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Media Information

FOR IMMEDIATE RELEASE

2017 VOLKSWAGEN E-GOLF: VERSATILE, FUN-TO-DRIVE, ZERO TAILPIPE EMISSIONS

- *Updated battery offers EPA-estimated total range of 125 miles—a 50 percent improvement over the previous model*
- *Upgraded electric motor puts out more horsepower and torque*
- *EPA-estimated 126 city MPGe and EPA-estimated annual fuel cost of \$550*
- *Sharpened styling includes new front-end treatments, interior décor and colors*
- *e-Golf SE adds standard taillights, 7.2 kW on-board charger*
- *e-Golf SEL Premium offers optional Driver Assistance package with Volkswagen Digital Cockpit, ACC, Front Assist, Lane Assist, Active Blind Spot Monitor with Rear Traffic Alert, Park and Light Assist*

HERNDON, VA (April 24, 2017) – Volkswagen’s fully-electric e-Golf is upgraded for model year 2017, just two years after joining the burgeoning Golf family of versatile, sporty hatchbacks for model year 2015. The e-Golf brings all the benefits of an electric vehicle to the Golf’s “fun-to-drive, yet practical” formula, forever ending the idea that compact EVs must be bland and focused only on efficiency.

New for 2017

For 2017, Volkswagen is using an updated lithium-ion battery with an increased energy capacity of 35.8 kWh, up from 24.2 kWh. The revised battery helps increase the vehicle’s range from an EPA-estimated total range of 83 miles to 125 miles on a single charge. The 7.2 kW on-board charger is now standard on all trims, which enables the battery to be charged in less than six hours at a 240V charging station. When equipped with DC Fast Charging (optional on SE, standard SEL Premium), the battery can be charged to 80 percent within an hour at a DC fast charging station.

Improved battery chemistry also helps improve the overall fuel economy of the 2017 e-Golf. For city driving, the EPA estimated fuel economy is 126 MPGe; highway driving is rated at 111 MPGe; and combined city/highway at 119 MPGe, improved over the 2016 EPA estimates of 126, 105 and 116, respectively.

The electric motor on the 2017 e-Golf has been upgraded as well. Where the 2016 e-Golf utilized an 85 kW electric motor developing 115 horsepower, the new 100 kW electric motor develops 134 horsepower. At the same time, the maximum torque of the electric motor has been boosted from 199 pound-feet to 214 lb-ft. The 2017 e-Golf runs zero to 60 mph faster than its predecessor—now in just 9.6 seconds—and its top speed increases to 85 mph.

In addition to these engineering improvements, the 2017 e-Golf is wallet friendly. Based on 13 cents per kilowatt-hour, the EPA has estimated an annual fuel cost of just \$550.

New styling inside and out modernizes the overall appearance of the 2017 e-Golf. New color options, restyled bumpers, front fenders, headlights, grille and décor head the stylistic changes, along with revised seat trim inside.

The value-oriented e-Golf SE trim now offers more standard equipment, including an 8-inch glass-covered touchscreen display, LED taillights, cruise control, a leather-wrapped multifunction steering wheel, and the 7.2 kW on-board charger. A DC Fast Charging package will be available.

The e-Golf SEL Premium offers an optional Driver Assistance package, including the 12.3-inch Volkswagen Digital Cockpit instrument cluster, Adaptive Cruise Control (ACC), Forward Collision Warning with Autonomous Emergency Braking and Pedestrian Monitoring (Front Assist), Lane Assist, Active Blind Spot Monitor with Rear Traffic Alert, Park Assist and Light Assist. (Late availability for the Driver Assistance Package)

Exterior

The e-Golf shares the majority of its exterior design with the rest of the Golf family, which means it has the same sharpened lines and dynamic proportions as the other refreshed seventh-generation (A7) models, coming this Fall as 2018 models.

It does, however, have its own distinguishing features. The most notable of these is the energy-efficient LED headlights on the SEL Premium model—the 2015 e-Golf was the very first application of this technology on any Volkswagen vehicle in the United States. These lights offer greater illumination than traditional Bi-Xenon units, yet use less energy in doing so. All e-Golf models now receive C-shaped LED daytime running lights (DRLs) in the front bumper, and LED taillights in the rear. Other clues that this is an all-electric Volkswagen are the unique badges and blue accents, as well as the absence of any tailpipes at the rear.

The e-Golf exterior has some unique functional elements as well. Great attention has been paid to help maximize the car's aerodynamic efficiency. This is most evident in the 16-inch aluminum-alloy wheels which are flushed tightly within the wheel arches, helping ensure airflow is smooth and efficient along the sides of the vehicle. The wheels are wrapped in low rolling resistance tires. In addition to the wheels, the radiator

shutter and grille, underbody paneling, rear spoiler and C-pillar air vanes all play a role in helping the e-Golf cut through the air quite efficiently. The result of this is an impressive coefficient of drag of 0.27.

Interior

As with the exterior, the e-Golf features an interior that incorporates common elements found in the rest of the 2018 Golf line as well as several unique features. Despite the large battery pack lying underneath, the e-Golf cabin offers exactly the same interior volume as other Golf hatchback models, an impressive 93.5 cubic feet. It retains the highly versatile Golf cargo area, with 22.8 cubic feet of space behind the rear seats and 52.7 cubic feet with the seats folded. Similarly, it features the same use of upscale materials and premium build quality as other Golf models, as well as the updated ergonomics and driver-centric layout.

Great attention has been paid to helping perfect the e-Golf noise levels and acoustics from both inside the cabin and out. Without the vibration and noise from a traditional combustion engine, new sources of sound can become more noticeable inside the cabin such as wind noise, tire sound and electrically powered auxiliary components. To counter this new acoustic profile, Volkswagen has fitted the e-Golf with a low-speed sound system to help alert pedestrians of the vehicle, and has fitted the interior with highly sound-absorbent, lightweight materials, creating an incredibly quiet cabin. Further, the electric powerplant's subframe is a pendulum mount design, which, along with a low-noise motor housing unit, helps to enhance the calm acoustics of the e-Golf, despite the motor's high torque buildup under acceleration.

The e-Golf also offers an interior feature list that is entirely its own, including aesthetic details like blue accent elements throughout the cabin and, with the black interior, decorative seams on the steering wheel and shifter. Perhaps most notably, the instrument cluster has been redesigned for the electric vehicle's informational needs, with the traditional tachometer being replaced with a power display that indicates if the motor is ready, whether the battery is being recharged (via regenerative braking), or if power is being drawn off—as well as an indicator of available output.

To the right of the power display is a conventional speedometer, although its lower section now shows an indicator of the battery's current state of charge. Between these two gauges lies a color information display that presents critical data such as the current drive options selected, the estimated driving range, and the remaining estimated charging time and type of charge connection. Since the electric motor doesn't offer the same auditory and physical signs as a combustion engine when it's running, a "READY" message appears after the motor has been started.

The e-Golf offers a high level of standard and available equipment, including: KESSY® keyless access with push-button start; heated front seats; a leather-wrapped multifunction steering wheel; cruise control; a car alarm; and a rearview camera.

MIB II Infotainment. As standard equipment across the e-Golf line, the MIB II infotainment system not only creates the foundation for the next generation of Volkswagen's Car-Net® connected vehicle services platform, but offers one of the most comprehensive suites of connected vehicle services and features available in the automotive industry today.

All e-Golf models are equipped with a new glass-covered 8.0-inch touchscreen display—SE models with the Composition Media unit and SEL Premium models with the Discover Media unit. The new 8.0-inch display is not only brighter than previous generation of MIB II, it also offers better color reproduction, response time and improved viewing angles due to the switch to In-plane Switching (IPS) technology.

The infotainment system offers AUX-in, SD card and USB multimedia interfaces, as well as a rearview camera, JPEG viewer, SiriusXM® Satellite Radio with XX month trial, HD Radio and support for lossless audio file format (Free Lossless Audio Codec FLAC). Standard Bluetooth® technology has the ability to read SMS text messages from compatible phones and pair two phones simultaneously. The Discover Media unit on the SEL Premium offers 2.5D navigation, which features one-shot voice destination entry, destination entry with quick search and auto-complete, and predicts possible destinations based on often used routes. Eight speakers are standard in all e-Golf models.

The MIB II infotainment system display can be used to access EV- specific features such as driving data, charging timers, and remote climate control settings. Additionally, Volkswagen's "Think Blue. Trainer," which offers driving tips to conserve battery life, is now standard on all e-Golf trims. It also provides fun training exercises and optional training modules to encourage drivers to develop more efficient driving habits.

Volkswagen Car-Net. Volkswagen is committed to driving the development of more connected and intelligent vehicles, and the Car-Net® connectivity system is a major element in achieving that goal. Features available through Car-Net are divided into three key areas, "App-Connect," "Security & Service," and "Guide & Inform."

Car-Net App-Connect smartphone integration for compatible devices is standard on all e-Golf models. App-Connect offers users the ability to run select smartphone apps directly on the vehicle's display through Apple CarPlay™, Android Auto™ and MirrorLink®.

Equipped on all e-Golf models, Car-Net Security & Service is a suite of elements that provides security features and also allows owners to access their VW remotely through vw.com/carnet as well as a smartphone app.

Customers purchasing new Volkswagen models equipped with VW Car-Net Security & Service, will receive a no-charge trial 6-month subscription from Verizon Telematics. To extend the benefits of this system after the trial, customers can choose from a number of payment options: 1 year for \$199, 2 years for \$378, and 3 years for \$540, or month-to-month for \$17.99, plus applicable taxes and fees. App-Connect can be used free-of-charge and is not included as part of the subscription-based services.

Available Car-Net Security & Service features include Automatic Crash Notification, which can automatically notify an operator who can quickly contact first responders in the event of a collision; Manual Emergency Call, a feature that allows for quick access to customer specialists at the touch of a button; Roadside Assistance, for added peace-of-mind in the event of trouble on the road; and Stolen Vehicle Location Assistance, which uses Car-Net Security & Service to assist law enforcement with locating your vehicle in the event that it is stolen.

In addition, Car-Net Security & Service offers remote vehicle access, remote door lock and unlock, remote honk and flash of lights, last parked location information, and remote status check (doors and windows). Consumers will also be able to send a location from the mobile app on their compatible smart device to the factory-installed compatible navigation system on select models. For consumers who prefer a more personal touch, agent destination assist is also available.

Car-Net Security & Service also includes Family Guardian, a suite of features that helps families. Family Guardian includes speed alert, which notifies the owner of the vehicle when the pre-determined maximum speed limit is exceeded; and boundary alert, which lets you know when the vehicle has traveled outside of a pre-set virtual boundary.

Diagnostics and maintenance information is also available through Car-Net Security & Service. In addition to the vehicle's warning and indicator lights, a Vehicle Health Report provides customers easy access to diagnostic information. When it's time for scheduled service, Car-Net Security & Service not only notifies the customer, but provides a simple way to schedule a dealer visit. It can even identify the closest dealer in case owners need a recommendation.

The available VW Car-Net app for Apple Watch allows VW customers to control a host of Security & Service features and functions available through the iPhone app and Customer Web Portal, directly from their wrist. Apple Watch wearers can keep tabs on their vehicle from afar, remotely locking and unlocking doors and viewing the status of doors, windows and sunroof (open or closed). These consumers can also find a parked vehicle quickly, with a map of the current vehicle location, walking or driving directions to the vehicle, and the ability to honk the horn and flash the lights remotely. 2017 e-Golf drivers can check their charge level from Apple Watch, as well as set charging to on or off, and pre-heat or cool the vehicle remotely. As with the Car-Net app for iPhone, Apple Watch wearers can receive alerts directly to their Apple Watch from the app.

Car-Net Guide & Inform is included on e-Golf SEL Premium and offers an enhanced navigation and infotainment experience for VW consumers. Volkswagen has incorporated technologies that enhance existing navigation offerings while adding an additional level of information that empowers consumers. The in-vehicle navigation system features fuel prices, sports scores, movie information and weather data as part of the three-month SiriusXM Travel Link trial. VW customers will also enjoy real-time traffic information and a complimentary three-month SiriusXM Traffic trial.

Powertrain

For 2017, Volkswagen is using an updated lithium-ion battery with an increased energy capacity of 35.8 kWh from 24.2 kWh. The revised battery helps increase the vehicle's range from an EPA-estimated total range of 83 miles to 125 miles on a single charge. The 7.2 kW on-board charger is now standard on all e-Golf trims, which enables the battery to be charged in less than six hours at a 240V charging station. When equipped with DC Fast Charging (optional on SE, standard on SEL Premium), the battery can be charged to 80 percent within an hour at a DC fast charging station.

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The 2017 e-Golf is powered by an upgraded, 100 kW version of the 85 kW synchronous permanent-magnet alternating current (AC) motor that powered the previous model. In standard drive mode, it's capable of delivering 214 lb-ft of torque (up from 199) along with 134 horsepower (up from 115), all the while not using a single drop of fuel and producing zero tailpipe emissions. The compact electric motor sends its power to the front wheels via a single-speed transmission.

Depending on driving style, vehicle settings, charging behavior, and other factors, the EPA-estimated total range for the e-Golf is approximately 125 miles (up 42 miles from the 2016 model). To help ensure optimal performance in cold weather, a heat pump system that is fitted in the SEL Premium model uses both ambient air and heat from the drive system components to warm the cabin rather than relying solely on the high-voltage heater, which can help to reduce on-board electrical consumption, especially during winter driving.

Providing power for the e-Golf electric motor is a lithium-ion battery resting in the center tunnel just ahead of the rear axle and below the rear seats. Thanks to the Modular Transverse Matrix (MQB) flexible architecture, Volkswagen was able to place the large battery within the chassis architecture to eliminate any cabin intrusion or reduction in interior space. The unit is composed of 264 individual prismatic cells, which are efficient enough that the battery doesn't require any active cooling systems. Co-developed with Panasonic®, these cells are integrated in 27 modules of either six or twelve cells each, which collectively offer an overall capacity of 35.8 kWh. The battery has a limited warranty that covers eight years or 100,000 miles (whichever occurs first).

At the front of the battery pack lies the Battery Management Controller (BMC), which has a range of functions, from regular diagnosis and monitoring to helping regulate temperatures in the battery junction controller (the interface to the motor's energy supply). To help combat extreme temperature conditions, the BMC utilizes intelligent thermal control algorithms to help ensure that temperatures within the battery pack remain within a pre-determined range for optimal performance. When the e-Golf is not in use, battery power is automatically shut off.

The e-Golf power electronics module helps control the flow of high-voltage energy between the battery and motor. Depending on the battery voltage (which runs between 264 and 369 volts), the module converts the battery's store of direct current (DC) energy into alternating current (AC). This unit interfaces with the traction circuit connection to the battery, the three-phase connection to the electric motor, the plug connection from the DC/DC converter to the 12-volt power circuit, and the connection for the high-voltage power distributor.

All 2017 e-Golf models have a 7.2 kW onboard charger as standard equipment. While the standard charging cable can plug into any 110/120-volt electrical socket and charge the battery in roughly 35 hours, a more optimal solution exists in the optional 240-volt wall box (sold separately) that utilizes the 7.2 kW to charge a battery in less than six hours. The e-Golf SEL Premium comes equipped with a standard Combined Charging System (CCS) which allows the car to use the SAE standard DC fast charging infrastructure (at available

stations), delivering direct power at up to 50 kW, and bringing the battery's state of charge up to 80 percent within an hour. The e-Golf SE offers an optional DC Fast Charging package.

Innovative driver control

The e-Golf features two technologies that allow the driver to control the vehicle's energy use: three driving profiles designed to preserve energy ("Normal", "Eco", and "Eco+"); and three different levels of regenerative braking ("D1", "D2", and "D3"/"B").

The e-Golf automatically defaults to the "Normal" driving profile, which offers the full horsepower and torque of the electric motor, enabling the e-Golf to reach 60 mph from rest in just 9.6 seconds and continue on to an electronically-limited top speed of 85 mph. If greater range is needed, the driver may select from either "Eco" or "Eco+" modes.

In "Eco" mode, maximum power is limited to 94 horsepower and 162 lb-ft, and adjustments are made to the air conditioning system and the response curve of the accelerator pedal. Top speed in "Eco" mode is electronically limited to 72 mph and 0-60 mph performance is approximately 13 seconds.

In "Eco+" mode power output is limited to 74 hp and 129 lb-ft; top speed won't exceed the electronically limited figure of 56 mph and the accelerator pedal response curve is flattened even further. The vehicle's air conditioning is also switched off to help maximize efficiency. Regardless of the drive mode selected, however, full accelerator pedal "kick-down" will result in the maximum power and performance of the "Normal" mode.

In addition to the driving modes, the regenerative braking system can also be used to help manage the e-Golf range. There are three driver-selectable levels available: "D1", "D2", and "D3"/"B". By helping to control the amount of energy that can be recuperated from braking, the e-Golf can achieve additional driving range. If the battery is fully charged and the vehicle is in standard "D" mode, no regenerative braking will occur. If the driver lifts off the accelerator pedal or taps the shift lever to the left, the first level of regenerative braking, "D1," is activated, wherein a small amount of energy is recuperated (and the car is slowed slightly). The Levels "D2" and the maximum "D3"/"B" offer increasing levels of energy regeneration.

Chassis

The e-Golf shares the same spry MQB chassis architecture as the rest of the Golf line. The unitary construction chassis has two solid-mounted subframes with bolt-on front fenders, and utilizes new technologies such as the laser clamp welder. This produces "wobble seam" welds in a wave pattern to help maximize strength in a limited space, offering significantly more strength than that of a traditional spot weld.

The stamped steel body and chassis boasts a large percentage of high-strength, hot-formed steel. This technology, along with the use of newly developed ultra-high-strength steels, allows much of the chassis and body to be constructed from thinner and lighter parts without loss in strength. The e-Golf SE weighs 3,455 pounds, just 432 lb more than a four-door Golf 1.8T automatic model, despite the 701-pound battery.

The e-Golf features a strut-type front suspension with a rear multilink arrangement that has coil springs, telescopic dampers, and an anti-roll bar. The rack-and-pinion steering features electric power assist.

The e-Golf is also equipped with the XDS[®] Cross Differential System—a feature previously only seen on the performance-oriented Golf GTI model. This technology acts somewhat like an electronic substitute for a traditional mechanical limited-slip differential, working by actively monitoring data from each wheel sensor. If the suspension becomes unloaded, the system automatically applies braking to the driven inside wheel as needed to help reduce understeer (the tendency for the front wheels to run wide). This not only helps the e-Golf's stability, but also contributes to improved handling and cornering performance.

Safety

Like the rest of the Golf line, the e-Golf provides a combination of both passive and active safety systems. It has been engineered to meet or exceed all current crash regulations and features six airbags standard, along with a number of electronic safety systems. All e-Golf models are equipped with standard Electronic Stability Control (ESC).

The e-Golf features Volkswagen's Automatic Post-Collision Braking system. This builds on the premise that a collision is rarely a single, instantaneous action, but rather a series of events that follow the initial impact—the most significant of which can cause additional collisions. The Automatic Post-Collision Braking system addresses this by applying the brakes when a primary collision is detected by the airbag sensors, thus helping to reduce residual kinetic energy and, in turn, the chance of additional damage.

Driver Assistance Systems

The e-Golf SEL Premium is fitted with standard Park Distance Control (ParkPilot). This system uses ultrasonic sensors located in the front and rear bumpers to monitor a range of up to five feet in front or behind the vehicle. It is activated when reverse gear is engaged or below a speed of 9 mph and helps provide guidance when parking or in tight situations. The system has audible and visual warnings when the car starts to approach parked cars or static objects from the front or rear. Coming later in the model year is a new feature called Maneuver Braking, which uses active braking measures that can help the driver mitigate, or avoid, a collision with stationary objects in the front and rear of the vehicle while performing low-speed parking maneuvers.

The SEL Premium model also offers a Driver Assistance package, adding the advanced 12.3-inch Volkswagen Digital Cockpit system, which presents drivers with a fully-digital instrument cluster offering a customizable and flexible presentation of important vehicle information. Also included are Adaptive Cruise Control (ACC), Forward Collision Warning with Autonomous Emergency Braking and Pedestrian Monitoring (Front Assist), Lane Assist, Blind Spot Monitor with Rear Traffic Alert, Park Assist and Light Assist. (Late availability for the Driver Assistance Package)

Adaptive Cruise Control (ACC), uses a forward facing radar to maintain a set speed while helping maintain a set distance to the vehicle in front. The driver sets the speed and the desired spacing via buttons on the multifunction steering wheel and can further use those buttons or the brakes to adjust and cancel the ACC

function while the accelerator can be used to override the ACC function. All ACC-related system messages appear in the central multifunction display.

When the roadway ahead of the vehicle is clear, the system maintains the set speed. Models fitted with ACC can match a vehicle in front and come to a stop. If the car in front moves within three seconds, ACC will resume automatically to the set speed. If the car stands longer than three seconds, the driver can resume ACC control after pressing the accelerator pedal or the "resume" button on the steering wheel.

Front Assist works in conjunction with Adaptive Cruise Control to warn drivers of potential frontal collisions (Forward Collision Warning) with vehicles and pedestrians that may attempt to cross in front of the vehicle. In some cases, it provides automatic braking assistance (Autonomous Emergency Braking).

Within physical system limits, Forward Collision Warning helps warn the driver of critical front-end collision situations, both acoustically and visually by a warning symbol in the instrument cluster above 18 mph. If the driver fails to brake, or if the car is below 18 mph, Autonomous Emergency Braking is activated to slow the vehicle. If the brake pedal is applied but the driver brakes too lightly, the brake pressure is increased by the system (Braking Support) in order to help avoid or mitigate the effects of a collision.

If there is an indication that the vehicle is unintentionally straying from a marked lane, Lane Departure Warning (Lane Assist) actively counter-steers to help keep the vehicle in the lane above 40 mph. The system's camera recognizes visible lane markings and, using a special algorithm, calculates the risk of the car leaving the lane. If the driver takes his or her hands off the wheel for a defined period of time, the system provides an audible warning and a visual signal in the instrument cluster, asking the driver to take over.

The system can work in the dark and/or in fog, but it will not engage if it cannot properly detect lane markings. If the turn signal has been set before crossing a lane marking, the Lane Assist system will not engage or give a warning. The driver can override the system at any time by applying minimal force to the steering wheel.

Blind Spot Monitor uses two radar sensors at the rear of the vehicle to scan the approaching traffic and help warn drivers of potential danger in adjacent lanes. If the driver uses the turn signal to indicate a lane change while a vehicle is detected in a blind spot, the system utilizes a flashing LED symbol in the outer area of the side mirrors. Even if the driver does not use a turn signal, the LED symbol in the mirror will illuminate if a vehicle is detected in the blind spot. The system is designed to help alert drivers in specific situations; stationary objects or oncoming vehicles do not trigger warnings, nor will vehicles more than one lane across away from the vehicle.

Within system limits, Blind Spot Monitor can also countersteer to keep the car in the lane if equipped with Lane Assist. If the driver still tries to steer out of the lane, the system will warn with an additional vibration of the steering wheel.

The Rear Traffic Alert system helps detect vehicles approaching from the side that may be difficult for the driver to see while reversing. It offers a sizable range of about 65 feet, and will present a visual and an acoustic

warning, before applying the brakes if a potential impending collision is detected. If the driver does not react, the system can apply the brakes to help avoid or mitigate the effects of a collision. The system is activated by putting the car in reverse.

Parking Steering Assistant (Park Assist) automatically steers the car into parallel and perpendicular parking spaces, the latter both head-in and in reverse. Below 25 mph, the system scans both the left-hand and right-hand sides of the road, for example on a one-way street, for any parking spaces as it drives past. By activating the turn signal, the driver stipulates which side of the road they wish to park on. After the system has been activated, the driver only needs to modulate the accelerator pedal and brake once a gear is selected, as Park Assist automatically helps steer the vehicle into the parking space. The driver can override or deactivate the steering assistance at any time by turning the steering wheel, disengaging reverse gear or pressing the Park Assist button.

High Beam Control (Light Assist) automatically raises the headlamp high beams above 40 mph, if there is no oncoming traffic detected.

Customer Experience

Volkswagen's holistic approach to e-mobility is shown with a complete ownership package for the e-Golf.

- ChargePoint® will provide authorized e-Golf dealerships with charging stations and e-Golf owners will have access to the ChargePoint network of public EV charging stations, the largest in the world. As a result, e-Golf drivers will receive a complimentary ChargePoint card which will give them instant access to more than 34,000 charging ports on the ChargePoint network around North America, in addition to those stations installed at authorized Volkswagen dealerships. 2017 e-Golf drivers will be able to access the ChargePoint mobile app to help them navigate to charging stations, start charging sessions and check charging status.
- The e-Golf has its own dedicated Volkswagen Car-Net Security & Service app. The Volkswagen Car-Net Security & Service app with e-Mobility features allows e-Golf owners to remotely adjust vehicle settings via compatible mobile devices, as well as the Volkswagen Car-Net Security & Service website. Through the app, owners can start (and stop) the car's climate control system as well as view temperature readings. Similarly, the charging process for the battery can be started, stopped, and set to a time. The app enables drivers to pre-program up to three departure and charging times. Owners can access a variety of data through the information display on the app, including: miles driven; journey time; estimated electric motor power consumption; estimated power consumption of auxiliary components such as air conditioning and radio; and the use of regenerative braking. Owners can even simply check the status of the car's door and trunk locks, lights, charging cable or GPS location.
- Volkswagen's Roadside Assistance Plan is designed to take the potential stress out of planning around the range limits of an EV. For instance, if the e-Golf runs out of charge within 100 miles of the owner's

home, Volkswagen will arrange for the car to be delivered to a nearby, convenient source for charging, as well as pay any taxi or transportation fees for the owner.

Competitive Set

Chevrolet Bolt EV

Ford Focus EV

Hyundai Ioniq

Kia Soul EV

Nissan Leaf

About Volkswagen of America, Inc.

Founded in 1955, Volkswagen of America, Inc., an operating unit of Volkswagen Group of America, Inc. (VWoA) is headquartered in Herndon, Virginia. It is a subsidiary of Volkswagen AG, headquartered in Wolfsburg, Germany. VWoA's operations in the United States include research and development, parts and vehicle processing, parts distribution centers, sales, marketing and service offices, financial service centers, and its state-of-the-art manufacturing facility in Chattanooga, Tennessee. The Volkswagen Group is one of the world's largest producers of passenger cars and Europe's largest automaker. VWoA sells the Beetle, Beetle Convertible, CC, e-Golf, Golf, Golf GTI, Golf R, Golf SportWagen, Golf Alltrack, Jetta, Passat, Tiguan and Touareg vehicles through approximately 650 independent U.S. dealers. Visit Volkswagen of America online at www.vw.com or media.vw.com to learn more.

Notes:

This press release and images of the 2017 e-Golf are available at media.vw.com. Follow us @VWNews.

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Always pay careful attention to the road, and do not drive while distracted.

The 2017 Volkswagen e-Golf will be available only at participating dealers in select states.

Where stated, fuel economy and range values (mpg) are EPA estimates. See www.fueleconomy.gov for details. Actual mileage will vary and depends on several factors including driving habits and vehicle condition.

When equipped with DC Fast Charging, e-Golf charges up to 80% within an hour requires charging at select DC fast charging stations. Frequent and consecutive high-voltage charging (including DC charging) can permanently decrease the capacity of the high-voltage battery. See owner's manual for details.

Charge time for 7.2W on-board charger in under six hours is the approximate time with available 240V home charging wall box, purchased separately. Actual charge time will vary and depends on several factors including battery age and vehicle condition. Battery capacity decreases with time and use. See dealer or owner's literature for limited warranty details.

Top speed electronically limited in U.S. Always obey all speed and traffic laws.

Features and technical data apply to models offered in the USA. They may differ in other countries.

See Owner's Manual for further details and important warnings about the keyless ignition feature. Do not leave vehicle unattended with the engine running, particularly in enclosed spaces.

App-Connect features require compatible device, operating system, and mobile apps. Not all features available on all operating systems. See mobile device and app providers for terms and privacy. Standard text and data usage rates apply. Verizon Telematics, Inc. is service provider of VW Car-Net Security & Service. Trial or paid subscription required. VW Car-Net Security & Service services require vehicle cellular connectivity and availability of vehicle GPS signal; certain services may collect location information.

Automatic Crash Notification may be enabled for up to 6 months without activating a trial or paid subscription; Manual Emergency Call feature and all other VW Car- Net Security & Service features require trial or paid subscription.

Roadside Assistance provided by a third party.

Refer to your vehicle's warning and indicator lights for the most current diagnostic information. Always consult owner's manual for maintenance guidelines.

Apple Watch App features are limited. Standard text and data rates apply.

SiriusXM audio and data services each require a subscription sold separately, or as a package, by Sirius XM Radio Inc. If you decide to continue service after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates. Fees and taxes apply. To cancel you must call SiriusXM at 1-866-635-2349. See SiriusXM Customer Agreement for complete terms at www.siriusxm.com. All fees and programming subject to change. Sirius, XM and all related marks and logos are trademarks of SiriusXM Radio Inc.

Driver Assistance features are not substitutes for attentive driving. See Owner's Manual for further details, and important limitations.