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Passat redirects here. For other purposes, see Passat. The Volkswagen PassatOverviewManufacturerVolkswagenAlso car model is called Volkswagen Dasher Volkswagen quantum Volkswagen Santana Volkswagen Corsar Volkswagen Magotan (China) Volkswagen Carat Production1972-presentBody and chassisClass-size car / Large family car (D)LayoutFront-engine, The Volkswagen Type 4 Volkswagen Type 3 Volkswagen K70 Volkswagen Passat is a series of large family cars produced and boasted by German carmaker Volkswagen since 1973 and is now eighth generation. It has been marketed in different ways, like Dasher, Santana, quantum, Magotan, Corsair and Carat. Subsequent generations of Passat have internal designations Volkswagen B1, B2, etc. In 2008 Volkswagen launched the Passat CC, the four-door coupe version of passat. In January 2011, Volkswagen announced that it would release another Passat model, internally designated Volkswagen New Midsize Sedan or NMS, to be produced at the Volkswagen Chattanooga assembly plant. SAIC-Volkswagen also manufactures Passat NMS at its Nanjing plant. Passat NMS is sold in the North American, South Korean, Chinese and Middle Eastern markets. The new Passat model entered production in Europe in 2014 on the basis of the MAZ platform. In 2019, the Passat NMS program was split in two as the North American program continued to be produced on the old platform, while the Chinese Passat switched to the M.I.P.A. platform, which means that Volkswagen now sells three Passat models worldwide. B1 (Typ 32; 1972) Main article: Volkswagen Passat (B1) VW Passat B1 5-door (Europe) Volkswagen Passat B1 2-door (Europe) VW Passat Variant LS 1980 (Australia) First generation Passat released in 1973 in a two- and four-door sedan and three- and five-door version. Externally, all four shared styles of Giugiaro. The first generation Passat was a fastback version of the mechanically identical Audi 80 sedan introduced a year earlier. The five-door wagon was introduced in 1974, which was marketed in North American markets as Audi Fox. In Europe, the Passat was equipped with two rectangular, two-round 7-inch or four round 5.5-inch headlights, depending on the specification. The Passat was one of the most modern European family cars at the time, and was conceived as a replacement for the aging Volkswagen Type 3 and Type 4. The only European cars of this size, which are equipped with front-wheel drive and hatchback, were Renault 16 and Austin Maxi. The Passat originally featured a four-cylinder OHC 1.3-liter (55 hp (40 kW; 54 hp) and 1.5-liter (75 hp (55 kW; 74 hp) /85 hp (63 kW; 84 hp)) petrol engines are also used in Audi 80-long with front-wheel drive, in the tradition of Audi, with any any manual transmission or three-speed automatic transmission. It had a MacPherson rack front suspension with a solid axis/coil spring mounted at the back. The 1.5-liter SOHC was increased to 1.6 litres in August 1975 with unchanged power ratings and slightly higher torque ratings. In July 1978, the Passat Diesel, equipped with a 1.5-liter VW Golf diesel (50 hp (37 kW; 49 hp), and in February 1979 the Passat GLI with an injection of fuel version of the 1.6-liter engine. The range received a facelift in 1977 (launched in 1978 outside Europe) with a revised interior and revised exterior with repositioned indicators and depending on the model, either four round or two rectangular headlights. The three-door hatchback, four-door sedan and wagon were produced in North America in the 1974 model year. North American cars were equipped with one DOT standard headlight in 1976. , with quad-core beam headlights and large polyurethane covered with bumpers. The finish was also updated and the ride softened. 1979 saw the introduction of a 1.5-liter diesel engine that produced only 48 PS (35 kW) in a 1,130 kg (2,490 lb) car. The time of 0-100 km/h for diesel was 19.4 seconds, which is 6.2 seconds slower than the gasoline (petrol) engine. All petrol engines were dropped in North America in 1981, in preparation for the next generation. In Brazil, the Passat B1 was produced from June 1974 to 1988. Since the Audi 80 was not on the market in Brazil, the Passat received Audi's various front-end treatments after a facelift in 1979. Originally with a 1.5-liter engine, during its long life cycle many improvements from the B2 platform were later introduced, as were its 1.6 and 1.8-liter engine, Brazil-specific facelift in 1985, and a five-speed gearbox. The sports version, called passat TS 1.6 and then Passat GTS 1.8 Pointer, was also introduced. B2 (Typ 32B; 1981) Main article: Volkswagen Passat (B2) See also: Volkswagen Santana Volkswagen Passat B2 wagon (Europe) Volkswagen Passat B2 hatchback (Europe) Second generation Passat launched in 1981. The platform, named B2, was re-founded on the corresponding version of the Audi 80, which was launched in 1978. The B2 Passat was a little longer. In addition to the Passat and Variants hatchbacks (universal/universal), there was also the usual three-court which until 1985 was sold as a Volkswagen Santana in Europe. In the United States, the Passat/Santana was sold as a Volkswagen quantum, available in a three-door hatchback, hatchback, sedan, and model wagon, but the five-door hatchback was never sold there and the three-door hatchback was dropped less than two years later. The all-wheel-drive version of the Syncro was introduced in October 1984, initially only with a more powerful five-cylinder engine. Passat/Santana was also produced and commercialized in China, Mexico, South America and South Africa. In Mexico it was on the market from 1984 to 1988 as a VW Corsar and Corsar Variant (4-door sedan and 5-door wagon, respectively). In Argentina, from 1987 to 1991 as a VW Carat. In Brazil, the model wagon was a VW quantum icon. The Passat salon and estate were produced in the local market until 1987. Like the previous generation, the B2 Passat was sold mainly with four-cylinder petrol and diesel engines. However, unlike its predecessor, the top versions received five-cylinder engines Audi or VW 1.9-2.2 liters. The 5-cylinder version was sold in the U.S. as the quantum GL-5. In addition to the four- and five-speed manual and three-wheel automatic transmission, the Passat/Santana was also available with an interesting VW 4'E transmission. This, also called Formel E had a particularly high top transmission, which combined with a freewheeling mechanism, provided better gas mileage. Automatic stop/start was also available in some markets. The four-wheeled system used in the Passat Variant Syncro used audi 80 mechanics, not a Volkswagen Golf Syncro. The lower Syncro plate was almost entirely different, requiring a transmission tunnel, a moved gas cylinder and no spare tires well (to make room for a complex rear axle assembly). Only the more popular estate was overworked. Syncro was also available in the North American market, with only a five-cylinder engine. In 1985, the lineup received a small facelift consisting of new, large bumpers, internal retes, a new front grille and new taillights on hatchback versions. The three-door hatchback was discontinued while the Santana plate was dropped in Europe. The front of the cabin was now the same as the hatchback and the manor. The North American version, still known as the quantum version, has received European-style composite headlights. On March 31, 1988, production ended (although syncro models continued production until June) with 3,345,248 built in Germany. World production amounted to about 4.5 million units. B3 and B4 (Typ 35i; 1988) Main article: Volkswagen Passat B3 Volkswagen Passat B3 sedan (Europe) Volkswagen Passat B4 Variant (UK) Third generation Passat was introduced in March 1988 in Europe, 1990 in North America, and 1995 in South America. The lack of grille radiator made the front end of the car style reminiscent of old, rear-wheel-drive Volkswagens such as the 411, as well as in times as a modern style trend. The styling was developed from 1981 aerodynamic (cd 0.25) Auto 2000 concept car. At the time, it was the first transverse version of the Passat engine, built on a platform developed by Volkswagen, rather than sharing it with an Audi sedan. The car, although marked B3 in the Volkswagen platform range, was based mainly on the platform A used for the smaller Golf model, but was stretched in all directions, and therefore had nothing to do with the B3 Audi 80 series launched two years earlier. Many components are divided directly between these vehicles. This generation Passat was sold as a four-door sedan or five-door tag, with the Passat not sold as a hatchback from now on. It was in a market called Passat in all markets; in North America, it was the first. Petrol engines, injected with fuel, gave better performance and refinement than previously used carb units. They were installed across, and the floor was designed to adopt the Volkswagen 'Syncro' all-wheel drive system. Engine variants were a 2.0-liter 16-valve engine in the GL model, a 1.8-liter engine in the CL model (not available in North America, all CLs, GLs, and GLSs was 2.0 16v), 1.8 8v 112 hp PB engine from Golf GTI was also used in the Passat GT model. The new 2.8-liter Volkswagen VR6 engine (also used in Golf and Corrado) in the GLX/GLS model (introduced in 1991 in Europe and 1992 in North America) and the G60 engine (available only on the Syncro model in Canada for the North American market). The VR6 engine gave the top-range Passat a top speed of 224 kilometers per hour (139 mph). A 1.9-liter and 1.6-liter diesel engine was also available as options. 1993 facelift (Passat B4) Main article: Volkswagen Passat (B4) Volkswagen Passat B4 wagon (Europe) 1996 Volkswagen Passat B4 sedan (UK) B3 Passat had a severe facelift in 1993, and despite the designation B4, it was not an all new model. The facelift revised the exterior body panels, with the exception of the roof and glasshouse, with the most obvious external changes seeing reintroduction grille to match the style of other Volkswagen models of the same generation era, such as the Mk3 Golf and Jetta. The interior was gently updated to include safety equipment such as dual front airbags and seatbelt claimors, although the basic dashboard design remained unchanged. The radiator grille was introduced to give the front a more aggressive look, as the previous model looked too passive. The car was available with a turbocharged direct injection (TDI) diesel engine - in-line four-cylinder 1.9-liter turbodiesel, generation 66 kW (90 hp; 89 hp) at 3750 rpm and 210 N·m (155 lb· ft) of torque at 1900 rpm. EPA fuel efficiency rating for the sedan is 45 mpg U.S. (5.2 liters/100 km; 54 mpg) highway. Combined with 98 98 (21.6 imp gal; 25.9 US gal) 28 litres (6.2 imp gal; 7.4 US gal) backup fuel tank, B4 TDI wagon had a range of 1,800 km (1200 miles) on a single fuel tank. The B4 TDI wagon saw fewer than 1,000 sales in the U.S. during the 1996 to 1997 lifetime. B5 and B5.5 (Typ 3B and 3BG; 1997) Main article: Volkswagen Passat (B5) Volkswagen Passat B5 wagon (USA) Volkswagen Passat B5 sedan (Australia) All new Passat, based on the Volkswagen Group B5 platform, was launched in 1996 in continental Europe, in February 1997 in the UK, and 1998 in North America. Its PL45 platform was handed over to the first generation of Typ 80 The Audi A4, which was unveiled 2 years ago and saw a return to the Passat sharing its longitudinal engine layout platform with the equivalent Audi model for the first time since the second generation (B2) Passat 1981, which shared its platform with the second generation Typ 81 Audi 80/Audi 90 (A4 is the successor to the Audi 80 line). Passat introduced a new design language, citation needed first seen on the Concept 1 concept car, for the latest generation of Volkswagens such as the Mk4 Golf, Bora and Mk Polo4. The car featured a fully independent four-vehicle front suspension; and semi-independent torsion beam for front-wheel drive models or fully independent suspension on 4motion 4WD models. The 4WD was introduced in 1997 as an option for 1.8-liter, 2.8-liter V6, 1.9-liter TDI, 2.0-liter TDI and 2.5-liter V6 TDI engines, using a second generation Torsen T-2 based 4WD system to minimize the loss of traction. The 1.8-liter gasoline engine in the Passat and Audi A4 has a lower oil capacity than the cross-use of the same engine (4.6 quarts U.S. (4.4 liters) in transverse, 4.3 U.S. quarts (4.1 liters) longitudinal), and can suffer from problems with sludge oil as a result, if not changed regularly on a regular basis with fully synthetic oils. Four transmission options were available: a 4-speed manual transmission, a 6-speed manual transmission (codenamed 01E), a 4-speed automatic transmission and a 5-speed automatic transmission with tiptronic. The 1.6-liter gasoline engine was re-dropped by 1999, leaving a 1.8-liter 20-valve entry-level engine. 2001 facelift (Passat B5.5 - Typ 3BG) Volkswagen Passat B5.5 Variant (Europe) 2003 Volkswagen Passat B5.5 SE V6 sedan (Australia) B5.5 Passat began production in late 2000, with styling and mechanical modifications including revised projector optical headlights, bumpers, rear lights and chrome trim. The 4.0-liter W8 engine with a capacity of 275 hp (202 kW) was introduced in 2001 in a luxury version of the car that included a standard all-wheel drive 4motion. This engine was to become a testing ground for Volkswagen Group's new V-engine technology, which later appeared on W12's Phaeton, Audi A8 and Bentley Continental GT, as well as the W16 engine in bugatti Veyron. The engine was discontinued in 2004. B6 (Typ 3C; 2005) and B7 (2010) Main article: Volkswagen Passat (B6) Volkswagen Passat Sedan (front) Volkswagen Passat B6 Variant (front) edan (rear) Volkswagen Passat B6 (Rear) B6 Passat was first shown at the Motor Show in March 2005, and launched in Europe in the summer of 2005. Unlike its predecessor, the B6 Passat no longer shared its platform with the equivalent Audi (Audi A4) model. Based on the modified version of the Mk5 Golf P-35 (P-46) platform, the B6 featurd a transverse rather than longitudinal engine of its predecessor, as were previous generations of B3 and B4, which were associated with the A2 (Golf) platform. The additional advantages of the P-46 platform are particularly evident in its incredibly rigidly-rated rigidity, which puts it closer to the 997 generation Porsche 911 than its own Golf Stable Assistant in terms of chassis rigidity. The cross-engine layout of the all-wheel-drive version, aligned as 4motion, dictated the transition from the central Torsen B5 differential to the Haldex Traction multi-stage clutch. Changing the Haldex system also changes handling closer to the front-wheel drive machine. Compared to Torsen, Haldex can direct torque more unevenly to the front wheels (100:0 to 50:50 in front to rear offset), thus providing a wider range of offsets than the 75:25 to 25:75 B5 Passat. Haldex is a reactive type of system, behaving like a front-wheel drive vehicle until a slippage is detected, at which point up to a maximum of 50% of torque can be transmitted to the rear axles. For more information, please visit the Audi quattro (full-wheel drive) article. Fuel injection is used in each petrol version of the Passat with a capacity of 1.4 to 3.6 liters (1.6-liter DOHC can reach 100 km/h (62.1 mph) in 11.4 seconds, and 200 km/h (124.3 mph) for versions with manual transmission), but the multi-ampha 2.0-liter turbocharged direct injection (TDI) diesel is the most popular version in Europe (available in both versions 140 hp (103 kW; 138 hp) and 170 hp (125 kW; 168 hp). The 197 hp 2.0-liter turbocharged I4 is a base engine, or 280 hp (206 kW; 276 hp) 3.6 The VR6 engine is an upgrade, with a six-speed manual transmission (available only on the basis of a 2.0-liter turbocharged model) and automatic transmission. The VR6 engine and 4motion option were no longer available in the U.S. on the Passat sedan and wagon, but are available on the Passat CC. The 1.8-liter T is estimated at 160 hp (118 kW; 158 hp) and 250 hp- and accelerates from 0 to 100 km/h in 8.6 seconds, reaching a top speed of 220 km/h (136.7 mph). At the same time, the 2.0-liter TDI engine from Audi's lineup, which includes the overall technology of rail injection, wrapped the existing 2.0-liter TDI units. Common rail technology uses less fuel and is quieter in operation. This engine is part of Volkswagen Group's broader engine-sharing policy. Passat Estate won the overall winner of the Practical Caravans Towcar of the Year Awards 2008 for its array of towing features such as its trailer stability program. In Asia, the P-46 Passat was released by FAW-VW as Magotan, after another Volkswagen shanghai joint venture Volkswagen Volkswagen decided to continue using the B5 platform for Passat and Passat Lingyu (long-wheeled Passat base). From August 2010, the Passat B6 wagon will be offered in Asia, which is a fully imported model. But this car in China is simply called Volkswagen Variant, so as not to call it Passat or Magotan. Exclusively for Europe, Japan, Australia and New York was a limited edition Passat R36, which featured a 3.6-liter V6 engine. This version of the Passat put out 300 hp, and featured double exhaust tips, an aggressive front hood, and an all-wheel drive. Passat CC Main article: Volkswagen CC Volkswagen CC Volkswagen CC 130TDI sedan (Australia) Volkswagen CC 130TDI sedan (Australia) CC (Comfort Coupe) is a 4-door coupe version of Passat. It debuted in 2008 at the North American International Auto Show in Detroit. Originally aimed at competing with a similar Mercedes CLS style, the Passat CC intends to be more stylish and luxurious than the previously released Passat B6. In the U.S., the name Passat was dropped and the car was sold as soon as CC. The engines are available in the CC mirror of a conventional Passat, with options for a base 2.0-liter turbocharged four-cylinder or an additional 3.6-liter VR6, which includes a 4-engine all-wheel drive. The Chinese-made CC was released by FAW-VW on July 15, 2010. There are two engine options: the 1.8-liter T and the 2.0-liter T.10 Volkswagen facelifted Passat CC at the end of 2011 during 2012, with style updates akin to the larger Phaeton. For the updated model, Volkswagen has dropped the Passat name for all markets, now matching the Volkswagen CC branding used since 2008 in North America. 2010 facelift (Passat B7) VW Passat B7 Sedan (front)VW Passat B7 Sedan (Rear)VW Passat B7 Option (front)VW Passat B7 Option (Rear) B6 Passat was a facelift by Klaus Bischoff and Walter de Silva and was presented at the Paris Motor Show in September 2010. Although designated by the B7 by VW enthusiasts, the car is not an all-new model. A facelift has led to a new body panels, with the exception of the roof and glass building, with noticeable changes in the grille and headlights. The overall height and width sizes have not changed compared to the B6 Passat, while the length increases by 4 mm. New features include adaptive chassis control (DCC), dynamic light assist glare-free high beams, fatigue detection system and automatic city emergency braking system. He arrived at dealerships in January 2011. The interior was distinguished by minor changes in parts from the B6, although the basic design of the dashboard remained unchanged. In India, the B6 version is likely to be replaced by the B7 version. The Magotan, built by FAW-VW, will also be replaced with a long-wheeled version of the Passat B7. The new model will be exclusive to the Indian market, and at least 100 mm longer than the European B7. In China, the Magotan, built by FAW-VW, will also be replaced with a long-wheeled version of the Passat B7. The new model will be exclusive to the Chinese market, and at least 100 mm longer than the European B7. The engines available for the Magotan B7L range from a 1.4-liter T, a 1.8-liter T, a specially designed 3.0-liter EA390 VR6 FSI 16- In Malaysia, Volkswagen Global has allowed DRB-HICOM to assemble at the Pekan plant since 2011. Passat was a bestseller by Volkswagen Malaysia in 2012 and 2013. Passat Alltrack Volkswagen Alltrack B7 (Europe) Volkswagen Alltrack B7 (Europe) Volkswagen Alltrack B8 (Europe) Volkswagen Alltrack B8 (Europe) In October 2010 Volkswagen presented at the 2011 Tokyo Motor Show Passat Alltrack. Passat Alltrack bridges the gap between the VW passenger range and the SUV range, which includes Tiguan and Touareg. Passat Alltrack was aimed at competing with Subaru Outback, which created a new market niche. They (Alltrack and Outback) both have similarities in the height of the ride and the outer body kit. Passat Alltrack has raised the road clearance from 135 to 165 mm, which improves the angle of approach from 13.5 to 16 degrees, the departure angle from 11.9 to 13.6 degrees and the angle of the ramp from 9.5 to 12.8 degrees compared to the standard Passat station wagon. Passat Alltrack is the only VW in the passenger range that offers 4Motion with an off-road driving program, the off-road system works in conjunction with ABS, electronic differential lock (EDL), DSG and hill descent system for driving on an off-road expedition. The Passat Alltrack engine line consists of two 2.0-liter TDI with a capacity of 103 kW/140 hp, and 125 kW/170 hp and two 1.8-liter petrol engines with 118 kW/160 hp and 2.0 litres of TSI with a capacity of 155 kW/207 hp. TDI models are equipped with standard BlueMotion Technology packages with Stop/Start system and battery regeneration mode to restore brake energy. Two less powerful engine variants 2.0 liter TDI and 1.8-liter TSI Available only in front-wheel drive format with a mechanical 6-speed transmission. The rest of the 4Motion range has a 6-speed automatic manual transmission

DSG, with the exception of the 2.0-liter TDI with a capacity of 103 kW/140 hp, with the possibility of a 6-speed manual transmission. In 2012, at the New York Motor Show, VW showed a Passat Alltrack with a 2.0-liter TDI with a capacity of 125 kW/170 hp called Alltrack Concept to assess the reaction to the future market in the SUV segment. DARPA driverless edition driverless version of Passat Wagon finished second in the 2007 DARPA Urban Challenge. In the spring of 2015, Swiss telecommunications company Swisscom tested an unmanned Volkswagen Passat on the streets of zurich. B8 (Typ 3G; 2015-present) Main article: Volkswagen Passat (B8) Volkswagen Passat (B8) Highline sedan Volkswagen Passat (B8) Highline Variant Eighth generation Passat model was introduced in November 2014 in continental Europe and in January 2015 in the UK as a four-door sedan and estate. Following other Volkswagen Group cars, such as the Volkswagen Golf Mk7, it is based on a stretched version of the MAZ platform, a modular automotive construction platform designed for cross-cutting front-engined vehicles. Light materials such as aluminium and vacuum steel were used to reduce weight. According to Volkswagen chairman Martin Winterkorn, the B8 is a premium car without a premium price, indicating that the Passat plate has been moved to the compact, representative car segment, unlike the previous generation models, which were designed as large family cars., although some auto journalists have criticized this strategy as it effectively puts Passat in competition with the Audi A6. The Passat has been introduced with a large number of advanced driver assistance systems, including a semi-automatic parking system, an ambulance driver's assistant who will automatically take control of the vehicle if the driver has suffered emergency medical attention, an autonomous cruise control system for highway speeds of up to 210 km/h, a system preventing collisions with pedestrian monitoring and variable steering ratios in the market as progressive steering, which will adjust the steering ratios in relation to the current speed. The Passat B7 engine line was re-introduced with this generation with slightly increased capacity, variable displacement for the 1.4-liter TSI petrol engine and two selective diesel engines (SCR), one of which was dual-turbocharged. In mid-2015, the UK plans to launch a hybrid battery Passat GTE with an updated battery from Golf GTE and Audi A3 Sportback sales began in 2016. Led by the new head of design Walter de Silva and the acquisition of VW coachbuilder Bertone, The 2015 Passat won 2015 2015 Car of the Year Award. Other versions of the Volkswagen Passat Lingyu (China; 2005-2015) Volkswagen Passat Lingyu (preliminary facelift) Main article: Volkswagen Passat Lingyu The Passat Lingyu is a restyled version of the first generation Skoda Superb for the Chinese market. Manufactured by SAIC Volkswagen, the Passat Lingyu was introduced in 2005, replacing the Passat B5. The car was designed by Istanbul-born car designer Murat Gunak. In 2009, a version for facelift passat New Lingyu (Xinlingyu) was presented. Production continued until 2015, when it was sold with the new Passat NMS in 2011. Volkswagen built 20 examples of The Passat Lingyu fuel cells in mid-2008, which will be presented at the 2008 Beijing Olympics. Passat NMS (North America and China; 2011-present) Main article: Volkswagen Passat (NMS) Passat has branched out into two models since 2011, one of them is a model positioned mainly in the markets of Europe and right-hand drive, as well as in China as a magotan, and the other is called Passat NMS, which is built for the North American and Chinese market. This model is more downscale compared to the European Passat to achieve a lower price in order to penetrate the main mid-size sedan market. The Passat NMS was split again in 2019, when the Chinese version switched to the MBS platform, while the North American model continued to be produced over the old platform, as the fall of the sedan market in North America deterred further investments in the Passat region based on the M.B.I. First Generation (2011) Volkswagen Passat (first generation before facelift, USA) Known as the new midsize sedan (NMS) before its opening in January 2011, this model was developed for the North American market, replacing the B6 Passat sedan and wagon on its introduction, Passat NMS was part of Volkswagen Group's strategy to sell more than 800,000 cars per year in the North American market. Passat NMS is on the market in North America, Korea, the Middle East and China, with no plans for a station wagon/manor. North American, Middle Eastern and South Korean models are manufactured at the Chattanooga assembly plant. In China, the new model is built by SAIC-Volkswagen at its Nanjing plant and position market as a more upscale model with some internal and external differences from the North American model, such as wood-trimmed steering wheel, rear vents and LED headlights with an accent. It was sold along with models such as the long-wheeled version of the European Passat, known as Magotan, and based in the B5 Passat Passat Lingyu. The second generation (North America, 2019) Volkswagen Passat (second generation, USA) New Passat for market was released in 2019 as a model of 2020. The 2020 Volkswagen Passat NMS has been completely redesigned, with the exception of the platform and with a revised exterior style, new combinations of wheels and tires. Each metal stamping in the exterior has been replaced, except for the stamping of the roof. It features more standard safety and technology features that include a suite of standard driver assistance technologies, and a 6.33-inch glass touchscreen infotainment complex with a VW CarNet 4G LTE in-car telematics. The second generation is still equipped with a 174-horsepower, 2.0-liter TSI I4 petrol engine and a six-speed first-generation automatic transmission. The second generation (China, 2019) Volkswagen Passat (second generation, China) revealed on October 12, 2018 SAIC Volkswagen, the Chinese market 2019 Passat was built on the new platform Volkswagen Group MB. Despite the great similarities between Chinese and North American Passats, they are completely different models based on different platforms. The model replaces the Volkswagen Passat NMS in China, while the European version, which is called Magotan, will be sold separately. Trim levels are known as 280TSI, 330TSI and 380TSI. The 280tsl models get a 1.4-liter EA211 engine, while the 330TSI and 380TSI models get a 2.0-liter EA888 engine. All models are available with the 7-speed DSG transmission as standard. Inquiries: VW refers to the old name of a new car made in Chattanooga. Timesfreepress.com. received on August 12, 2011. - Auto 2000 (1981). Volkswagen AutoMuseum (in German). Volkswagen. Archive from the original on July 7, 2006. 1981 Volkswagen Auto 2000 - Concepts. 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