

The new Eos

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The new Eos

Positioning

The first convertible-coupe with an integrated sliding/tilting glass roof

The convertible-coupe Eos is positioned above the New Beetle convertible

The CSC-roof makes the Eos a convertible-coupe for every day of the year

Wolfsburg, May 2006. After the production of more than one million Volkswagen convertibles of the Käfer, Karmann Ghia, Golf and New Beetle series, the new Eos will take off to a flying start in May. As the first standard automobile world wide, the four-seater is equipped with a five section coupe, convertible and sun roof (CSC-roof). It opens and closes in just 25 seconds. The quick transformation from coupe to convertible is achieved by four hydraulic cylinders on either side of the vehicle.

The roof isn't just quick. But its hard top was designed with technical and visual finesse. Firstly: the front section is held in a glass look. As standard this section can also be opened and tilted upwards like a conventional - but very large - glass tilting roof. Even in the closed mode a light, friendly and fresh atmosphere is created inside. Secondly: thanks to the wide roof span the windscreen frame could be kept short. This provides more room and more sky for the driver and front passenger. Thirdly: another benefit is that the proportions are streamlined, the roof line is stretched, the rear section muscular and the overall impression is of a high quality. Fourthly: with the roof open it is also obvious that the Eos was especially designed as a convertible-coupe, as opposed to following the example of many limousines with added on convertible features.

Nevertheless the new Volkswagen consciously shows a technical proximity to the Passat as far as the running gear and the propulsion system are concerned. The Eos is positioned in the segment above the New Beetle convertible, which has been on offer worldwide since 2003 and is the successor to the Golf Cabriolet. Regarding the price as well as the design, the Eos ranges in the segment between the Golf and the Passat. The price of the standard version (85 kW /

115 hp) recommends itself as an interesting introduction into the world of the all-year-round convertible and includes details such as ESP, semi automatic air conditioning (Climatic), power windows, alloy rims, LED rear lights, maximum safety front head rests, airbags, specially developed head and thorax airbags, a roll bar system which comes out in 0.25 seconds and two full rear seats.

All year round suitability / An uncompromising convertible and an equally uncompromising coupe

The different development areas of Volkswagen were given the task of putting a convertible on wheels that's suitable year-round. With the roof closed it was to offer all the characteristics of a coupe. The roof construction, developed together with the Webasto company, proved to be a very solid and variable. One thing is for sure: the Eos is the only convertible with a five section folding roof made from steel worldwide. This roof provides the conceptual base for an uncompromising all-year-round ability, the homogenous convertible-design and the pure convertible feeling, as laid down in the specifications.

Agile and comfortable / Passat rear axle and Golf front axle make the Eos a cruiser and a sports car rolled into one

A further point can be added to this, which is of fundamental importance for the success in the market place: the road handling. Individual components of the Eos' running gear can be found in the comfortable Passat as well as in the sprightly Golf GTI, but of course they were adjusted to fit the specific demands of the Eos. Looking at the rear, the multi-link-axle derived from the Passat is pointing the way. The Eos' front axle is used in much the same way in the Golf. In addition, the four agile gas engines and one diesel

engine make the Eos, in combination with the newly designed running gear, not just a comfortable cruiser, but - in the more powerful versions - a superior sports car as well.

A model for conquest / In the A-class the Eos presents itself with the quality image of the B-class; in the B-class the Eos takes off at A-class prices

Due to its uncompromising design, its convertible characteristics and its sporty as well as comfortable road handling, Volkswagen sees the new Eos as an achievable VW brand name dream for many drivers. As a result the clientele addressed by the Eos is expected to be comparatively large, because the convertible-coupe will be positioned, as sketched out, between the A- and B-class. Example A-class: here the Eos recommends itself as a vehicle with the quality image of the higher B-class. There has been a conscious decision to use only one equipment line which can be customized according to taste and financial resources. Moreover, the Eos stands out from many of its competitors in the A-segment due to the greater performance spectrum of its engines and high-end technologies such as the double gearbox DSG, a Dynaudio-sound system and, of course, the new CSC-roof.

Example B-class: even though the Eos is a little shorter than some of its competitors, it offers a comparatively spacious interior that is in any case just as comfortable. The sliding/tilting glass roof is unique among the top convertibles of the B-class and only one of them sports a folding steel roof. Despite this the Eos is far less pricy. To put it differently: the Eos transcends the border between the classes. And that is typical for Volkswagen.

Eos takes off to a flying start world wired / The five markets with the highest sales volume are Germany, the US, the UK, France and Italy

In the long run Volkswagen will offer the new convertible-coupe world wide. The five markets with the highest sales volume are expected to be Germany with an 30 percent segment, the US with 29 percent, the UK 9 percent, France 8 percent followed by Italy, Belgium Spain and Switzerland.

According to the prognosis from the preliminary stages of the development, the Eos is being bought by men and women alike. The central target group ranges from 35 to 45 years of age and they are status conscious. 15 percent are singles.

Five strong engines / The 140 hp TDI for frequent drivers, four gas engines with a performance spectrum from 115 to 250 hp

In Germany the 115 to 250 hp with particulate filter as standard will be among the most popular vehicles with long distance drivers. As one of very few manufacturers, Volkswagen features economic direct fuel injection in all their four cylinder gas engines. Their performance figures are 85 kW / 115, 110 kW / 150 und 147 kW / 200 und 250 hp. The particularly agile and high torque turbo charged 200 hp engine has already advanced to become a kind of a cult engine in the Golf GTI. Another small masterpiece is the 250 hp strong six cylinder engine which made its debut in the Golf R32. In the Eos it is combined with the automatic double clutch transmission (DSG) as standard. For the 140 hp TDI and the 200 hp TFSI Volkswagen offers the DSG as an optional.

On the bottom line, this car, which is itself of a rather emotional bent, offers many substantial features. The name itself stands for emotion. The name Eos is derived from the goddess of sunrise and is meant to evoke associations with an idealized image of driving a convertible: the early moments of a summer's day. Legend has it that the goddess rises every morning in her phaeton from the depths of the sea to bring daylight to mankind.

More freedom throughout the seasons

CSC-roof I: five sections, transparent, sun roof, more light, better design

CSC-roof II: new roof dimensions guarantee a pure convertible-feeling

Wolfsburg, May 2006. The new VW Eos is the first car in the world to feature a five-section hard top with an integrated sliding/tilting glass roof. The roof can be opened and closed respectively in only 25 seconds by a hydroelectric device. The CSC-roof (convertible, sliding and coupe roof) offers not only visual, but also practical advantages.

Firstly, a pure convertible feeling. As the windscreen frame - the roof cross member, to be precise - projects far less into the interior than is the case with previous familiar solutions, there is nothing above the driver and front passenger but the sky. Secondly, easier getting in and out of the car. The shorter windscreen frame makes it easier to get into the Eos when the roof is open as the driver or passengers do not have to maneuver their heads past the frame. Thirdly, the large sliding/tilting glass roof - since the sun doesn't always shine nor is it always summer. In such cases, the large glass sliding roof fitted in the Eos captures light, air and a good mood. It weighs twelve kilograms and its dimensions of 1.125 meters width and 0.605 length meters clearly exceed those of a conventional sun roof. Completely retracted the glass roof opens an aperture of 1.035 meter width and 0.390 meter length. The first sun roof fitted into a retractable hard top can be tilted upwards by 35 millimeters. The sliding/tilting roof is activated via a separate black button integrated into the beautifully designed silver switch for opening and closing the roof.

In addition the CSC-roof offers the general advantages of unimpeded suitability throughout the year, as well as low noise levels even at higher driving speeds and with the roof closed. Also the hard shell

makes life harder for thieves and vandals. The roof was developed together with the specialists of the German company Webasto.

FUNCTIONING /

The roof of the Eos is made of steel and glass components; never before has a hard top technology of such a complexity and reliability been put into practice

And this is how the CSC-system works: the CSC-roof is opened and closed via a specially designed and beautifully fashioned switch in the central console between the front seats. As described earlier, from the first 'clack' to the last 'clack' it takes only 25 seconds. Once the top switch is activated, the sliding/tilting glass roof slides backwards (part 1) while at the same time the side windows are lowered.

Almost simultaneously the entire rear section of the roof from the C- up to the imaginary B-pillar is lifted upwards (part 2). The sliding/tilting glass roof slides under the rear area of the roof forming a kind of a compact 'sandwich'. Now the hydraulic control system folds the entire roof cover compartment lid, including the lid of the boot, backwards (part 3).

Then the lateral roof spars (part 4 and 5) of the windscreen frame slide back as well. The sliding/tilting glass roof and the rear part of the roof are completely lowered into the back; the roof spars slide into separate cavities (covered by lids) to the height of the rear side window.

The sensors integrated in the bumpers of the optional parking pilot system scan the space behind the car for obstacles before activating the roof. If the system detects obstacles, the opening procedure of the CSC-roof is blocked.

Compact in the trunk / Folded up the roof is compact and creates room for more design quality

Due to the fact that during the opening and closing of the roof the longitudinal roof spars first move horizontally backwards and then vertically downwards, a very low height is achieved in conjunction with the equally compact 'sandwich' unit. This allows the transformation to go ahead even in a low garage without any problem. In addition - and this is a real clincher - the lid of the trunk is less bulky, which creates room for a harmonious rear design. When the top is down the trunk offers the equivalent of 205 liters space; when the roof is closed the available space is 380 liters. For the last few millimeters the lid of the trunk closes via a power latching system as a standard feature. The trunk lid is completely made of high rigidity synthetic and serves as a kind of link to the outside world. All antennas were built into the engine hood by the developers.

A lockable service hatch is integrated into the rear seat bench and the rear splash wall allowing to transport skis and similarly bulky items. The hard shell luggage compartment cover in the trunk protects the contents of the trunk and the roof from damage. This hard shell has to be lowered before opening the roof cover. If this is not done, the roof cover electronics will sound an acoustic alarm and a notice appears in the standard multi-functional display. A separate brief lifting of the roof cover in order to stow away the luggage is unnecessary since the access to the trunk stays sufficiently large, even when the roof is open.

The CSC-roof consists of a total of 470 components. One of the parts is a wind deflector located in the front window frame which can also be pulled down in the sun roof mode.

ELECTROHYDRAULICS FOLDS AND UNFOLDS /

The CSC -roof is activated via an electro-hydraulic pump;

a total of eight hydraulic cylinders sort out the five roof cover sections

The propulsion of the roof kinematics and locking devices is done using electro-hydraulics via a radial piston pump. It is located - protected by an acoustic capsule - under the luggage compartment cover behind the spare wheel. The necessary pump pressure (160 bar) is provided by an electric motor with a maximum input of 40 ampere and is activated by a central roof control unit. The hydraulic pump and a total of eight hydraulic cylinders (four cylinder pairs) for the opening and closing of the CSC-roof are activated by pushing the roof cover switch in the middle console.

The cylinders are split into four pairs, as two are deployed per vehicle side. The engineers designed the unit in such a way that the separate steps of the opening and closing operation dovetail in a visually harmonious fashion. For this purpose end position absorbers in the area of the main joint hydraulics and of the rear windscreen element are used. The outwards opening/upwards sliding glass sun roof is separately powered by an electric motor integrated into the roof.

Kinematics / The CSC-roof follows the motion of two un-coupled mechanical systems. And it works really well

In kinematics terms the power is transmitted via a mechanism with a total of six joints. With the help of an innovatively designed functional coupling, the amount of propulsion components used and subsequently the system weight could be reduced. Viewed in detail, two un-coupled mechanical systems are mainly responsible for the kinematics transformation of the roof motion. The main kinematics is formed by a six part transmission. Located in the functional level above are the kinematics of the rear roof section together with an

eight part transmission. The mechanics on the driver as well as on the passenger side are each activated by one of the hydraulic cylinders. The additional swing motion of the side spars, and with it the front locking device, is achieved by coupling it with the main kinematics. The necessary locking action of the CSC-roof in the rear is controlled in conjunction with the kinematics of the rear roof section.

The passive control of the roof locking device on the A-pillar (via the swing motion lateral roof spars) creates the construction conditions for the short windscreen frame in the typical convertible style. In addition the weight was kept down. The roof mechanics weighs a mere 22 kilograms.

ELECTRONIC CONTROL /

A newly developed control device coordinates the transformation from coupe to convertible and vice versa

The central folding top control unit was developed especially for the Eos. It is located on the left vehicle side under the rear luggage cover. This Electronic Control Unit (ECU) communicates bi-directionally with the vehicle control devices via the Comfort-CAN-bus. The roof-ECU evaluates the signals coming from the different vehicle system areas. All relevant external information flows into the system. The information is provided by the central gateway, the on-board network control unit, the instrument cluster, the doors, the comfort functions, the braking system and the trailer interface, to name but a few. Internally these are joined by the data from the hydraulics pump and the twelve contact free sensors. An interesting piece of information in this context: the roof control device monitors 250 parameters inside the system.

The new Eos

Body

The Eos sets new standards regarding body stiffness

Design: the relationship between length and width creates a powerful presence

Safety: a roll bar system and high tech metals form a protective enclosure

Wolfsburg, May 2006. The Eos is 1.79 meters wide, 4.41 meters long and 1.44 meters high. The wheel base is exactly 2.58 meters. These dimensions affect the dynamics of the Eos: due to the relatively broad width in comparison with the length and height, the Eos sits powerfully on its wheels. The considerable track width (more than 1.55 meters) doesn't just look good; it rather adds to the extraordinary agile and safe road handling characteristics. A further factor contributing to the dynamic driving and handling characteristics of the body: the high body stiffness of the standard model Eos weighing in at 1.469 kilograms. Due to the specific use of highly firm sheet metal and further innovative systems, such as the use of a special railing pipe inside the doors, the Eos' dynamic and static stiffness achieves the highest standards of the B-class, i.e. vehicles that are exclusively manufactured in southern Germany and Scandinavia. The consequence: pure driving fun, whether the top is down or up. The crash characteristics were set to pass all the expected tests, not just in Europe, like some of its competitor, but world wide.

DESIGN /

The CSC-roof allows highly streamlined and elegant curve lines

It has no influence on the Eos' characteristics, but a great effect on the world outside the new Volkswagen: the design. The CSC-roof allows solutions which make other new cars look not quite so new by

comparison. And this is no coincidence: it is partly due to the fact that a new car has been created literally from scratch, as opposed to just modifying a convertible or coupe from an existing volume model. The wedge shape, rising lines, succinctly shaped wings and outward projecting wheel arches underline the dynamics of the design.

Front: The chrome grill in the shape of a coat of arms - used for the first time as standard on the new Passat - as well as the expressive head lights, shape the Volkswagen face of the new era. An equally typical design element is the engine hood which is slightly extended over the head lights, creating the impression of eyebrows. The head light position and form as well as the radiator grille influence the modulation of the Eos' hood. The V-shaped theme of the grille continues as a broad indentation in the hood. On the edges of the V, the sides of the hood rise in a slight curve, clearly and visually emphasizing the convertible-coupe's wing and wheel housing sections. As a result the appearance of the shoulder area in the front section is very powerful. This superior image is enhanced by the projecting wheel arches and the very wide track.

Rear: The design of the Eos' rear is no less muscular and athletic. Reflecting the theme of the hood, the rear wings curve upwards in a continuous, lateral crease. The hood's aerodynamic outline edge lies imbedded between the wings. And this in itself creates a particular dynamic image.

The powerful design of the rear is determined by three style markers: Firstly: the very clear, vertical surface of the trunk lid with the integrated VW-logo. Secondly: the bumpers which are characterized by a large volume extend as far as into the projected wheel arches. Thirdly: the elegant rear lights with their inward pointing trapeze shaped design, reflecting that of the headlights as well as the round central LED element for the rear light, turn signals, brake light and rear spotlight function. The front and the rear bumpers are the same color as the vehicle.

Silhouette: With a closed as well as an open roof the Eos' lateral line is characterized by a wedge shape which rises towards the rear. Also striking: the seams of the hood and trunk lid which extend laterally as far as the fenders. The dividing line between the hood and the front fenders merges seamlessly into the lower edge of the side windows. The hindmost of the lid seams (the border line between trunk lid and fender) continues the line of the side windows as a dynamic counterpoint. The ensemble of all the lateral shapes achieves an extremely beautiful line, even with for the closed convertible-coupe. Open and from a side perspective, the Eos develops the characteristic charm of a large convertible. The homogenous design of the formally rounded design of the windscreen frame with its upper edge is eye-catching.

PASSIVE SAFETY /

Roll bar system comes standard; system comes up from behind the rear bench in 0.25 seconds

The Eos is equipped with a roll bar system which shoots up after 0.25 seconds at the most after the transverse acceleration or if the vehicle incline in the back head rest area exceeds a fixed mark. The roll bar system corresponds in its construction and function to the system used in the New Beetle convertible. The systems roll-over bars are composed of a tensioned and stationary mounted aluminum profile. The interior profile is kept in the rest position through a magnetic switch. Activated by the airbag control unit, the magnetic switch opens up a retaining latch in case of a roll over and uncovers the interior profile. During the extension a spur rack mounted on the interior profile traverses a support latch and secures the interior profile from retracting anytime. Together with the windscreen frame, the extended aluminum profiles provide effective protection in the event of the vehicle being turned over. The extended roll bar can be pushed back down manually as a reversible system.

New airbag technology / Head-thorax airbags double as lateral and window airbags

Also as standard, the Eos has safety optimized head rests and four airbags on board, yet the number four does not reflect the conditions absolutely correctly. Background: parallel with the front airbags, Volkswagen equipped this convertible with special lateral airbags – so-called head-thorax airbags. During a collision they open horizontally and vertically and cover the entire lateral window band. From a conceptual approach, this way they also perform the tasks of conventional head or window airbags, which could obviously not be stored in an open roof. Furthermore the front passenger airbag can be de-activated as is the case for instance in the Golf or the Passat, if the seat is needed to strap in a small child in a Reboard seat. Isofix fasteners for extra secure anchoring of child seats are available as standard for the rear and optional for the passenger seat.

Airbag sensor system / Sensors in the front doors measure the pressure increase during a collision - this can make them some vital tenths faster

The airbag activation system and the sensor system for front, side and rear end collisions consists of the following components: an airbag control device in the front section of the frame tunnel with three internal acceleration sensors, two longitudinal sensors and one transverse sensor, two satellite sensors for lateral impact recognition. The satellite sensors in the two front doors are designed to react to pressure and measure the increased air pressure caused by the deformation of the front doors in the case of a sideways collision - the most effective concept for the measurement of the subsequent transverse acceleration. A rear end collision is recognized by the two longitudinal acceleration sensors which are integrated in the airbag control devices. Two additional sensors of this kind with an adapted

measurement range and a rotary rate sensor in the airbag control device activate the roll bars as well as the electric safety belt tighteners in case of the vehicle turning around its longitudinal axis. In order to best protect the passengers in a bad front, sideways or rear end collision, the roll bars are also activated and the safety belts are tightened. Similar to the Passat, the Eos is equipped with a steering column which has the newly designed clamp for height and length adjustment and which in combination with a energy absorbing telescopic steering column prevents the steering wheel from tilting upwards in a crash.

BODY STRUCTURE /

By using mould hardened steels in the vehicle floor and in the lateral structure a missing load path - the fixed roof - could be replaced

The great potential of passive safety was part of the Eos' construction concept from the first hour of its development. Background: in contrast to a limousine the roof can only be used in a limited manner when looking at a convertible. Volkswagen has solved this problem: by using highly solid and ultra solid - mould hardened - steels in the vehicle floor and the lateral structure, the load path 'fixed roof' could be replaced. These ultra solid metal sheets (warm-remolded) were used in all safety relevant building elements (A-pillars, pipes on the seat cross member with support to the B-pillar, doors and vehicle floor cross members). Example: thanks to the use of an ultra solid railing pipe in the doors the Eos offers a significant improvement in comparison to conventional solutions in terms of the protective function of the passenger space. Also protected and integrated into the body in the space between the rear bench and the rear axle is the 55-liter gas tank.

Due to the optimal ensemble effect of the body structure, running gear and engine gear unit a convertible was created which remains free from rattling noises. Furthermore the Eos has a self-aligning

bearing of the engine gear unit. It consists of two journal bearings which are supported by the front longitudinal members of the body and a motor torque support on the front auxiliary frame. An ideal vibration damper. Separate, weight intensive vibration dampers are therefore unnecessary in the Eos.

Fortress / With the use of diagonal struts in the rear underbody and a reinforcing shell an extra level of reinforcement was created

The Eos has generally been developed according to convertible specific requirements. The focus was on the static and dynamic torsional stiffness of the body and the trimmed bodies. Due to the diagonal struts fixed to the rear section of the underbody and an aluminum reinforcing shell which forms a connection between the front auxiliary frame and the longitudinal members in the vehicle front, an additional reinforcement level was created. In addition, the cross section and the sheet metal thickness of the reinforced sill board and the also reinforced back wall improve the torsional stiffness.

The new Eos

Interior

Four seats? Four full-fledged seats

Electric easy-entry-system, Climatronic with convertible and coupe mode

Eos-ergonomics are designed fit to the point. For every driver. Worldwide

Wolfsburg, May 2006. The Eos comes with an interior that is ergonomic through and through. Especially the middle console, with its driver controls and instruments positioned comparatively high, shows an unmistakable clarity. The audio system is placed directly under the two middle air vents and is followed by the control of the air conditioning which comes standard or the optional climate automatic. Far on top, in the middle and therefore centrally accessible is the hazard lights switch.

Dual colored equipment on request / Fittings spread out sideways like wings; individualization through various “Ambient Packages”

As is typical for Volkswagen the fittings are dominant in the middle console. To the left and to the right the side parts of the fittings spread out like wings. The stylishly designed air vent openings as well as the instruments each have a chrome edge. On request, the cockpit and side skirts can be configured in dual color. The upper area is dominated by darker colors to minimize reflections in the windows.

The door facings of the VW Eos are completely new designs. The upper part is always kept in black whereas the lower part is in the same color as the respective interior color and materials. Striking: the middle element of the door facing takes a steep swing up towards the front. Through the various “Ambient Packages” the door facings and fittings can be “ennobled” with applications made of brushed aluminum or in the decors poplar grain, nut tree or root wood.

Clever seats I / First electrically activated easy entry system from Volkswagen makes entry and exit in the back easier.

For the first time Volkswagen uses electronically activated easy entry seats. They "remember" the seat positions of the driver and front seat passenger and return to it by the push of a button. 115 hp versions or higher come standard with sport seats with manual lordosis support.

The setting of the ergonomic seats which are typical for Volkswagen happens intuitively. Whoever takes a seat in the Eos for the first time can check the following two requirements from the Eos specification book very quickly. First: the front seat position should not be constricted by a windshield frame that reaches too far into the interior. Second: the Eos should fit like your favorite jeans. Therefore the operating components and instruments in the 1.684 millimeter long interior were not supposed to leave any questions unanswered. At the same time the driving position, the driver's leg- and foot position, the arm position on the steering wheel, the gear shift knob reach, the seating position should be perfectly ergonomic. All these points get a green check mark in the Eos specification book.

Clever seats II / The Eos can be ordered with an exclusive 12 way seat system option

Volkswagen offers an electric 12 way seat adjustment option for the Eos. In this case - depending on which option is chosen - either the driver and/or front seat passenger seat have the additional function of the electric entry help "Easy Entry", lumbar support in the front, electric adjustment of the leg room, seat height and seat and seatback incline (for 85 kW only in combination with sport seats).

Light and wind / Transparent CSC-roof lets the light into the interior even on dreary days; aerodynamic keeps air mixing in check. But it's a pure convertible feeling

The CSC-roof creates a special interior atmosphere. Even in bad weather, the Eos interior is bright and flooded with light thanks to the sliding/tilting glass roof. So the interior, which is generous to begin with, appears even bigger. A light-proof blind prevents too much sunlight from getting through. It's simply pulled up front at the height of the B columns.

The Eos is of course primarily a convertible and only secondarily – when the weather has nothing to give - a coupe. A sophisticated aerodynamic reduces the turbulences in the interior of the open Eos significantly. For instance on country roads, when the side windows are shut, the wind deflector doesn't have to be mounted to route the air stream over the front seats. In the rear the air stream is of course clearly felt, and when the side windows are down this is true in the front as well. When the easily installed wind deflector is up, the Eos invites driver and front seat passenger to any fast ride over the autobahn or highway. Nevertheless the Volkswagen is also in its element when cruising with four.

Variable trunk / As a convertible the Eos takes 205 liter luggage, as a coupe it's 380 liter

If the roof is open there is a 205 liter volume available, if it's closed there is a storage space of 380 liter. On the last millimeters, the trunk hatch closes standard via a power latching system.

A lockable service hatch integrated in the rear seat and back splash board enables transporting skies and other bulky items. Because the cargo cover in the trunk is made as a hard shell, damage to luggage

and roof are prevented. The hard shell must be lowered to open the convertible top.

If this is not the case, the convertible top electronic gives an acoustic signal and a prompt on the multi function display. A separate short lift of the folded top to store luggage is not necessary because the access to the trunk is large enough even when the roof is open.

Alarm protected interior / Microwave based interior surveillance protects the Eos reliably from thieves

The theft alarm system protects the Eos not only with a closed top but just as effective when it's down. The technical answer at this point is the "microwave based interior surveillance". Two sensors directly networked together and integrate into the vehicle function as sender and receiver and monitor the front and rear area of the interior.

The sensitivity of the sensors was tuned to optimum alarm recognition with simultaneous high false alarm security. The motion registration of the system is based on a redundancy analysis. The theft alarm system is not susceptible to outside influences such wind or electromagnetic disturbances. The interior surveillance can be deactivated via a switch in the pocket of the driver door.

Automatic air conditioning/ As soon as the roof is opened, the system switches to convertible mode

The Eos is a convertible and coupe at the same time. The air conditioning of the new Volkswagen needed to be adjusted to that. Result: an optional automatic air conditioning (Climatronic) which responds to the opening and closing of the roof, adjusting its operation mode accordingly. The settings and scheduled values for the convertible and coupe operation are stored separately in the

system. They are activated depending on the mode –convertible or coupe.

As a convertible the Eos requires specific software in the air conditioning control unit. It changes the blower voltage, the grading of the sun beams, the air distribution in heating mode, the compressor operation as well as the behavior of the Climatronic when opening and closing the top. The most important thing here is surely the air distribution in the heating mode. At low outside temperatures, the air distribution generally happens via the foot area; when in the convertible mode also through the directional passenger air vent. Because of the increasing dynamic pressure in the open vehicle which at the same time lacks counter pressure, the air mass strongly increases with the driving speed. In other words: the heat gun in the foot area gets too hot. In the Eos, a new speed dependent method helps out. The air mass in the foot area is kept constant through a central flap.

The new Eos

Equipment

Basic equipment with air conditioning and sliding roof

ESP and alloy rims series, starting at 140 hp sport seats are included

Climatronic differentiates between convertible and coupe function

Wolfsburg, May 2006. The Eos is offered with 'optional extras' as standard. Even in the 115 hp version the standard features include 16" alloy wheels, semi-automatic air conditioning (Climatic), fog lights, power windows, ESP, front and head-thorax airbags and panoramic sliding/tilting glass roof.

BASIC EQUIPMENT /

all models have LED rear lights,

all models, with exception of the 115 hp version, have sport seats

Depending on the motorization, however, there are differences. All models, with exception of the 115 hp version, have sport seats and a leather steering wheel, leather gear shift knob and leather brake lever. The V6 top model furthermore comes standard with 17" alloy wheels and an automatic air conditioning (Climatronic), chromium radiator grille cross bars and cherry red LED rear lights.

All other Eos versions also use the quick responding long life LEDs. This goes for all blinkers in the outside mirrors and in the main area of the double round rear lights. Just as with the Passat, the rear lights of the Eos are set up in two parts. LED blinkers, LED rear light and LED brake light are located on the outside of the fenders. Located on the inside of the hood are the rear fog light and the tail-lights which light up with conventional incandescent lamps, because they are only needed temporarily. The third brake light in the trunk hood is also built in the LED technique.

SPECIAL EQUIPMENT /

From various applications to the Dynaudio sound system

The special equipment enables an almost boundless fine tuning of the Eos. Based on the Passat, a spectrum of various interior applications is available. Through the various "Ambient Packages" the door facings and fittings can be "ennobled" with applications made up of brushed aluminum or decors such as poplar grain, nut tree or root wood.

Audio equipment and navigation systems: Apart from two audio systems with an integrated CD player respectively, including a CD changer, two different navigation systems are available. Just like the radio-CD player, the base system has a monochrome display and navigation via CD. The navigation systems with color display, however, feature a DVD card storage. The hi-fi specialist Dynaudio can combine the top audio CD and navigation systems (RCD 500 and RNS-MFD-DVD) with a 600 watt strong 10 channel high-end sound system. All systems can be combined with a hands-free phone system ex works. The audio system RCD 500 will also be available in a PM2 compatible version under the name RCD 500-MP3.

Electric 12-way seat adjustment: Volkswagen optionally offers an electric 12 way seat adjustment for the Eos. In this case - depending on which version is selected – either the driver and/or alternately the front passenger seat have the additional function of the electric entry help "Easy Entry", electrical lumbar support in the front, electric adjustment of the length position, seat height and seat and seatback incline (for 85kW kW only in combination with sport seats).

Bi-Xenon headlights with curve and bending light: Due to dynamic range adjustment the Bi-xenon headlights of the Eos enable a greater field of vision ahead. The integrated dynamic curve light follows the progression of the road with a maximum pivot angle of 15 degrees and therefore enables a consistently optimum

illumination. This system is perfected through an additional static bending light: thanks to alignment of approximately 35 degrees sideways to the vehicle axle, it brings a clear advantage turning at intersections or crossroads.

Wind deflector: The optional wind deflector of the Eos can be collapsed to a fourth of its actual size. Attaching it is foolproof. Two plug-in connections are anchored on the sides of the rear bench seat back, two additional ones at the height of the B columns.

Alloy rims / Sport chassis: The Eos comes standard with 16" alloy rims (type Adelaide). In case of the Eos 3.2 V6 they are 17" rims (type Le Mans); optionally these rims are also available for versions of a lesser performance. Altogether Volkswagen offers five alloy rims and the rims of Volkswagen Individual (see chapter Eos Individual). Three of the rims are available in sports packages in combination with a sport chassis (Le Mans, Solitude, Westwood). The sport chassis (among others lowering by 15 mm) can also be ordered separately.

Parkpilot with rear tail hood assistant: The park pilot not only scans the area behind the Eos while driving backwards. When the top is opened, sensors also check the area behind the trunk. Should there be anything in the way, a warning signal sounds and the opening process does not start.

EOS INDIVIDUAL /

With dual colored leather equipment, 18" alloy rims and dark chromium elements

Eos Individual: The most exclusive way to drive an Eos is offered by the program from Volkswagen Individual. And this directly works. The spectrum of the possibilities for individualization reaches a level otherwise only known from luxury brands such as Bentley. Among other features, the base package of the Eos Individual includes: 18" alloy rims type VeraCruz, sport chassis,

radiator grille and tail letterings in dark chrome, dual colored sport seats in Nappa leather (black with light corn silk beige) and light seams (also for the leather steering wheel), decor inlays in black piano lacquer.

Single features from Volkswagen Individual: The specialist for high-tech elements and refinement delivers details for the Eos such as the Dynaudio system, an iPod interface (in the area of the rear middle console), a USB interface (alternatively to the iPod interface in the rear area of the middle console) and other rims, etc., etc., etc...

TABULATED FORM / STANDARD EQUIPMENT OVERVIEW / (EXCERPT)

Eos 1.6 FSI

Outside equipment

- 4 alloy wheels „Adelaide" 7 J x 16 with wheel safeguard, tires 215/55 R 16
- Outside mirror casing, bumper and door handles in car color
- Blinker lights in LED technique integrated into the sides of the outside mirrors.
- CSC-roof system (fully automatic roof system in glass optic with sliding-/extendible glass roof and net wind deflector in the front window frame)
- galvanized car body
- radiator grille frame and the Volkswagen trademark edged in chrome
- rear lights in LED technique
- green thermal insulated glass

Interior equipment

- compartment in the doors with holder for 1 liter bottles
- Decor inlays for the instrument panel and door facings
- entry help „Easy Entry"
- lockable glove compartment, illuminated and with cooling possibility
- comfort seats in front
- steering wheel (3 spokes)
- non smoker version: pocket and outlet instead of ashtray and cigarette lighter in front
- undivided rear seat bench with static seatback and lockable through-loading aperture
- seat covers and door facings in fabric, design "High Spirit"

- front seats with height adjustment

Safety equipment

- 2 safety optimized head rests in front
- airbag for driver and front passenger with front passenger airbag deactivation
- active roll over protection system: pop up protection bar in combination with an extremely stiff front window frame ensure additional passenger safety in case of a vehicle rollover
- three point automatic safety belts front and back, seat belt pre-tensioners front
- electronic stabilization program (ESP) with steering impulse incl. comfort brake assistant, ABS, EDS and ASR
- ISOFIX retaining grommets (provision to fasten 2 child seats on the rear seat bench)
- head and side airbags for front seat passengers combined
- freight protection in the luggage compartment, detachable for safety when roof is operated
- fog head lights
- reflectors in the doors
- disc brakes front and back, interior vented in the front
- warning triangle
- electronic engine immobilizer

Functional equipment

- outside mirror on the driver side aspheric
- outside mirror electronically adjustable and separately heatable
- double tone signal horn
- power windows front and rear
- remote unlocking of trunk and gas tank lid
- trunk illumination
- heatable rear window
- instrument illumination blue, adjustable; red night design for switch
- air conditioning "Climatic" with half automatic regulation
- combination instrument with electronic speedometer, kilometer and daily kilometer counter, rev counter and roof status indicator and brake pad wear indicator
- trunk sill protector
- steering column with height and length adjustment
- illuminated make-up mirror in the sun visors
- multifunction display
- electromechanical speed adapted power steering.
- acoustic signal at the end of the roof operation
- dust- and pollen filter
- tire mobility set: 12 volt compressor and tire sealant
- warning buzzer for lights left on
- central locking with remote control, inside switch and crash sensor for automatic unlocking

Eos 2.0 FSI, 2.0 TFSI, 2.0 TDI +

Interior equipment

- pockets on the seatbacks of the front seats
- brake lever in leather
- leather steering wheel (3 spokes)
- lumbar support front
- gear shift knob in leather
- sport seats front

Eos 3.2 V6 +

Outside equipment

- 4 alloy wheels „Le Mans" 7 1/2 J x 17 with wheel safeguard, surface gloss turned, tires 235/45 R 17
- radiator grille frame, fins and the Volkswagen trademark edged in chrome
- rear lights in LED technique in "cherry red"

Interior equipment

- pockets on the seatbacks of the front seats
- brake lever in leather
- leather steering wheel (3 spokes)
- lumbar support front
- gear shift knob in leather
- sport seats front

Functional equipment

- air conditioning "Climatronic" with 2 zone temperature adjustment, left and right adjustable separately

**TABULATED FORM / OVERVIEW OVER THE SPECIAL EQUIPMENT /
(EXCERPT)**

“Ambient Packages”

- “Ambient Package” with aluminum decor: décor inlays "aluminum brushed" for instrument board and in the door facings, foot area lighting front and back, leather steering wheel (3 spokes) with aluminum décor, middle arm rest front with storage box, pedals in aluminum look optic, textile foot mats front and rear (for 85 kW only available in combination with leather steering wheel)
- “Ambient Package” with wood décor nut tree-root: Décor inlays in stylish wood "nut tree-root" for instrument board and in the door facings, foot area lighting front and back, middle arm rest front with storage box, textile foot mats front and rear (for 85 kW only available in combination with leather steering wheel)
- “Ambient Package” with wood décor poplar grain: décor inlays in stylish wood "poplar grain" for instrument board and in the door facings, foot area lighting front and back, middle arm rest with storage box, textile foot mats front and rear for (85 kW only available in combination with leather steering wheel)

Theft alarm system

- with electronic engine immobilizer, interior surveillance, back up horn and towing protection

Chassis

- sports chassis lowered by approximately 15 mm

Garage door opener

- as a permanently integrated remote control in the driver sun visor

Cruise control system

Air conditioning "Climatronic"

- 2 zone temperature regulating left and right individually adjustable (series at V6)

Comfort packages

- comfort package including leather equipment "Vienna": Cruise control system, Air conditioning "Climatronic", middle arm rest front, ParkPilot, radio system "RCD 500", seat middle path and cheeks and middle arm rest upper in leather "Vienna", door facings in leather optic, heated front seats (for 85 kW only in combination with leather steering wheel and sport seats)
- comfort package including leather equipment "Nappa": Interior scope like leather equipment "Vienna", seat middle path and cheeks and middle arm rest upper in leather "Nappa", door facings in leather optic (for 85 kW only in combination with leather steering wheel and sport seats)

Leather equipment

- leather equipment "Vienna": Seat middle paths and cheeks and middle arm rests in leather "Vienna", leather look door facings, heatable front seats (for 85 kW only in combination with leather steering wheel and sport seats)
- Comfort package incl. leather equipment "Nappa": Seat middle paths and cheeks and middle arm rests upper in leather "Nappa", leather look door facings, heatable front seats (for 85 kW only in combination with leather steering wheel and sport seats)

Steering wheels

- leather steering wheel (3 spokes) Brake lever and gear shift knob in leather (series starting at 103 kW)
- multi function leather steering wheel (3 spokes) for operating multi functions display, radio and telephone (for 85 kW only available in combination with leather steering wheel)
- multi function leather steering wheel (3 spokes) for operating DSG multi functions display, radio and telephone (only for V6) (multi functions leather steering wheel only in combination with comfort packages, radio systems or radio navigations systems)

Light and safety

- light and safety package: Outside electric mirror foldable, automatic dipping outside mirror (driver side), driving lights control with "coming home" and "leaving home" function, automatic dipping inside mirror, rain sensors, peripheral illumination

Middle arm rest front

- with storage box and 12 volt outlet and storage in rear

Multifunction display "Plus"

- enhanced display possibilities: In addition to the already available functions of the multi-functions display it also can adjust the independent vehicle heater, winter tires, light and sight as well as time, language and units (standard with radio navigation system)

ParkPilot

- distance warning in the back through acoustic warning signal, with trunk hood assistant when roof is operated

Wheels/Tires

- „Catalunya": 4 alloy wheels 7 x 16 surface gloss turned, tires 215/55 R 16 (not for V6)
- "Monza" incl. running flat properties: 4 alloy wheels 7 x 16 surface gloss turned, tires 215/55 R 16 with running flat properties instead of tire mobility set tire control display (not for V6)
- „Le Mans": 4 alloy wheels 7 1/2 J x 17 surface gloss turned, tires 235/45 R 17 (standard with V6)
- „Solitude": 4 alloy wheels 7 1/2 J x 17 in sterling-silver, tires 235/45 R 17
- „Westwood": 4 alloy wheels 7 1/2 J x 17, multi part with titan-screwed rim flange gloss turned, tires 235/45 R 17
- spare wheel weight and space saving (18") (instead of tire mobility set)

Smoker equipment

- ashtray (front), cigarette lighter (front)

Seats

- ISOFIX retaining grommets (provision to fasten 1 child seat on the front passenger seat)
- sport seats front: pockets on the seatbacks of the front seats, lumbar support front, seat covers and door facings in fabric, design "High Spirit" (standard starting at 103 kW)
- driver seat with electrical adjustment: Entry help "Easy Entry" electronic for driver seat, driver seat with electrical leg room adjustment, seat height, seat- and seatback pivot, lumbar support on the driver side electronically adjustable, drawer under the front passenger seat (for 85 kW only in combination with sport seats)
- front seats with electrical adjustment*: Entry help "Easy Entry", electrical for front seats, lumbar support on the front seats electrically adjustable, front seats with electrically adjustable leg room, seat height, seat- and seatback pivot (for 85 kW only in combination with sport seats)

Sports packages

- „Le Mans": 4 alloy wheels 7 1/2 J x 17, tires 235/45 R 17, tire control display, sport chassis lowered approximately 15 mm
- „Solitude": Scope like "Le Mans", but with 4 alloy wheels "Solitude" 7 1/2 J x 17
- "Westwood" scope like "Le Mans", but with 4 alloy wheels "Westwood" 7 1/2 J x 17
- „Siena“ Volkswagen Individual: 4 alloy wheels 7 1/2 J x 17, tires 235/45 R 17. Surface in sterling silver or titanium silver
- „Avignon“ Volkswagen Individual: 4 alloy wheels 7 1/2 J x 17, tires 235/45 R 17. Surface in sterling silver or titanium silver
- „Samarkand“ Volkswagen Individual: 4 alloy wheels 8 J x 18, tires 235/45 R 18. Surface machine-polished in titanium
- „Chicago“ Volkswagen Individual: 4 alloy wheels 8 J x 18, tires 235/45 R 18. Surface machine-polished in anthracite
- „VeraCruz„ Volkswagen Individual: 4 alloy wheels 8 J x 18, tires 235/45 R 18. Surface in sterling silver

Textile foot mats

- textile foot mats front and back

Wind deflector

Winter packages

- winter package: windshield wash nozzles heatable front, head light cleaning system, heatable front seats, warning light for water level (for 85 kW only in combination with sport seats)
- winter package incl. steel wheels: 4 steel wheels 6 1/2 J x 16 wheel covers, winter tires 205/55 R 16, windshield wash nozzles heatable front, head light cleaning system, heatable front seats, warning light for water level (for 85 kW only in combination with sport seats, not for V6)
- winter package incl. alloy wheels "Cortina": 4 alloy wheels

6 1/2 J x 16 winter tires 205/55 R 16, windshield wash nozzles
heatable front, head light cleaning system, heatable front seats,
warning light for water level (for 85 kW only in combination
with sport seats, not available for V6)

- winter package incl. alloy wheels "Chamonix": 4
steel wheels 6 J x L 17 winter tires 205/50 R 17,
windshield wash nozzles heatable front, head light
cleaning system, heatable front seats, warning light for
water level (for 85 kW only in combination with sport seats)

Xenon head lights with curve driving lights*

- Bi-Xenon head lights for low- and full beam light,
curve driving light dynamic, curve driving light static,
dynamic illumination distance regulation,
head light cleaning system, warning light for water level

iPod- prearrangements Volkswagen Individual

- in the middle arm rest front, for sizes between 1 and 60 gigabyte,
supported equipment: iPod G3, iPod G4, iPod Photo and iPod
mini, iPod Video, iPod nano

USB prearrangements Volkswagen Individual

- in the front middle arm rest supported audio formats: MP3, WAV,
WMA and OGG Vorbis to connect USB sticks and MP3 players
with USB certification

Radio systems

- „RCD 300" incl. CD-Player, 2 x 20 watt, 4 speakers
front or 4 x 20 watt, 8 speakers front and back
- „RCD 500" incl. CD-changer for 6 CDs, 4 x 20 watt, 8
speaker front and back, traffic channel memory TIM (Traffic
Information Memory) to recall the last four minutes
- „RCD 500 DYNAUDIO sound", scope
like „RCD 500", but with:
 - 10 speakers specially attuned to the performance
 - 10-channel-amplifier
 - operation via "RCD 500"
 - total output 600 watt
- CD changer for 6 CDs instead of the storage box in the
middle arm rest front (only in combination with middle arm rest
front and radio system "RCD 300" or radio navigation system)

Radio-navigation systems

- „RNS 300": 8 speakers front and back, CD-ROM for
Deutschland, CD-ROM drive for replay of
audio CDs, monochrome display, acoustic driving
recommendations (verbal edition), driving recommendations
visible on the display of the navigation system, MP3 replay
function, radio system 4x 20 watt, dynamic destination guide via
TMC
- „RNS MFD-DVD" with multi functions display: 6.5" MFD
colored depiction with inserted navigation DVD,
card or symbol card depiction optional, DVD for Western Europe,
DVD drive also for replay of audio CDs, driving recommendations
acoustic (verbal edition), driving recommendations on the display

of the multi function display "Plus" in direct view of the driver, also available in the multi function display of the navigation system, radio system 4 x 20 watt 8 speakers, dynamic destination guide via TMC

- „RNS MFD-DVD DYNAUDIO Sound" with multi function display (Volkswagen Individual1) scope like „RNS MFD-DVD, but with:
 - 10 speakers specially attuned to the performance
 - 10-channel-amplifier
 - operation via navigation system
 - total output 600 watt

Mobile phone preparation

- universal mobile phone preparation suited for use of standard mobile phones: mechanical retainer for mobile phone shell 3) in the upper right part of the instrument board, interface box including cable to the interlink of the mobile phone retainer suitable for GSM 900/1800 MHz, microphone and radio speakers for hands free, verbal repeater via the radio speaker, speaker control via Volkswagen radios or radio navigation systems (NF-entry), radio mute switch, power supply

The new Eos

Engines / Transmission

Five engines with 115 up to 250 hp

Four gas engines with 115 hp, 150 hp, 200 hp and 250 hp, TDI with 140 hp

As standard double clutch system (DSG) for the V6-Version

Wolfsburg, May 2006. In order to match the driving experience with the Eos' good looks a considerable array of innovative drive technology has been used under the handsome exterior. This consists of four gas engines with 85 kW /115 hp, 110 kW /150 hp, 200 hp and 147 kW /250 hp as well as a TDI with 103 kW /140 hp with a particulate filter as standard. Up to 147 kW all engines have four cylinders with direct injection systems; the 184-kW version is powered by six cylinders. All the transmission systems provide drive power to the front axle via six forward gears.

1.6 FSI with 85 kW / 115 hp

The Eos' innovative gas direct injection system produces a high driving performance at a low consumption. In 11.9 seconds the Eos accelerates 1.6 FSI to 100 km/h; the top speed is 192 km/h. In contrast to this, the average consumption is just 7.6 liters fuel. The gears are changed at 4,000 rpm 155 Newton meter strong FSI via a six gear transmission as standard. The Eos' capacity: 1,598 cm³

2.0 FSI with 110 kW / 150 hp

The combination of direct gas injection and a 2.0 liters capacity leads in the 1,984 cm³ Eos 2.0 FSI to a maximum speed of 210 km/h and an acceleration from zero to 100 km/h in 9.8 seconds. In relation to the sporty performance the consumption is surprisingly low: with

this engine set up and a manual six gear transmission the convertible-coupe consumes 8.2 liters fuel per 100 kilometers.

2.0 TFSI with 147 kW / 200 hp

The 2.0 T-FSI, first deployed in the Golf GTI, suits the Eos perfectly with its even at 1,800 rpm motor torque maximum of 280 Newton meters. Its capacity is also 1,984 cm³. Up to 4,700 rpm this motor torque maximum is consistent. The superior front drive vehicle breaks through the 100-km/h mark after only 7.8 seconds and reaches a top speed of 232 km/h on the autobahn. The turbo engine uses on average 8.3 liters super plus per 100 km/h. The four cylinder engine, condensed at a ratio of 10.5:1 thus combines the advantages of a homogenous direct injection system with the powerful characteristics of a turbo charge.

3.2 V6 with 184 kW / 250 hp

The Eos 3.2 V6 is delivered as standard with the double clutch transmission DSG - the top model of the series. The center piece of the most powerful Eos is a four valve six cylinder engine with a capacity of 3,189 cm³. Its sonorous sound corresponds to a fascinating power development. All cylinders combined produce 184 kW / 250 hp (6,300 rpm). The 3,189 cm³ sized V6 reaches its maximum motor torque of 320 Newton meters between 2,500 to 3,000 rpm. The new Eos' subsequent driving performance is fascinating: with a top speed of 247 km/h the Eos catapults its passengers from zero to 100 km/h in 7.3 seconds. Consumption: 9.2 liters.

2.0 TDI with 103 kW / 140 hp

The 103 kW / 140 hp (4.000 rpm) strong Eos 2.0 TDI reaches a speed of 205 km/h. The four cylinder engine reaches a maximum motor torque of 320 Newton meters even at 1,750 rpm (up to 2,500 rpm). The Eos 2.0 TDI with a diesel particulate filter as standard reaches 100 km/h in 10.3 seconds. According to the specifications the top speed is 206 km/h. Average consumption: 6.1 liters. As standard a manual six gear transmission system transmits the engine output sourced from a capacity of 1,968 cm³ to the front wheel drive.

Double Clutch Transmission System DSG

The DSG-system combines the comfort of an automatic gearbox with a sporty and fuel saving advantages of a manual gearbox. It has six forward gears and changes gear extremely quickly and without interrupting the drive power. The double clutch transmission DSG has sparked a revolution in the field of automatic gearing. This is easily explained: it combines the advantages of a manual gearbox with those of an automatic gearbox, and it's just fun. A lot of fun. The gear changes happen so quickly that even experienced drivers would not be able to keep up changing gear manually. Every gear change is so crisp and at the same time comfortable, that there's a risk of becoming addicted. Particularly in the manual Tiptronic-modus, where the gears are changed via "+ / -", there is an unprecedented sporty feel.

The new Eos

Running gear

Agile, comfortable and always with ESP

The front axle is based on the Golf's McPherson-strut system

The rear axle is based on the Passat's four link suspension system

Wolfsburg, May 2006. It was the declared goal of Volkswagen's driving gear engineers to fine tune the Eos' both in respect to sportiness and comfort. But it has to be said that the concepts of sport and comfort agree like cats and dogs. Yet in the case of the Eos they get on remarkably well. Technically speaking, with the Golf's McPherson-strut system front axle and the Passat's four link suspension rear axle, the Eos combines two of the best axle systems of our time. Both axles were adapted specifically for the Eos, developed further and tested for hundreds of thousands of kilometers.

The newly designed running gear including the steering and brakes should above all fulfill the following requirements: the front axle and steering should be unaffected by the drive motion. The steering shouldn't vibrate - which is a familiar problem in a convertible. The overall tuning should be neutral and as such controllable. The handling of the running gear should be highly agile. And yet the comfort levels should be unlimited. Characteristics to be wished for: Passat-comfort with a dash of Golf GTI-handling.

McPherson-strut system front axle: The Golf's McPherson-strut system front axle was specially adapted for the use in the heavier Eos (1,469 kilogram with the standard engine). The structure is a single wheel suspension on McPherson struts with coil springs. The stabilizer was also specially adapted to suit the Eos.

The four link suspension system: Compared with other concepts, the four link suspension system offers a maximum degree of driving comfort and stability. Due to the special arrangement of the links, the longitudinal and transverse dynamics can be separated. The

separation of the functions guarantees maximum dynamics and driving safety on one hand, and on the other a convincing rolling comfort.

The Eos' relatively compact four link rear axle consists of a uncoupled auxiliary frame to which the three transverse links, spring links, track rod and upper transverse link are connected in a transverse direction. The longitudinal wheel guiding is managed by the longitudinal link. In addition there are weight optimized pipe stabilizers mounted on the rear axle.

Electro-mechanical power steering: The handling and comfort characteristics are perfected by the electro-mechanical power steering (EPS), which does not just offer speed adapted assisted steering but which also contributes a great deal to the running stability when driving in a straight line. Furthermore, the new steering system reduces the Eos' fuel consumption by around 0.2 liters. The steering is exactly fine tuned to each different engine option available for the Eos.

Braking and ESP: The new Eos comes standard with the stabilization program ESP and the assisted braking Dual Brake Assist. The disc wheel braking system provides the basis for an excellent deceleration performance. The front brakes are ventilated from the inside; the disc radius is 288 millimeters for engines up to 150 hp; for the more powerful versions it is 312 millimeters. The rear disc radius: up to 150 hp it is 255 millimeters; above 200 hp it is 286 millimeters.

The new Eos

Test Phase

One million test kilometers with one goal: Perfection

Twenty Eos prototypes and pre series vehicles passed the test marathon

High noise control due to intensive wind tunnel tests

Wolfsburg, May 2006. Two years after the debut of the Eos study “Concept C” at the Geneva Auto Salon, the series version completed the last kilometers of the over one million kilometer long test marathon in South Africa. With the last acceptance run in “Warmland” – regions, so called by automobile developers, characterized by predominantly above average temperatures – the trial phase is completed. The CSC-roof system, the body as well as the drive train and brake components stood at the center of the pre series phase final checks. Conclusion: SOP – start of production.

Prototypes / Around the world 25 times, tracking every mistake, every noise and all with one goal: absolute perfection for the series vehicles.

Mathematically speaking the trial engineers took the Eos around the world 25 times. It's a fact that the ten prototypes and ten pre series vehicles had to run through an entire auto life span in a fast forward mode. The first Eos prototypes, called construction step 1, rattled off a total of 108,800 kilometers in a few weeks in a “mild climate” under central-European weather conditions, like the one present eight months out of the year at the highly secure VW test grounds Ehra-Lessien near Wolfsburg.

In the subsequent construction step 2 another eight prototypes were built. This series already showed significant optimization towards series production. Generally speaking, thanks to pre-calculation and computer simulations, all prototype construction steps start the test programs more perfect than ever. The Eos construction step 2 was

harried over 497,600 kilometers of sometimes treacherous roads. Including: steep mountain passages and most demanding off-road trails. On many of these half million kilometers, the prototypes were exposed to extreme weather: 69.900 During this phase, the Eos's completed 69,900 kilometers in "Warmland"; i.e. in the most hottest climate; another 62,000 kilometers were spent in "Coldland", in the winter regions north of the Polar circle, and therefore at temperatures, which in "real life" an Eos would not be exposed to neither in Europe, Asia or North America. But it's a fact: Even at arctic temperatures, the first five part coupe-push-convertible roof could still be opened and closed easily. So neither the Hamburg nor the New York winter can do the system any harm when taking the top down on a frosty sunny day for a trip around the Alster or in Central Park. Rides in the perpetual ice confirm that the performance strong radiator of the Eos recommends itself as a reliable companion on winter convertible drives. The same goes for the fast responding optional heatable seats of the new Volkswagen convertible coupe.

Aerodynamic / 350 long hours the wind blew in the face of the Eos, in the end the air was a lot less resistant

Generally some of the trial carriers had to prove themselves not only on the street but also in the wind tunnel. There, the aerodynamic specialists from Volkswagen optimized the drag coefficient, essential for the usage behavior of the new model and also reduced the, for a convertible critical, wind noises to a minimum as well as improved its performance when raining. So the wind tunnel hours for the new Eos added up to a total of 350. More than 143 of those hours Volkswagen invested in temperature readings on the roller dynamometer which was integrated in a special wind tunnel.

Preseries / The last of the 400,000 test kilometers confirm, that a good job was done on the first 600,000

The developers from Volkswagen conducted the last important test chapter with pre series vehicles. For this phase ten vehicles were planned and produced on the production line with original production tools (presses, welding equipment, robots etc.). The testing began with a car that completed 100,000 kilometers in mild climate. The results of these tests served as validation of what had been achieved up to then. The following nine pre series vehicles spooled off another 286,900 kilometers: 52,400 kilometers under Warmland conditions and 30,400 kilometers under Coldland conditions.

The total distance of the development drives reached an impressive mark: The trial carriers completed a total of 993,000 kilometers in different parts of the world, under arctic cold (92,400 kilometers) as well as equatorial heat (122,000 kilometers). The final approval of the Volkswagen board was in early 2006. It was the last hurdle the new convertible-coupe had to take. Then the development teams had reached their goal: The new model received the go ahead for the European market release which started in May 2006.