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The Volkswagen Tiguan was the German automobile manufacturer's second crossover SUV to hit the market. Originally when the model was released in 2007 it was built on the same platform as the Passat, Sharan and the sister company's Skoda Superb. When the second-generation Tiguan hit showrooms buyers found that the new version was built on the same platform as the Audi Q3 and the SEAT Tarraco. If you compare the differences between the various models in the Volkswagen Tiguan owner's manual you can see they are very much alike. Sales of the model have been phenomenal with each region (China, Europe and the USA) growing year on year since the launch. For several years in a row, the Volkswagen Tiguan line has seen over half a million sales per year occur worldwide. Its success could be put down to the company's trusted brand paired with a high global demand for crossover SUVs as people switch from other traditional car layouts. Crossover SUVs have the benefits of that car type without the heavy off-road equipment you would expect to see on a Jeep Wrangler sort of vehicle. Volkswagen has a range of different-sized crossover SUVs on sale with the Tiguan sitting just underneath the newer T-Roc in size and power. Another big selling point for this car is that engine and transmission choices are vast, varying from a modest 123bhp 4 cylinder 1.6l gasoline through to an "R" performance trim with 316bhp. Safety ratings worldwide have scored 5 out of 5 stars for all tests, pretty much unheard of for an SUV – another boon for sales. For a rundown of the safety equipment that is included in the various years, you can check out the Volkswagen Tiguan manual list to the left of this text. The level of features in your example of the car will be controlled by the trim, which will probably be one of the following: Elegance Life Match Moda R R Line R Line Tech R-Line S SE SE Nav SEL A new addition for 2020 saw a new plug-in hybrid option called "eHybrid" that allows drivers to run on electricity alone and capture lost energy during braking. In 2022 the Tiguan was updated to match the rest of the SUV fleet from VW with minor enhancements performed on the bodywork. During this year the Atlas was also updated and both models were given heated seats and a digital instrument cluster as standard going forward. How to find your Volkswagen Workshop or Owners Manual We have 1900 free PDF's spread across 67 Volkswagen Vehicles. To narrow down your search please use the dropdown box above, or select from one of the available vehicles in the list below. 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It is produced since 1973. Currently, the car is produced at Volkswagen plants in Emden, Zwickau (Germany) and other plants. The name Trade wind came from the wind of the same name. Passat B1 The first generation of the Volkswagen Passat was launched in 1973. Initially, they offered two- and four-door sedans and similar three- and five-door versions. The model shared a modern fastback style, designed by Italian designer Giorgetto Giugiaro. In fact, the first Passat was the Fastback version of the sedan Audi 80, introduced a year earlier. The five-door wagon was introduced in 1974, which was sold to Audi Fox in the markets of North America. In Europe, the Passat was equipped with two rectangular, two round 7-inch or four round 5.5-inch headlights, depending on the configuration. Passat B1 Initially, the Passat installed four-cylinder gasoline lower-range engines in volume of 1.3 liters (55 hp, 54 hp) and 1.5-liter top-end (75 hp (55 kW, 74 hp) / 85 kW, 84 hp) with a longitudinal arrangement, the same engines were used on the Audi 80. In August 1975, the 1.5-liter engine was increased to 1.6 liters without changing the power but with a slightly higher torque. In July 1978, Passat Diesel appeared equipped with a 1.5-liter Volkswagen Golf diesel (50 hp (37 kW, 49 hp)), and in February 1979 – Passat GLI with an injector version of the 1.6-liter engine. All models were restyled in 1977 (in 1978 outside Europe), with interior upgrading and redesigned design, depending on the model: four round headlights, or two rectangular. The goal, according to the manufacturer, was to more clearly differentiate the car from a mechanically similar Audi 80. A restyling dashboard in the Golf style was used, the radio and heating control systems were installed centrally in one unit. Engine rims, gearbox and exhaust system have been modified to reduce internal noise; Comfort was also improved by changing springs and shock absorbers. The car's wheels were enlarged in size, and an improved stabilizing bar was installed behind it. In North America, the car came out under the name Volkswagen Dasher. The three- and five-door hatchback and station wagon were manufactured in North America for and during the 1974 model year. The only available engine was a carburetor 1.5-liter 75-hp (56 kW) (or 70 hp (52 kW) in 1975), replaced since 1976 by an injector engine in volume of 1.6 liters 84 hp . Bosch (58 kW). Passat B2 The second generation of the Volkswagen Passat was launched in 1981. Platform B2 is again based on the corresponding platform Audi 80, launched in 1978. Passat B2 became a bit longer, the design of the car was updated, which was now immediately determined by Passat: the most obvious difference is the rectangular headlights. By this time, the front-wheel drive and the hatchback-type body have become commonplace on this car. Volkswagen Passat B2 (Type 32B) In addition to the hatchbacks and Variant, there was a classic sedan, which until 1985 was sold as Volkswagen Santana in Europe. In the US, the Passat / Santana was named Volkswagen Quantum, available as a three-door hatchback, a four-door sedan and a station wagon. The all-wheel drive version of Syncro was introduced in October 1984, initially only with a powerful five-cylinder engine. Passat / Santana was also manufactured and sold in China, Mexico, South America and South Africa. In Mexico from 1984 to 1988, both VW Corsar and Corsar Variant (4-door sedan and 5-door station wagon, respectively). In Argentina, from 1987 to 1991, under the name VW Carat. In Brazil the station wagon was called VW Quantum. The sedan and the Passat B2 wagon were produced in South Africa for the local market until 1987. Like the previous generation, the Passat B2 was mainly sold with four-cylinder petrol and diesel engines. However, unlike its predecessor, the top versions received five-cylinder Audi or VW engines with a volume of 1.9-2.2 liters. In addition to the four- and five-speed manual and three-speed automatic transmissions, the Passat / Santana was also available with the 4 + E transmission of the VW concern. Also called "Formel E", it provided the best fuel consumption. The all-wheel drive system used in the Passat Syncro has a mechanical identical to the Audi 80 quattro, and not the Volkswagen Golf Syncro. The lower part of the body of the Syncro version was completely different: a central tunnel for the transmission was introduced, the fuel tank was changed, there was no spare wheel (to make room for a complicated rear axle). Only the most popular version of Variant has been redesigned. The Syncro version was also available in the North American market, with only a five-cylinder engine. In 1985, all versions received facelifting, consisting of new, larger bumpers, a change in the interior, a new front grille and new rear lights on -version. The three-door hatchback was canceled, and VW Santana Europe was renamed VW Passat. On March 31, 1988, the production of Passat B2 was over (although the Syncro models were produced until June). The world production volume is at least 4.5 million. Passat B3 The third generation Passat debuted in Europe in 1988, in North America in 1990 and in 1995 in the South. It was the first cross-motor Passat, built on its own platform Volkswagen, which has nothing to do with the platform B3 Audi. The car, although designated as B3, was based on platform A, which was used for the Volkswagen Golf model. This generation of the Passat had only 2 body styles: a four-door sedan or a five-door wagon. The model was called Passat in all markets. The syncro version now used a four-wheel drive system similar to the Volkswagen Golf. Volkswagen Passat B3 (Typ 35i) The range of motors installed on the Passat B3, included both gasoline and diesel power units, with supercharging and without. The list of complete sets in the European market included: CL (Classic) – basic equipment, but still offered some options. GL (Grand Lux) – a richer package with bumpers and mirrors in body color, a more comfortable interior and available any options. GT (Grand Turismo) – sports version, which includes an injector engine, a wide plastic body kit, sports seats, disc brakes and any options. GLX – equipment for America, the richest in the base – the engine is either 16V or VR6, automatic electric safety with pseudo-intelligence, interior trim of the trunk for sedans, concave steering wheel, dimensions in the turn signals, front bumper without a standard room for the room, most of the leather interior. Also, any options, plus special: protective bars for the knees, glass hatch, cruise control. There were also modifications with powerful motors designated by special plates: 16V engine with 16-valve head, volume 1.8 or 2.0 liters. G60 engine capacity of 1.8 liters. with drive supercharger G60 and all-wheel drive system Syncro VR6 engine has 6 cylinders with VR-shape 16V G60 it also Limited the most powerful factory modification (power – 211 hp torque – 252 Nm) The choice was offered a 5-speed manual gearbox or a 4-speed automatic transmission. Serial production of the Passat B3 was completely stopped in 1993. Passat B4 Despite the designation B4, the fourth generation of Passat was a product of deep restyling of its predecessor – with the same power frame of the body, roof and glazing, but with new exterior body panels and a modified interior design. Passat B4 In total, about 690,000 fourth-generation cars were manufactured, of which about 60% were universal. The issue was stopped in 1996. Passat B5 The family of Passat fifth generation models (1997-1999 Typ 3B and 2000-2005 Typ 3BG) was shown in 1996. Unlike previous cars, produced since 1988, they are again unified with the same Audi A4 and A6. This allowed the use of more powerful and modern Audi powertrains of longitudinal arrangement. The all-wheel drive versions of the fifth-generation syncro and 4motion cars also use a system identical to the fourth-generation quattro Audi (with the Torsen center differential). Models Passat are made only with bodies sedan and 5-door versatile person Variant and are equipped with 4-, 5- and 6-cylinder petrol and diesel motors in 1.6-2.8 l capacity 90-193 l. from. (In 2003-2005 an 8-cylinder W-shaped 4-liter engine with a power of 275 hp was also installed) In mid-2001 Passat underwent facelifting and was called the Volkswagen Passat B5 + or B5.5 (Volkswagen Passat GP). The changes were mostly cosmetic, but at the same time, new headlights, bumpers, taillights and chrome in the finish gave Passat the look of a new car. The engines were modernized, the equipment was updated. Passat B5 Specifically for the Chinese market from 1999 to 2005, the extended version of the Passat fifth generation Passat B5 LWB was produced, on the PL45 + PL45 + extended on a 100 mm platform. A bit later for the European market will be released Skoda Superb I on the same platform. In 2005, the next generation Passat LWB, called Volkswagen Passat Lingyu, appeared. Passat B6 Was presented at the Geneva Motor Show in March 2005, (sales started in the summer of the same year). Unlike its predecessor, the Passat B6 no longer shared its platform with the equivalent Audi model (Audi A4). Based on the modified version of the PQ46 model of the Golf Mk5, the Passat B6 has a transverse engine layout (like the Passat B3 and B4, built on the upgraded A2 platform – Golf Mk2) rather than the longitudinal one of its predecessor Passat B5. Passat B6 The design of the all-wheel drive version of the Passat 4motion due to the use of the transverse engine arrangement dictated the transition from the Torsen central differential used on the Passat B5 syncro / 4motion to the Haldex Traction multi-plate clutch. The transition to the Haldex system also led to the fact that control and behavior became similar to a front-wheel-drive car. With the Haldex system, during normal driving, the car behaves as a front-wheel drive, until an axle slip is detected. At the time of slippage, up to 50% of the torque can be transmitted to the rear axle. Passat CC Volkswagen Passat CC. In 2008, at the Detroit Motor Show Volkswagen introduced a 4-door coupe based on the Passat B6, which was named Volkswagen Passat CC, which means "Comfort Coupe". The cost of the car was 55 thousand US dollars. Passat CC was created as a competitor to Mercedes CLS, it is more stylish and luxurious than the previously released Passat B6. In the US, the name Passat CC was changed to CC. The engines offered in CC are identical to the conventional Passat. At the end of 2011 Passat CC received a Passat B7 Passat B7 Although designated B7, the car is not an absolutely new model, but represents a restyling B6. Used new exterior body panels, with the exception of roof and glazing, with noticeable changes in the grille and headlights. The overall dimensions are the same as in PassatB6, but the length is more by 4 mm. New features include adaptive chassis control (DCC), dynamic light indicators without glare, a fatigue detection system and an automatic "urban emergency braking" system. The interior is slightly different from the B6, the main design of the instrument panel remains unchanged. The car was equipped with three levels of trim levels (Trendline, Comfortline, Highline), engines (1.4 122 hp, 1.8 152 hp, two 2.0-liter 170-hp diesel, 210-hp petrol). There are 6-7 choices -step automatic robot DSG and 6-speed mechanics. style update, similar to the upgrade of a larger Phaeton. For the updated model Volkswagen refused the name Passat CC for all markets, now it's Volkswagen CC. Passat B8 Passat B8 Volkswagen Passat B8 is built on a new platform – MQB. For the Passat B8, ten petrol and diesel engines from 120 to 280 hp are prepared. (among them there is an option for methane). Two novelties deserve special attention from power plants. The first is a diesel 2.0 TDI bi-turbo (240 hp, 500 N • m), with which go four-wheel drive and a seven-stage "robot" DSG. With this engine, the sedan can accelerate to 240 km / h, gain the first hundred for 6.1 s, the average fuel consumption is 5.3 liters / 100 km, which gives an impressive run with a 66-liter tank. The second is a hybrid unit consisting of a 156-horsepower 1.4 TSI engine and an 80 kW electric motor. The total output of the system is 211 hp. The battery that is charged from the socket allows you to drive 50 km on one electricity. This means an average flow of 1.5 l / 100 km in the combined cycle.



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