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The new Tayron

Technology and design workshop

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Notes

1. Near-production concept vehicle. The vehicle is not yet available for sale
2. All equipment information applies to the model range offered in Germany
There may be differences for other countries
3. The value for the customer-relevant charging process is 40 kW, determined in accordance with DIN 70080. However, charging capacities of up to 50 kW can be achieved under ideal conditions (e.g. very low charge level or high battery temperatures)



In brief

Large SUV all-rounder – new Tayron launches in important segment between Tiguan and Touareg

- New SUV from Volkswagen – the charismatic Tayron is Volkswagen's second-largest SUV in Europe after the Touareg
- Engineered and made in Germany – the new Tayron was developed in Wolfsburg for Europe and will also be built in Wolfsburg
- Sophisticated all-rounder – extremely spacious passenger and luggage compartments, five or optionally seven seats and a large maximum trailer weight of up to 2.5 tonnes
- All that passengers need – premium-class features such as HD matrix headlights, massage seats and high-tech DCC chassis ensure a feel-good experience
- Innovative plug-in hybrid – the Tayron eHybrid¹ offers superior power delivery and becomes an electric car for everyday driving with a range of over 100 km

Redefined – the SUV as an all-rounder. Volkswagen is launching a new SUV model on the European market: the Tayron¹. The five- or seven-seater sport utility vehicle is positioned between the exclusive Touareg (premium class) and the efficient Tiguan (mid-sized class). Pre-sales are due to start in the autumn. The Tayron was developed and designed in Wolfsburg, and that's also where it will be built. The SUV's technical basis is the latest evolutionary stage of the modular transverse (MQB evo) platform. In addition, technology systems that were first developed for the Touareg have been adapted. Examples of the technology transferred to the Tayron include the interactive IQ.LIGHT HD matrix headlights and the seats with a pneumatic 10-chamber pressure point massage function. One thing is certain: the new Tayron is an SUV whose comfort features are best-in-class, whose appealing quality with details such as real wood trim give it a luxury-class feel, whose superior luggage compartment volume with five passengers on board reaches up to 885 litres, whose outstanding aerodynamics (drag coefficient = 0.28) decisively optimise efficiency and whose plug-in hybrid drive with over 100 km of electric range (forecast) is one of the most economical systems of its kind in the world. The Tayron is also a stylish automotive towing vehicle that – with a maximum trailer weight of up to 2.5 tonnes – is perfect for transporting horses, classic cars, motor boats or a large caravan for holidays.

Tayron Life – everything on board. The Tayron will launch with three equipment lines: Life², Elegance² and R-Line². The range starts with the Tayron Life, which already comes with an extensive equipment package. Among other things, it has the following features on board: a three-zone automatic air conditioner, 10-colour background lighting, nine airbags, driving experience control (controls the driving profiles – including all-wheel drive profiles for 4MOTION models –, audio volume and activation of Atmospheres as pre-programmed lighting and audio moods), sun blinds in the rear doors, an infotainment system with an activatable navigation function and App-Connect Wireless (for Apple CarPlay and Android Auto), digital instruments, LED headlights including automatic main beam control (Light Assist), illuminated Volkswagen logo at the front and rear as well as 17-inch alloy wheels. The spectrum of

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standard assist systems is also extensive. These include adaptive cruise control (ACC), the oncoming vehicle braking when turning function, lane change system (Side Assist), lane keeping system (Lane Assist), an automatic emergency braking system including pedestrian and cyclist monitoring (Front Assist), Park Assist Plus, rear view camera system and dynamic road sign display. Also standard is the new exit warning system. This is an extension of the lane change system and, within the system limits, can prevent one of the doors from being opened if a vehicle approaches from behind. The system issues both acoustic and visual warnings.

Tayron Elegance and R-Line – two top versions. Above the Life package, there are two top-of-the-line versions, Elegance and R-Line, which are equivalent in terms of specification but with an individual focus. The stylish Tayron Elegance starts with additional features such as genuine, open-pore wood in the interior, noise-insulating laminated safety glass in the side windows, an electric boot lid, Park Assist Pro with memory and remote functions, seats in ArtVelours Eco (microfibre), the keyless access locking and starting system and 18-inch alloy wheels. The dynamic Tayron R-Line is characterised by details such as sports comfort seats in ArtVelours Eco with integrated head restraints, extensive use of ArtVelours Eco in the dash panel and doors, aluminium-look decorative trim, individual bumpers in an R-Line design and 19-inch alloy wheels. The Elegance and R-Line are also equipped with LED Plus headlights (including dynamic cornering light), programmable 3D LED tail clusters and 30-colour background lighting including illuminated interior applications in the dash panel and door trim.

Matching packages – electrically activated childproof lock. Volkswagen has designed three new specification packages for the SUV: with the Light package, both the exterior and interior of the Tayron Life are equipped with lighting systems from the higher-level model versions – including LED Plus headlights. The Family package is available for all versions and includes an electrically activated childproof lock for the rear doors, a 230 V socket in the luggage compartment and a luggage management system. The Black Style package offered exclusively for the Tayron R-Line includes decorative body trim and attachments (including roof rails) in high-gloss black, high-gloss black 19-inch alloy wheels, a front bumper in an individualised R-Line design and interior decorative trim in dark chrome look. Depending on the specification package, the Tayron can also be customised with a Leather package, a Design package, a Comfort package, an HD Light package as well as two Infotainment packages, two Winter packages and two Assist packages. These packages include a wide range of equipment. Example of the Comfort package (integrated into the Elegance equipment as standard): the package includes the electrically opening and closing boot lid, the Easy Open and Easy Close boot lid function (opening and closing with a foot movement), the keyless access locking and starting system and Park Assist Pro.

Technology highlights – HD headlights and DCC Pro. Other optional equipment for the Tayron includes innovative systems such as the new adaptive chassis control DCC Pro with adjustable two-valve dampers and Volkswagen's sophisticated IQ.LIGHT HD matrix headlights with interactive lighting functions. Additionally available: the new IDA voice assistant with ChatGPT integration (AI, artificial intelligence), a large tilting and sliding panoramic sunroof, a Harman Kardon sound system with a music output of



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700 W and a high-quality leather package with electrically adjustable ergoActive Plus seats including massage and ventilation functions. Equipment options include innovative assist systems such as Travel Assist, which provides assisted longitudinal and lateral guidance over the entire speed range.

Seven efficient drive systems – eHybrid, eTSI, TSI and TDI. Volkswagen will offer the new Tayron with two plug-in hybrid drives (eHybrid), a mild hybrid drive (eTSI), two turbocharged petrol engines (TSI) and two turbocharged diesel engines (TDI). The power spectrum ranges from 110 kW (150 PS)¹ to 200 kW (272 PS)¹. The two purely turbocharged petrol engines and the most powerful turbocharged diesel engine are paired with 4MOTION all-wheel drive; all other versions have front-wheel drive. All Tayron versions are equipped with an automatic direct-shift gearbox (DSG).

eHybrid – an electric car and petrol-powered SUV in one. The two plug-in hybrid models represent a particularly innovative drive solution because they can deliver long electric ranges for everyday driving, temporarily transforming the Tayron into an electric vehicle. At the same time, both Tayron eHybrids impress over long distances with long overall ranges of around 850 km and low consumption values. In the basic version, the combination of four-cylinder turbocharged engine plus electric drive motor produces a system power of 150 kW (204 PS)¹; in contrast, the top-of-the-line package delivers 200 kW (272 PS)¹. Thanks to the 19.7 kWh (net) battery, Volkswagen predicts an electric range of over 100 km for the Tayron eHybrid models. The battery can be charged with up to 11 kW at an AC wallbox or AC charging station and with up to 50 kW³ at DC quick-charging stations.

eTSI – using kinetic energy. The high-tech entry level in the world of petrol-powered Tayron models is a 110 kW (150 PS)¹ mild hybrid (eTSI) with 48 V belt-driven starter-alternator and Active Cylinder Management (ACTplus). During braking, kinetic energy is recuperated via an alternator and stored in a separate 48 V battery. The Tayron uses this energy to switch off the high-tech turbocharged petrol engine in deceleration phases and on downhill slopes, thus helping to save fuel. The 48 V batteries supply all systems with energy, also when the combustion engine is deactivated. In addition, the 48 V system optimises the vehicle's performance while driving off thanks to an electric boost function; in this case, the alternator takes on the role of electric drive motor.

TSI and TDI – efficient 2.0-litre engines. The turbocharged petrol engines (TSI evo4) and turbocharged diesel engines (TDI evo2) – Volkswagen's latest generation of 2.0-litre turbocharged four-cylinder engines – play an important role in the Tayron's drive system range. The TDI with 110 kW (150 PS)¹ and front-wheel drive is a particularly economical drive system. The larger TDI with 142 kW (193 PS)¹ is also very economical and is paired with 4MOTION all-wheel drive as standard. The two TSI engines with 150 kW (204 PS)¹ and 195 kW (265 PS)¹ are always combined with all-wheel drive. All Tayron 4MOTION models with a towing bracket are approved for trailer weights of up to 2,500 kg (braked, 12 per cent gradient).



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Key aspects

CONFIDENT STATEMENT – THE EXTERIOR DESIGN IN DETAIL

Second largest Volkswagen SUV in Europe. The new Tayron is 4,770 mm long and has a wheelbase of 2,791 mm between its 20-inch wheels. As a result, the Tayron is the brand's second largest SUV in Europe, positioned between the 4,539 mm Tiguan (wheelbase: 2,677 mm) and the 4,902 mm Touareg (wheelbase: 2,904 mm). The Tayron's height is 1,660 mm and, excluding the exterior mirrors, is 1,852 mm wide.

Distinctive front end. The new Tayron features an authentic SUV design. The new model series shows a clear brand affiliation with Volkswagen's large SUV family while at the same time achieving the maximum level of independence at product level. Visually, the front of the Tayron appears particularly high, underlining the SUV's confidence. The large, sculptured bonnet is heavily contoured to the outer edges. The striking dual LED headlights are also located noticeably high up. The two top-of-the-range versions Elegance and R-Line are equipped as standard with LED Plus headlights, which include automatic headlight range control and dynamic cornering lights, among other things. Derived from technology in the Touareg, the IQ.LIGHT HD matrix headlights are available as an option. In all versions, the Volkswagen logo and the upper of two glass-covered horizontal radiator grille bars light up when the driving lights are active. The horizontal LED bar forms a visually continuous light strip together with the horizontal LED daytime running light strips in the headlights. The fusion of all the LED elements creates an unmistakable day and night light signature for the Tayron.

Individual bumper look. The front bumpers feature an individual design depending on the equipment line. The stylish Tayron Elegance can be recognised by chrome elements in the large 3D radiator grille. The sporty R-Line version differs from the other versions with its own R-Line design and high-gloss black air grille elements. The Tayron R-Line with Black Style package has an additional high-gloss black surface in the lower area of the bumper. The vertical air curtains on the outside of the bumper are a common feature in all versions. While these aerodynamic air flow channels are framed in the vehicle colour in the Tayron Life and Tayron Elegance, a high-gloss black element is used instead in the Tayron R-Line. The Tayron's robustness is further reflected in a protective strip above the lowest air intake grille – this also has a design that differs depending on the equipment.

The IQ.LIGHT HD matrix headlights in detail. Together with the Tiguan and the Touareg, the new Tayron is the third model from Volkswagen that can be configured with IQ.LIGHT HD matrix headlights. Volkswagen is one of the first companies to transfer this previously luxury-class technology to the mid-sized and upper mid-sized classes. HD stands for High Definition, meaning a high resolution of the light sources. In each headlight, 19,200 multipixel LEDs illuminate the road and the surrounding area to a new level and therefore improve comfort and safety. Each of Tayron's headlights comprises three modules: a bi-matrix module for the main beam background matrix is located on the outside. The actual HD matrix module is located in the middle with the 19,200 individually controllable LEDs that allow various new light functions to be realised. Located on the inside is a smaller projection module for the static cornering



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light and the poor weather light. The dynamic cornering light is generated via the HD matrix module. The new light functions provide a great deal of added comfort and safety. Thanks to the IQ.LIGHT HD matrix headlights, for example, the Tayron can project a carpet of light onto the lane: the Lane Light. This Lane Light makes driving at night more comfortable because the bright light carpet follows the lane precisely. The driver is also supported by an orientation light function in road works and on narrow road sections. The glare-free main beam is one of the other benefits of these headlights. Depending on the speed and ambient light conditions, this can be continuously active if desired because the 38,400 individually controllable LEDs enable oncoming traffic and vehicles ahead to be masked before the light reaches these road users.

Elongated roof. Precise lines and narrow body gaps emphasise the Tayron's silhouette as a high-quality and extremely robust SUV. At the top, the silhouette is characterised by the long roof line and the window graphic extending into the D-pillar. Between the roof and the side windows, a chrome element spans from the A- to the D-pillars, which in-house designers have nicknamed 'hockey sticks' due to their shape at the rear – the 'hockey stick' visually extends the roof and makes the Tayron appear flatter than it is at 1,660 mm in height.

Powerful side body. The design of the Tayron's side section is clear and powerful. Here, too, the surfaces are divided by very precise lines, creating striking contours in the silhouette. Starting at the front, a line above the bonnet stretches to create a light edge below the window sill that is continued into the D-pillars. Below this, a character line creates contours in the side design. This starts in the A-pillar area, incorporates the front door handles into its curve and then rises into the rear side doors with a precisely drawn undercut to create a powerful shoulder area at the rear. The undercut flows into the tail light clusters and thus into the rear end. The door surfaces are given sculptural stability through alternating concave and convex surfaces. With their robust wheel housing trim made from dark plastic, the semi-circular, almost square wheel arches are a dominant feature of the sides. On the Tayron R-Line, these trims are finished in high-gloss black. Below this there is space for up to 20-inch wheel and tyre combinations and large spring travels on off-road terrain. In the lower area of the body, the side member trims painted in the vehicle colour form a continuous unit with the lower front and rear sections. This line also lowers the visual centre of gravity. The design of the roof rails differs depending on the equipment: the Tayron Life has black rails, while the Tayron Elegance and the Tayron R-Line have silver ones. In conjunction with the Black Style package for the Tayron R-Line, the roof railings feature a high-gloss black coating.

Rear end with striking light design: The rear of the new Tayron is characterised by a design that is characteristic for the brand but still unique. All versions of the SUV feature a continuous horizontal LED bar. A narrow LED strip is integrated high up in this bar, which extends from left to right and into the tail light clusters, emphasising the width of the Tayron. In the middle area, the horizontal bar becomes narrower; the lower half of the red-illuminated Volkswagen badge therefore appears to be free-standing. The lighting systems in the top-of-the-range versions of the Tayron are equipped with welcome and goodbye animations. The driver can choose between



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three different LED animations for the tail light clusters. The rear window also spans almost the entire width of the Tayron; it is framed at the sides by the chrome elements in the 'hockey sticks' (high-gloss black for Black Style), which are designed as air guides to reduce turbulence in the rear area and thus improve aerodynamics and range. The same applies to the roof spoiler above the rear window. Similar to the front end, the Tayron is characterised by rear bumpers with configurations that differ depending on the equipment version, but all models share a reflector extending across the entire width, which stylishly complements the LED strip between the tail light clusters. The Tayron Elegance's bumper is also enhanced with chrome trim, while the visually distinctive R-Line version features elements in high-gloss black. Solid, black-grained underbody protection finishes the rear towards the ground.

FEEL-GOOD ATMOSPHERE – THE INTERIOR IN DETAIL

Stylish and robust. The new Tayron's interior is characterised by high-quality materials, a clear and stylish design, a connected cockpit landscape and plenty of space for the driver, passengers and luggage. The haptic and visual appeal of the materials used in the interior also creates a feel-good atmosphere. All Tayron versions feature the use of soft leatherette in the dash panel area, front upper door panels, door inserts and centre console. Depending on equipment, the surfaces are refined with piping and fine contrasting seams. In the dash panel area and door inserts, the Tayron R-Line has large areas finished in ArtVelours Eco, styling that is usually reserved for exclusive sports cars. Like the Touareg, genuine open-pore wood trims are used in the Tayron Elegance, while the Tayron R-Line features high-quality aluminium-look trims in the same locations. The seat cushions in the top-of-the-line versions are upholstered in ArtVelours Eco as standard; high-quality leather upholstery will also be available as an option.

Perfect climate on board. The Tayron is ideally equipped to cope with the sun. An optional tilting and sliding panoramic sunroof above the passengers creates a bright and friendly atmosphere or offers an undisturbed view of the night sky. To open, the front glass segment slides over the rear one, thus maintaining maximum headroom in the interior. If the sun shines too brightly, the roof can be darkened with an electric blind. The rear doors are also equipped with roller sun blinds as standard to protect children in particular during journeys. In addition, features such as a standard three-zone automatic air conditioner (Air Care Climatronic) and optional air-conditioned front seats ensure optimum control over the interior temperature. The information below provides a closer look at the interior details.

First row of seats with a connected cockpit landscape. The Tayron's dash panel features a horizontal architecture that stretches across the full width. The first level contains the Digital Cockpit Pro – digital instruments with a display diagonal of 260 mm (10.25 inches). The screen itself is shaded by the upper dash panel trim. Gearshifts in the Tayron, which is always equipped with a direct-shift gearbox (DSG), are performed by means of an intuitive steering column switch: click forward – D, click back – R, tap – P. The infotainment system's visually free-standing touchscreen is located in the centre of the dash panel. The display for the standard audio system



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(including mobile phone interface, Apple CarPlay, Android Auto and retrofittable navigation) measures 320 mm (12.9 inches) across the diagonal. The screen in combination with the optional Discover infotainment package has the same format. This package includes the navigation function, IDA voice assistant with ChatGPT integration, Comfort mobile phone interface and two smartphone storage compartments in the centre console with wireless charging function. The Discover Pro Max infotainment system package is the highest level. As an additional or deviating feature, this includes a windscreen head-up display and a large touch display with a diagonal of 380 mm (15 inches). Irrespective of the display size, the settings for the air conditioning, seat air conditioning and the home button for menu navigation are always located in the fixed bottom bar of the screen. A further level contains the illuminated touch sliders for temperature control and audio volume. Alternatively, the latter can be adjusted using buttons on the multifunction steering wheel, the IDA voice assistant or the driving experience control between the driver and front passenger seats.

Central driving experience control in the centre console. The multifunctional driving experience control is always standard on board the Tayron. In addition to the audio volume, it can be used to control the driving profiles, the all-wheel drive (depending on the engine version) and the preconfigured Atmospheres. In these Atmospheres, the settings for the standard 10-colour background lighting (optionally 30 colours) and the audio system (optionally Harman Kardon sound system) merge to create a wide range of lighting and audio moods. Playlists from the Spotify streaming service perfectly matched to the respective Atmospheres can also be included. The modes Lounge, Energetic, Joy, Minimal and Me can be activated. Lounge is characterised by muted colours, quiet sounds and classical music, for example. In contrast, Energetic has more colour, the sounds are louder and the playlist is more lively.

ergoActive Plus seats with massage function and air conditioning. The Tayron is equipped with a particularly ergonomic ergoActive seat on the driver side in the Elegance and R-Line equipment versions. The optional Varenna leather package also makes it possible to integrate the specific ergoActive Plus seats for the driver and front passenger. In this case, the scope of equipment is extended to include electric 14-way adjustment including memory function, seat depth adjustment, a pneumatic four-way lumbar support adjustment function and a pneumatic 10-chamber pressure point massage in the backrests – systems which have been adapted from the Touareg. In addition, automatic activation of the seat heating and seat ventilation can be configured depending on the outside temperature. Last but not least, the leather multifunction steering wheel can also be heated in conjunction with this package.

Second and third seat rows with versatile options. The seats in the second row feature backrest angle and longitudinal adjustment and can be folded in a 1/3 to 2/3 split. Rear passengers enjoy maximum legroom at luxury-class level. If the centre seat is free, a centre armrest can be folded out here. Two cup holders can be pulled out of the armrest. This extension can be swivelled to the left and right and has a joint at the front where tablets and smartphones can be locked in place. If the Tayron has been configured as a seven-seater model (not available in conjunction with the plug-in hybrid option), the second row of seats can be folded forwards with the convenient



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entry function to allow access to the third row of seats. Here there are two individual seats for smaller guests on board. When not in use, the two seats in the third row can be folded down flat to create the luggage compartment floor.

A luggage compartment that becomes a load compartment. The new Tayron makes optimum use of the interior space, as a look into the luggage compartment demonstrates: the load compartment of the five-seater Tayron eTSI, TSI and TDI versions offers an exceptional volume of up to 885 litres (loaded up to the backrest height of the second row of seats). If the Tayron is loaded to behind the backrests of the first row of seats, the load volume increases to up to 2,090 litres. In the luggage compartment itself, there are bag hooks and a 12 V socket as standard. Optionally, the equipment can be expanded with a 230 V socket and a practical net luggage management system. The maximum luggage compartment volumes in the new Tayron at a glance:

	Tayron 5-seater	Tayron 7-seater	Tayron eHybrid 5-seater
Volume up to the first seating row	2,090 litres	1,905 litres	1,915 litres
Volume up to the second seating row	885 litres	850 litres	705 litres
Volume up to third seating row		345 litres	

POWERFUL EFFICIENCY – THE DRIVE PORTFOLIO IN DETAIL

Front-wheel or all-wheel drive. In Europe, Volkswagen will offer the new Tayron with two plug-in hybrid drives (eHybrid), a mild hybrid drive (eTSI), two turbocharged petrol engines (TSI) and two turbocharged diesel engines (TDI). The power spectrum ranges from 110 kW (150 PS)¹ to 200 kW (272 PS)¹. The two purely turbocharged petrol engines and the most powerful turbocharged diesel engine are paired with 4MOTION all-wheel drive; all other versions have front-wheel drive. Automatic direct-shift gearboxes (DSG) generally take charge of the gear changes. The drive variants for the new Tayron at a glance:

Tayron engine/motor system	Power in kW / PS	Gearbox	Drive type
Plug-in hybrid			
eHybrid ¹	150/204	Six-speed eDSG	Front
eHybrid ¹	200/272	Six-speed eDSG	Front
Mild hybrid			
1.5 eTSI ¹	110/150	Seven-speed DSG	Front
Turbocharged petrol engine			
2.0 TSI 4MOTION ¹	150/204	Seven-speed DSG	4MOTION
2.0 TSI 4MOTION ¹	195/265	Seven-speed DSG	4MOTION



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Turbocharged diesel engine			
2.0 TDI ¹	110/150	Seven-speed DSG	Front
2.0 TDI 4MOTION ¹	142/193	Seven-speed DSG	4MOTION

Tayron eHybrid – electric car and long-distance SUV in one

The perfect modern vehicle – eHybrid with 150 kW¹ and 200 kW¹. In 2024, Volkswagen made extensive changes to the plug-in hybrid drive for its MQB models. This new generation is also used in the Tayron. Compared with previous systems, the new plug-in hybrid drives offer significantly longer electric ranges and maximised efficiency, which is even noticeable when using the engine. The Tayron eHybrid will be available in two output levels: 150 kW (204 PS)¹ and 200 kW (272 PS)¹ (system power in each case). The 200 kW plug-in hybrid drive¹ is also the most powerful drive in the Tayron. Thanks to the efficiency of the drive system and the battery size, both plug-in hybrid models will achieve long electric ranges. Volkswagen currently expects the Tayron eHybrid with 150 kW¹ and 200 kW¹ to be able to cover distances of over 100 km with the electric drive motor only (forecast value). The long electric range transforms both Tayron eHybrid models into electric cars for everyday use. At the same time, the plug-in hybrid drives enable long ranges of around 850 km between two refuelling stops (forecast value). At a technical level, the plug-in hybrid drives in the new Tayron consist of a 19.7 kWh (net) battery, an efficient four-cylinder turbocharged engine (1.5 TSI evo2) and a hybrid module (electric motor plus six-speed eDSG). The battery can be charged at AC wallboxes and AC charging stations with 11 kW and – like an electric car – also at DC quick-charging stations with up to 50 kW³. The details:

1.5 TSI evo2. In the basic eHybrid version, the 1.5 TSI evo2 engine produces 110 kW (150 PS) and, together with the electric drive motor's peak output of 85 kW (115 PS), enables a system power of 150 kW (204 PS)¹. Optionally, the flagship version of the engine is available with 130 kW (177 PS), which together with the electric drive motor generates a system power of 200 kW (272 PS)¹. The 150 kW version¹ develops a system torque of 350 Nm, while the 200 kW version¹ offers 400 Nm of torque. The 1.5 TSI evo2 is characterised by a number of high-tech features. These include the TSI-evo combustion process (based on the Miller cycle) and a variable turbine geometry (VTG) turbocharger. The combination of TSI Miller cycle and VTG turbocharger is a unique technical feature in the area of hybrid drives.

Tayron eTSI – use electrical energy without charging

Kinetic energy as the key – eTSI with 110 kW¹. For the petrol-engine models, the basic drive system for the Tayron is a 110 kW (150 PS)¹ mild hybrid. Here, the electric power is generated by converting kinetic energy – the energy created when braking or decelerating the SUV. As in the plug-in hybrid models (eHybrid), the 1.5 TSI evo2 also forms the technical heart of the powertrain here. The eTSI is coupled with a seven-speed DSG, a 48 V lithium-ion battery and a 48 V belt-driven starter-alternator that delivers an output of 14 kW power and a torque of 56 Nm. The 48-volt system acts like a type of electric booster and thus offers excellent performance when moving off. At



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the same time, the technology enables the petrol engine to be switched off, thereby allowing the vehicle to coast, which saves fuel. The details:

ACTplus and 48 V technology. The 1.5 TSI evo2 uses the particularly efficient TSI evo combustion process (based on the Miller cycle) and a turbocharger with variable turbine geometry (VTG turbocharger). Unlike the 1.5 TSI evo2 used in the eHybrid models, the 250 Nm eTSI is also equipped with ACTplus Active Cylinder Management. With ACTplus, two of the engine's four cylinders are switched off as often as possible, depending on the operating situation. Efficiency thus increases in the active cylinders, while the passive cylinders run almost loss-free. When the throttle is opened, they immediately become active again. The 48 V technology of the drive system enables high levels of electrical power to be transferred. Compared with vehicles with pure 12 V technology, this leads to significantly larger amounts of energy being recuperated during braking or deceleration. The energy stored in the compact and lightweight 48 V lithium-ion battery is used to drive a 48 V belt-driven starter-alternator. In the Tayron, the water-cooled, belt-driven starter-alternator has the function of both alternator and starter. At the same time, it acts temporarily as an electric drive motor, which increases the drive torque without any delay when moving off. The output of the alternator is transferred by the belt drive. The alternator also starts the petrol engine – which is switched off as much as possible while the vehicle is moving. Overall, the 48 V mild hybrid drive combines low consumption and emission values with extremely agile and comfortable moving-off performance in daily operation.

Tayron TDI and TSI – towing vehicles for up to 2.5 tonnes

2.0-litre turbocharged diesel and turbocharged petrol engines. The turbocharged diesel engines (TDI evo2) and turbocharged petrol engines (TSI evo4) – Volkswagen's latest generation of 2.0-litre turbocharged four-cylinder engines – play an important role in the Tayron's drive system range. They are combined with a seven-speed DSG as standard. The basic TDI engine with 110 kW (150 PS)¹ and front-wheel drive is a particularly economical drive system. Between 1,600 and 2,750 rpm, the turbocharged diesel engine provides a powerful torque of 360 Nm. The 142 kW (193 PS)¹ TDI is also very economical and – a key feature for SUVs – is combined with the 4MOTION all-wheel drive as standard. This TDI develops a maximum torque of 400 Nm between 1,750 and 3,250 rpm. The two 2.0-litre TSI engines with 150 kW (204 PS)¹ and 195 kW (265 PS)¹ are also always used in conjunction with all-wheel drive. The 150 kW TSI¹ delivers its maximum torque of 320 Nm from an engine speed of 1,500 rpm. Just like the most powerful TDI, the 195 kW TSI¹ also develops a maximum torque of 400 Nm, which is available in the engine speed range of 1,650 to 4,350 rpm. All Tayron TSI and TDI 4MOTION models are approved for high trailer weights of up to 2,500 kg (braked, 12 per cent gradient).

4MOTION with intelligent all-wheel drive coupling. The all-wheel drive in the new Tayron uses a sixth-generation 4MOTION coupling for transmitting power to the rear axle. This is characterised by intelligent energy management: Under normal driving conditions – for example in the city on dry roads without maximum load requirements – only the front axle of the Tayron is powered. This saves fuel. The rear axle is only integrated into the Tayron's drive system via the 4MOTION coupling and propshaft in



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the event of higher load requirements or when there is a risk of a wheel losing grip. However, the all-wheel drive can also be activated manually by the driving experience control in order to use the all-wheel drive permanently on the way to the ski slopes, for example. In addition to the Eco, Comfort, Sport and Individual profiles, the Offroad and Snow all-wheel drive profiles are also available for the 4MOTION models. In the 4MOTION models, Volkswagen uses a special all-wheel-drive version of the seven-speed direct-shift gearbox DQ381 and – in the 142 kW¹ and 195 kW¹ versions – an innovative centrifugal pendulum that neutralises vibrations and perfects the acoustic comfort.

Automatic activation of the Trailer driving profile. As soon as the Tayron 4MOTION tows a trailer, the additional Trailer driving profile is automatically activated. The intelligent 4MOTION coupling automatically distributes the power between the front and rear axles in the optimum way for trailer operation. If the Tayron is ordered with the ball coupling that can be folded out semi-automatically at the push of a button, the Trailer Assist trailer manoeuvring system is also part of the standard equipment. This assist system automatically controls the steering angle of the trailer when reversing by means of an active steering intervention. Trailer Assist means the driver no longer has to think about the complex task of first having to turn the steering wheel to the left so that trailer turns to the right (and vice versa) when reversing with a car and trailer.

REDEFINING AGILITY AND COMFORT – THE DCC PRO CHASSIS IN DETAIL

Electronically controlled chassis. The new Tayron will be available with the latest generation of adaptive chassis control as an option: DCC Pro. This electronic active damping control reacts continuously to the road conditions and driving situation and takes into account parameters such as steering, braking and acceleration. The ideal damping is calculated for each wheel and is adjusted via the shock absorbers within fractions of a second. The driver has the option of individually adjusting the DCC Pro system to settings ranging from very comfortable to very sporty. The lateral dynamic components of the adaptive chassis control are coordinated and optimised by the Tayron's standard vehicle dynamics manager. It controls the functions of the electronic differential locks (XDS) and – with DCC Pro on board – also the lateral dynamic components of the controlled dampers for optimum driving comfort and outstanding driving dynamics at all times. Compared with the familiar DCC from other models with conventional single-valve shock absorbers, the dampers in the Tayron's new DCC Pro are equipped with two valves. This change is accompanied by an adapted control algorithm for separate rebound and compression stage control. The faster two-valve shock absorbers help to achieve a better and quieter connection between the body and chassis at the same time as optimised driving dynamics thanks to the rebound and compression stages now being controlled by two separate valves. DCC Pro once more significantly increases the spread between the dynamic and comfort characteristics. Important for an all-terrain SUV such as the Tayron: thanks to DCC Pro, drivers will enjoy an extremely pleasant driving experience and a sense of security even on poor road surfaces. Due to the reduced body vibrations, the body is also horizontally centred for extremely high levels of comfort.



LARGE SUV PARKING MADE EASY – THE PARKING ASSIST SYSTEMS IN DETAIL

Park Assist with memory and remote function. The new Tayron will be launched as standard with Park Assist Plus. With the optional Park Assist Pro, the system also includes a memory and remote function. In principle, both the Park Assist Plus and Park Assist Pro systems initially enable assisted parking in parallel or bay parking spaces, as is familiar from other Volkswagen models. Assisted driving out of parallel parking spaces is equally possible. The Tayron takes over control of acceleration, braking and steering for this purpose. In addition, there is a memory function that has only been available in models from 2024, and is therefore also available for the Tayron, which can be ordered from the autumn. With this feature, the system records the last 50 metres driven and thus the parking situation. The parking manoeuvre can be stored when the SUV has come to a stop. When the Tayron reaches this starting position again, it automatically offers to take over parking. Independent driving out of a parking space is also possible. Up to five parking manoeuvres can be stored. Remote parking has been adapted from the Touareg for the Tayron. In conjunction with the Volkswagen Park Assist Pro app, the remote function allows the Tayron to be driven into and out of parking spaces using a smartphone outside the vehicle as a remote control.