponds to the sporty positioning of the Scirocco. The direct-injection turbodiesel engine has 10 PS more than its predecessor yet consumes less fuel: the version with a manual gearbox consumes 4.2 l/100 km (a reduction of 0.3 l/100 km) whilst the DSG version (4.5 l/100 km) achieves a fuel saving of 0.4 l/100 km. The CO₂ emissions of 109 g/km and 119 g/km (DSG) are similarly low. The 2.0-litre TDI has two balancer shafts, helping it to run very smoothly. It develops its maximum power at 3,500 rpm and its maximum torque of 340 Nm between 1,750 and 3,000 rpm (up 20 Nm). The improved performance is particularly noticeable for this version: the Scirocco 2.0 TDI has a top speed of 215 km/h and 213 km/h (DSG)

(predecessor: 207 and 205 km/h) and accelerates to 100 km/h in 8.6 seconds (140 PS version: 9.3 seconds).

2.0 TDI with 135 kW / 184 PS. The most powerful TDI fitted in the new Scirocco has been adopted from the current Golf GTD. Here the power has increased compared to its predecessor by 7 PS to 184 PS (at 3,500 to 4,000 rpm). The maximum torque – a superior 380 Nm – is available in the broad engine speed range of 1,750 to 3,000 rpm. The TDI engine capacity of 1,968 cc spurs the Scirocco to exceedingly sporty performance: the coupé sprints from 0 to 100 km/h in 7.5 seconds. The maximum speed is 230 km/h (predecessor: 223 km/h). If the 6-speed DSG is connected to the engine this results in a top speed of 228 km/h (177 PS version: 220 km/h). The TDI with a manual 6-speed gearbox consumes just 4.4 l/100 km (CO₂ emissions: 115 g/km). Compared with the predecessor the fuel consumption is reduced by an impressive 0.7 l/100 km. If DSG is on board the vehicle consumes 4.8 l/100 km (125 g/km CO₂) – also a reduction of 0.7 l/100 km.

Key aspects – running gear and brakes

Dynamic layout:

Scirocco R fitted with XDS differential lock as standard

Cars with power output from 110 kW / 150 PS fitted with 225 mm tyres in 17-inch format as standard

Scirocco R with 17-inch brake system and ESC sport mode

Wolfsburg / Bensberg, July 2014. The configuration of the running gear in the Scirocco deserves the name "sports chassis" in every respect. A McPherson axle at the front ensures precise tracking and balanced comfort properties. A four-link axle at the rear rises to the challenge of providing both sportiness and comfort. What's more, the Scirocco is optionally available with dynamic chassis control (DCC). The permanent electric control of the damping solves the conflict between a firm, sporty and a comfortable setup.

Wide track. The wide tracks are a characteristic feature of the Scirocco: 1,569 millimetres at the front and 1,575 millimetres at the rear. The rear track is therefore one of the widest in the competitive environment. Aluminium hub carriers are fitted on the rear axle to extend the track and reduce the unsprung masses. With high agility the running gear has been configured to ensure maximum stability and driving safety for the Scirocco. The standard 17-inch tyres with standard dimensions 225/45 (205/50 for 92 kW) have also been integrated in this concept; they support the high maximum transverse dynamics that can be achieved by the sports car.

Bespoke running gear of the Scirocco R

As standard, Volkswagen has given the Scirocco R a bespoke sports chassis setup and equipped it with the front axle differential lock XDS (XDS is available as an option for all other Scirocco versions with a power output of 110 kW / 150 PS or more). XDS is a functional extension of the electronic differential lock (EDS) that is integrated in the electronic stability control programme and effectively eliminates traction loss.

17-inch brake system for maximum deceleration. The brake system has been modified to suit the higher performance of the Scirocco R. Instead of a 16-inch system, a 17-inch system is fitted with internally ventilated discs and R-specific brake callipers painted gloss black delivering superior deceleration figures. The front discs have a diameter of 345 mm, the rear discs 310 mm. The electronic stability control programme has also been specially configured for the Scirocco R. It can be switched to sport mode with an ESC button on the centre console. In very fast driving with lots of bends – such as on a racetrack – the electronic stability control system responds later and thereby enables even more agile handling characteristics. At the same time, the traction control system (ASR) is completely switched off in active ESC sport mode. In addition, the electro-mechanical power steering of the Scirocco R has been given a sportier characteristic.