



Arteon Specifications





Arteon 206TSI R-Line DSG

Safety and Security

140TSI
Elegance

206TSI
R-Line

Airbags

Driver and front passenger airbags	S	S
Driver's knee airbag	S	S
Driver and front passenger side airbags	S	S
Outer rear seat passenger side airbags	S	S
Curtain airbags, front and rear	S	S

Anti-theft

Alarm system with interior monitoring and tilt sensor	—	S
Electronic engine immobiliser	S	S

Body

Fully galvanised with 12 year anti-corrosion perforation warranty	S	S
Door side impact protection	S	S
Rigid safety cell with front and rear crumple zones	S	S

Brakes

Automatic flashing brake lights activated in emergency braking situation	S	S
Anti-lock Braking System (ABS)	S	S
Electronic Brake-pressure Distribution (EBD)	S	S
Brake Assist	S	S
Electro-mechanical parking brake	S	S
Auto Hold function	S	S
Multi-collision brake	S	S

Child restraints

Child seat top tether anchorage points (3)	S	S
ISOFIX child seat anchorage points, outer rear seats	S	S

Head restraints

Front safety optimised head restraints, longitudinally and height adjustable	S	—
Head restraints integrated into the front seats	—	S
Rear head restraints height adjustable (3)	S	S

Exterior Lighting

IQ.LIGHT Matrix LED headlights for high and low beam with dynamic light assist, dynamic cornering lights, integrated LED daytime driving lights and automatic self-levelling	S	S
Coming / leaving home function	S	S
Low light sensor with automatic headlight function	S	S
LED rear licence plate light	S	S
Premium rear tail lights in LED	S	S
Rear fog lamp	S	S

Locking

Remote central locking	S	—
Remote central locking with SAFELOCK deadlock mechanism	—	S
2 stage unlocking (programmable)	S	S
Automatic locking after takeoff (programmable)	S	S
Keyless Access, keyless entry and starting system including starter button	S	S
One touch lock / unlock for driver	S	S
Child safety locks on rear doors	S	S

S Standard O Optional Extra P Available as part of an optional package — Not available

*Safety technologies are designed to assist the driver, but should not be used as a substitute for safe driving practices.

Safety and Security Cont.

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Seat Belts

Front height adjustable with pre-tensioners and belt force limiters	S	S
Outer rear seat belt pre-tensioners	S	S
Visual and acoustic warning for driver and front seat passenger seat belts not fastened	S	S
Visual indicator for rear seat passenger seat belt status	S	S
3 point seat belts for all passengers	S	S

Traction Control

Electronic Differential Lock (EDL)	S	S
Anti-Slip Regulation (ASR)	S	S
Electronic Stabilisation Program (ESP)	S	S
Extended Electronic Differential Lock (XDL)	S	S
4MOTION all wheel drive system	—	S

Exterior Equipment and Styling

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Body enhancements

Chrome radiator grille highlights	S	S
Chrome trim around side window frames	S	S
Chrome lower body side and rear bumper mouldings	S	S
Chrome finish mirror shells	S	—
Body coloured mirror shells	—	S
Front bumper lower chrome highlight	S	—
Rear bumper with single chrome exhaust trims left and right	S	—
R-Line badge in radiator grille and side spears	—	S
R-Line front bumper with lower side air intakes	—	S
R-Line glossy black rear spoiler (Arteon only)	—	S
R-Line rear bumper with dual chrome exhaust trims left and right	—	S

Paint

Metallic, Pearl Effect or Premium Metallic paint finish	S	S
Oryx White Pearlescent paint finish	O	O

Roof

Panoramic glass sunroof, electrically slide and tilt adjustable with integrated wind deflector and sunblind (Arteon)	O	O
Glass sunroof, electrically slide and tilt adjustable front half section with electrically operated (perforated) sunblind and integrated wind deflector (Arteon Shooting Brake) (Front grab handles deleted with optional sunroofs.)	O	O

Tinted glass

Heat insulating tinted glass	S	S
Dark tinted rear side window and rear window glass	S	S

Wheels

Alloy wheels (Chennai) 19 x 8J with 245/40 R19 AirStop® tyres	S	—
Alloy wheels (Nashville) 20 x 8J with 245/35 R20 AirStop® tyres	—	S
Anti-theft wheel bolts	S	S
Full size matching alloy spare wheel	S	S
Low tyre pressure indicator	S	S



Arteon Shooting Brake 206TSI R-Line DSG



Arteon Shooting Brake 206TSI R-Line DSG



Arteon Shooting Brake 206TSI R-Line DSG with Optional Panoramic Glass Sunroof



Arteon Shooting Brake 206TSI R-Line DSG

Comfort and Convenience

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	140TSI Elegance	206TSI R-Line
Armrest		
Front centre armrest with storage box and 2 rear air outlets	S	S
Rear seat centre armrest with cup holders	S	S
Air conditioning		
3 Zone Air Care automatic climate control	S	S
"Touch" climate control panel front and rear	S	S
Air quality and humidity sensor	S	S
Air cleaning function and allergen filter	S	S
Cup Holders		
Front (2) with cover	S	S
Rear (3) in rear centre armrest	S	S
Bottle holders in door pockets	S	S
Driver Assistance Systems		
Driving profile selection	S	S
Adaptive Chassis Control	S	S
Head-up Display shows current speed, sat nav directions and Travel Assist functions	S	S
IQ.DRIVE*	S	S
- Driver Fatigue Detection system	S	S
- Emergency Assist	S	S
- Front Assist with pedestrian monitoring	S	S
- Manoeuvre braking, front & rear	S	S
- Park Assist, parking bay and parallel parking assistance	S	S
- Parking distance sensors, front and rear	S	S
- Speed limiter (programmable)	S	S
- Travel Assist, combining Adaptive Cruise Control with Adaptive Lane Guidance for semi-autonomous driving at low and high speeds	S	S
- Rear View Camera (RVC Plus) with multi-angle views and dynamic guidance lines	S	S
- Area view surround view camera	S	S
Safety technologies are not a substitute for the driver's responsibility of the vehicle		
Floor mats		
Front and rear, carpet	S	—
Carpet mats, front and rear with decorative stitching	—	S
Grab handles		
Soft fold away grab handles (4) (Front grab handles deleted with optional sunroof)	S	S
In car entertainment and technology		
Discover Pro audio and satellite navigation system		
9.2" colour touch screen display with smartphone style HMI, configurable home screen and proximity sensor, Gesture Control, Voice Control, 2D and 3D (bird's eye) map views, car menu with convenience and service settings, security coded	S	S
DAB+ Digital radio	S	S
AM & FM Radio bands (Arteon only)	S	S
FM Radio band (Arteon Shooting Brake only)	S	S
Harman Kardon premium sound system, 10+1 speaker with subwoofer sound system with 700 W total power output and a digital 16-channel amplifier	S	S
App-Connect USB-C interface for Apple CarPlay® and Android Auto™ in centre console	S	S
Wireless App-Connect with Apple CarPlay® and Android Auto™	S	S
Bluetooth® phone connectivity with contacts display, operation via touch screen audio unit or Multi-Function Display and Bluetooth® audio streaming	S	S
USB-C ports (2) in centre console, Apple® compatible & 1 USB in the rear for charging	S	S

S Standard O Optional Extra P Available as part of an optional package — Not available

*App-Connect- featuring wireless Apple CarPlay® and wireless Android Auto™ is compatible with the latest versions of iOS and Android, active data service required, optional connection cable (sold separately).

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Comfort and Convenience Cont.

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Instrumentation		
Digital Cockpit Pro, high resolution 10.25" digital instrument colour display screen with customisable displays	S	S
Comfort indicator function (1 x touch = 3 x flash)	S	S
Interior highlights		
Silver Rise' aluminium decorative inserts in dashboard, centre console and doors	S	S
Chrome highlights to mirror adjustment and power window switches	S	S
Leather covered steering wheel and gearshift knob	S	S
Piano Black trim on gearshift lever surround	S	S
Black headlining and pillar trim	—	S
Aluminium finish front and rear door scuff plates	S	S
Aluminium finish accelerator and brake pedals	S	S
Interior lighting		
With time delay, front and rear	S	S
Reading lights, front and rear	S	S
LED ambient lighting in front and rear door decorative inlays, customisable in 30 different colours	S	S
Luggage compartment		
Automatic opening and closing of the tailgate with Easy Open and Close functions	S	S
Load restraining hooks	S	S
Luggage compartment light	S	S
Extendable luggage cover with (2 stage) opening (Arteon Shooting Brake only)	S	S
Boot net & warning triangle	S	S
Shopping bag hooks	S	S
Storage box in side lining	S	S



Comfort and Convenience Cont.

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	140TSI Elegance	206TSI R-Line
Mirrors		
Automatic dimming interior rear-view mirror	S	S
Electrically heated and adjustable exterior mirrors	S	S
Turn indicators with LED technology integrated in exterior mirrors	S	S
Remote electrically foldable door mirrors, door mirror puddle lights and reverse activated kerb-view adjustment on passenger's door mirror	S	S
Mirror memory in conjunction with seat memory function	S	S
Power steering		
Electro-mechanical, vehicle speed and steering input sensitive	S	S
Progressive steering	S	S
Seating		
Comfort sport front seats with electric 12-way adjustment including electric lumbar support with driver's massage, Easy Entry/Easy Exit and memory function	S	—
Sport front seats with electric 14-way adjustment including seat depth adjustment, electric lumbar support with driver's massage, Easy Entry/Easy Exit and memory function	—	S
Heated front and outer rear seats	S	S
Ventilated front seats	S	—
Split and flat folding (40/60) rear seat and backrest with ski port	S	S
Steering wheel		
3 spoke leather covered steering wheel	S	—
3 spoke leather covered steering wheel with R-Line badge	—	S
Steering wheel mounted gearshift paddles	S	S
Audio, telephone, voice control and IQ.DRIVE "Touch" controls	S	S
Height and reach adjustable steering wheel	S	S
Storage		
Centre console storage compartment	S	S
Chillable glove box with illumination	S	S
Coin tray and 12 volt socket in console	S	S
Driver's side dashboard compartment with lid	S	S
Door pockets, front and rear	S	S
Front seat backrest storage pockets	S	S
Compartment with lid in roof console	S	S
Transmission		
Gearshift recommendation indicator	S	S
7 speed Direct Shift Gearbox (DSG) with sport mode and Tiptronic function	S	S
Upholstery		
Nappa leather appointed seat upholstery	S	—
Sport front seats in Carbon Nappa leather appointed seat upholstery with integrated headrest, R-Line logo and decorative stitching	—	S
Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather		
Wipers		
2 speed wash/wipe windscreen wipers	S	S
Heated washer jets	S	S
Rain sensor	S	S
Rear window with wash/wipe and intermittent wipe (Arteon Shooting Brake)	S	S

Comfort and Convenience Cont.

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	140TSI Elegance	206TSI R-Line
Vanity mirrors		
Driver's and passenger's side vanity mirrors	S	S
Illuminated on driver's and passenger's side	S	S
Windows		
Power front / rear, with roll-back function and one touch up-down	S	S
Remote operated convenience close and open feature	S	S
12V socket		
Centre console	S	S
Rear seat area	S	S



Arteon 206TSI R-Line DSG



Arteon 206TSI R-Line DSG with Optional Panoramic Glass Sunroof

Volkswagen Arteon & Arteon Shooting Brake - Colours and Upholstery



Pyrite Silver M



Manganese Grey M



Kings Red PM



Deep Black PE



Kingfisher Blue M



Lapiz Blue PM



Oryx White PL



Titan Black Nappa
leather appointed seat upholstery*



Mistral Nappa
leather appointed seat upholstery*



R-Line Black Carbon Nappa
leather appointed seat upholstery*

*Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather
Please note: Metallic (M), Pearl Effect (PE) and Premium Metallic (PM) paint are included in the vehicle cost. Pearlescent (PL) is optional at additional cost.



Arteon Shooting Brake 206TSI R-Line DSG

Technical Specifications

140TSI Elegance Arteon & Arteon Shooting Brake

Engine	2.0 litre TSI
Type	4 cylinder inline turbo petrol with engine Start/Stop system with brake energy recuperation*
Installation	Front transverse
Cubic capacity, litres/cc	2.0 / 1984
Bore/stroke, mm	82.5 / 92.8
Max power, kW @ rpm	140 @ 4200-6000
Max torque, Nm @ rpm	320 @ 1500-4100
Exhaust emission control	Three-way catalytic converters with Lambda control; Exhaust gas recirculation, Otto particulate filter.
Fuel type (Recommended)	Premium unleaded 95 RON minimum
Fuel tank capacity, approx. litres	66
Transmission	7 Speed DSG
Driven wheels	Front wheel drive
Performance#^	
0 – 100km/h, seconds	7.9 (8.0)
Fuel consumption***	
Combined, L/100km	6.2 (6.2)
Urban, L/100km	7.6 (7.6)
Extra Urban, L/100km	5.6 (5.6)
CO2 emission, g/km	142 (142)
Running Gear	
Suspension - Front Axle	Independent, MacPherson struts with lower wishbones and coil springs & Anti-Roll Bar
Suspension - Rear Axle	Independent, four-link with coil springs & Anti-Roll Bar.
Steering	Electro-mechanical progressive power steering.
Brakes - Front	Ventilated Discs
Brakes - Rear	Discs
Turning circle, metres	11.9
Weights^	
Tare Mass Kg` s	1580 (1592)
Towbar Capacity	
Braked kg	1800 (1800)
Unbraked kg	750 (750)

206TSI R-Line Arteon & Arteon Shooting Brake

Engine	2.0 litre TSI
Type	4 cylinder inline turbo petrol with engine Start/Stop system with brake energy recuperation*
Installation	Front transverse
Cubic capacity, litres/cc	2.0 / 1984
Bore/stroke, mm	82.5 / 92.8
Max power, kW @ rpm	206 @ 5000 - 6500
Max torque, Nm @ rpm	400 @ 2000 - 4950
Exhaust emission control	Three-way catalytic converter with Lambda control; Exhaust gas recirculation, Otto Particulate filter.
Fuel type (Recommended)	Premium unleaded 98 RON minimum
Fuel tank capacity, approx. litres	66
Transmission	7 Speed DSG
Driven wheels	4MOTION
Performance#^	
0 – 100km/h, seconds	5.5 (5.6)
Fuel consumption***	
Combined, L/100km	7.7 (7.7)
Urban, L/100km	9.6 (9.6)
Extra Urban, L/100km	6.8 (6.8)
CO2 emission, g/km	177 (177)
Running Gear	
Suspension - Front Axle	Independent, MacPherson struts with lower wishbones and coil springs & Anti-Roll Bar
Suspension - Rear Axle	Independent, four-link with coil springs & Anti-Roll Bar.
Steering	Electro-mechanical progressive power steering.
Brakes - Front	Ventilated Discs
Brakes - Rear	Discs
Turning circle, metres	11.9
Weights^	
Tare Mass Kg` s	1692 (1717)
Towbar Capacity	
Braked kg	2200 (2200)
Unbraked kg	750 (750)

^ (Arteon Shooting Brake specific figures in brackets)

*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 Australian Design Rule (ADR) 81/02.

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

Technical Specifications

140TSI Elegance Arteon & Arteon Shooting Brake

Exterior Dimensions[^]

Overall length mm	4866 (4866)
Width mm	1871 (1871)
Height mm	1442 (1447)
Wheelbase mm	2841 (2840)
Track mm - Front**	1587
Track mm - Rear**	1577

Luggage Area Dimensions[^]#

Volume	
Rear seat upright L	563 (565)
Rear seat folded L	1557 (1,632)
Floor length, rear seat upright mm	1181
Floor length, rear seat folded mm	2092

206TSI R-Line Arteon & Arteon Shooting Brake

Overall length mm	4866 (4866)
Width mm	1871 (1871)
Height mm	1442 (1447)
Wheelbase mm	2841 (2840)
Track mm - Front**	1587
Track mm - Rear**	1576

Volume	
Rear seat upright L	563 (565)
Rear seat folded L	1557 (1632)
Floor length, rear seat upright mm	1181
Floor length, rear seat folded mm	2092

[^] (Arteon Shooting Brake specific figures in brackets)

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



App-Connect featuring Apple Carplay
Arteon 206TSI R-Line DSG



Arteon 206TSI R-Line DSG with Optional Panoramic Glass Sunroof

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 Arteon 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.

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 Arteon 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 Arteon 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. ACC can be reactivated automatically by depressing the accelerator pedal.

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 improves driving and steering characteristics by preventing the driven wheels from spinning under acceleration. When a difference in driving wheel speed is detected (i.e. when one wheel starts to spin due to differences in road surfaces, e.g. due to water or dirt) the system automatically reduces engine torque. ASR is a switchable traction control system.

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.

Brake Assist

During emergency braking, Brake Assist aids the driver by increasing the brake pressure automatically to a level exceeding the locking limit. The ABS is thus quickly brought into the operating range, which enables maximum vehicle deceleration to be achieved.

Direct Shift Gearbox (DSG)

DSG is a manual gearbox in which the gearshifts are controlled electronically. What makes the DSG unique is that it has 2 separate gear sets operated by 2 clutches.

The benefit of 2 gear sets and 2 clutches is that one gear set and clutch is engaged driving the vehicle with the second disengaged clutch having already pre-selected the next gear awaiting for power to be transferred. As the next gear has already been pre-selected prior to power being applied, the gear change only takes 3-4 100ths of a second. There is virtually no interruption to power, traction or acceleration.

The DSG also offers Tiptronic gear selection and sports mode.

Driving Profile Selection

Driving profile selection provides the driver with a wide-ranging choice of settings that can be made to the vehicle according to the driver's preferences. The driver has the option of choosing between the following driving profiles: Normal, Sport, Eco and Individual. The Normal profile offers a comfortable but dynamic driving style. Sport provides faster response of the accelerator pedal and steering while the DSG switches to Sport mode. Eco mode has been designed to enhance fuel efficiency by adapting engine performance, earlier gearshift points and consumption-optimised control of the air conditioning system. The Individual setting allows the driver to separately set various parameters including steering, engine, Adaptive Cruise Control (ACC) and air conditioning.

Glossary

Electronic Brake-pressure Distribution (EBD)

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

Electronic Differential Lock (EDL)

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

Emergency Assist

When using Travel 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 front wheel on the inside of a corner. The ESP hydraulics are used for the XDL to apply pressure to the wheel on the inside of the corner in order to prevent wheel spin. This improves traction and reduces the tendency to understeer. As a direct result of the one-sided and precise braking pressure, cornering is sportier and more accurate.

Driver Fatigue Detection

The driver Fatigue Detection system automatically analyses the driving characteristics and if they indicate possible fatigue, recommends that the driver takes a break. The system continually evaluates steering wheel movements along with other signals in the vehicle on motorways and others roads at speeds in excess of 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 Pedestrian Monitoring function

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.

At vehicle speeds below 30km/h, the system monitors the area ahead of the car for vehicles which might present a threat of collision. If a collision is likely, the brakes are first pre-charged and makes the Brake Assist system is made 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, emergency braking is independently applied. If the driver intervenes to try to avoid the accident, either by accelerating hard or by steering, the system will deactivate and allow the driver to complete the avoidance manoeuvre.

Pedestrian Monitoring is an extension of the Front Assist monitoring system. 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 Pedestrian Monitoring cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles.

Glossary

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 at speeds above 60km/h. 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. Additionally, if no active steering movements by the driver are recognised, a message will appear in the Digital Cockpit Pro 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.

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.

Park Assist

The third generation Park Assist system actively helps the driver when entering or reversing into 90° parking bays, as well as reversing into and driving out of parallel parking spaces. The system works by using sensors mounted either side of the front and rear bumpers together with parking distance sensors front and rear. To park, the driver simply presses the Park Assist button to select the type of parking manoeuvre and uses the appropriate indicator as the car slowly passes the potential parking space. Sensors scan the size of the parking space as the car is driven past and the driver is alerted if the parking space is big enough. If there is sufficient space, the driver stops the car, selects the correct gear and lets go of the steering wheel.

Park Assist will alert the driver of the intended path and subsequently the appearance of obstacles in the Digital Cockpit Pro, within the driver's field of vision. Park Assist then actively supports the driver by taking over the steering control and parks the vehicle in the available space using the ideal course, if necessary with several moves. The driver can however take over the control of the steering at any time and end the automatic parking procedure.

Park Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged or if they are uncertain of the risk, they will need to react accordingly and stop the vehicle, ending the function.

Travel Assist

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

Travel Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. Travel Assist has been developed for use only on motorways. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Lane Assist system.

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895 South Dowling Street, Zetland NSW 2017
ABN 14 093 117 876

Printed in Australia
July 2022

Publication: VWPARTSPMY23

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