



The Interior

Valuable and Dynamic

The new Polo sets standards in its class when it comes to the look and feel of the materials used as well as the quality of the finish. Its interior radiates dynamics with the cockpit orientated towards the driver, something that will appeal to younger customers in particular. The “Trendline”, “Comfortline” and “Highline” equipment lines are built upon one another incrementally. The more exclusive version always has the equipment of the lower ones, as well as some functions in addition.

1 The Dashboard

As far as the dashboard is concerned, particular emphasis was placed on material selection. The dashboard, provided with two newly developed graining patterns, is available with a soft surface in slush technology starting from the “Comfortline” trim level, **Figure 1**.

In the “Trendline” version, high-gloss black decorative elements embellish the interior, the interior design of both more exclusive equipment lines is further uprated by chrome rings around the nozzles, lighting dial, controls for the air conditioning and the outline of the switch panel. It is possible to select between the two trim colours of “titanium black” and “seashell” in order to underline the individuality of the interior even further.

Great attention has been paid to the design of the glove compartment, **Figure 2**. Now, the cooled glove compartment also forms part of the standard equipment for A0 class vehicles with air conditioning. When driving in summer in hot weather, this makes it possible to reduce the temperature in the glove compartment compared to a non-ventilated compartment. If required, the cooling can be stopped using a valve.

In addition to the adjustable cooling, functions such as a pen holder, card holder and coin holder are also provided in the cover of the glove compartment. The owner’s manual is conveniently stored underneath a cover in the base of the glove compartment. This means significant storage space is still available in the generously sized glove compartment.

Whereas the previous models did not provide a suitable place for storing eyeglasses, appropriate provision has now been provided in the cover of the glove compartment. The compartment is equipped with a soft surface to avoid scratching eyeglasses. The eyeglasses compartment can also be used for positioning an MP3 player, which can be connected to the MDI box in the glove compartment. It is operated using the radio, whilst the MP3 player is not visible externally. In addition, the optional button for checking the tyre pressure, as well as the front seat passenger airbag deactivation switch are located in the glove compartment.

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Figure 1: Dashboard



Figure 2: Glove compartment

2 The Centre Console

Relaxing driving is made possible by the optionally available armrest in the centre console, with its adjustable angle function, as well as the steering column with

its standard adjustable rake and reach, **Figure 3**. The armrest is always fabric-covered, giving soft support to the arms.

There are three cup holders in all equipment variants. The two integrated cup holders for the front passengers will

accommodate all normally encountered cans, cups and bottles up to a capacity of 0.5 l, **Figure 4**.

There is a cup holder integrated in the “Trendline” version for rear passengers. In variants with a centre armrest, the cup holder can be folded out and also accommodate containers up to 0.5 l in volume. There are holders in the front door trims for especially large bottles with a volume of up to 1.5 l.

A particular feature of the centre console is the large, illuminated storage compartment forward of the cup holders. This compartment can also be used for storing large objects such as a digital camera. Small objects that need to be close to hand can also be kept in the oddments boxes on the left and right of the parking brake. A flock-lined storage compartment in the optional centre armrest rounds off the storage concept in the centre console. The flock-lining prevents rattling of the items stored in it.

There is a 12 V socket forward of the selector lever for powering a mobile phone or external navigation system.

If the occupants wish to listen to an external audio device via the car's loudspeakers, it can be connected to the AUX-in socket next to the 12 V socket.

The optional smoker version features a cigarette lighter instead of the 12 V socket, which can also be used as a power socket. The ashtray, **Figure 5**, is located either in one of the two front cup holders or also in the rear cup holder of the centre console, allowing it to be flexibly positioned in the car. This concept allows the ashtray to be easily removed and cleaned. Non-smokers can also use the biggest ashtray in the class as a rubbish container.



Figure 3: Centre armrest



Figure 4: Cup holder in the centre console

3 Door Trim

The high-quality impression of the instrument panel is continued in the door trim, **Figure 6**. Here too, particular value has been placed on selecting appropriate materials with which occupants come into contact directly. Even the armrest of the "Trendline" version is covered with soft fabric, whilst the door handles are chrome-plated. In all the more exclusive trim versions, the door insert has a contrasting coloured fabric lining. The door handle gives a solid and high-quality impression. The controls in the door trim are ergonomically positioned and can be operated intuitively. This applies in particular to the "lock/unlock" switch and the mirror adjustment button. Power windows at the front are fitted as standard in all equipment lines. As well as the holders for PET bottles with up to 1.5 l volume, the front doors now feature storage compartments as do the rear doors.

4 Interior Trims

As far as the moulded headlining is concerned, the high-quality impression, look and feel of the décor must be emphasised. The moulded headlining consists of a foam-lined fabric décor and is installed in this high-quality version from the basic model and upwards.

The coat hook on the B-pillar trim is new in a car in this class. In contrast to having an integrated coat hook on the

roof grab handle, the coat hook on the B-pillar trim makes it easy to hang up a coat since there is no longer any need to work over head height. Another advantage is that visibility through the rear side windows is not impaired.

Carrying a high-visibility tabard is now compulsory in many EU countries. To enable this to be kept close at hand inside the car without taking up any space in the glove compartment, the new Polo is equipped as standard with a storage compartment low down in the A-pillar trim on the passenger side, where the high-visibility tabard can be placed without taking up much space, **Figure 7**.

5 The Luggage Compartment

The luggage compartment of the new Polo offers good operating comfort and capacity. In spite of the greater space in the passenger compartment, the luggage compartment's capacity has increased by 10 l to 280 l. The functional atmosphere in the passenger compartment is continued in the luggage compartment as well. Needled fleece trims cover all of the metal areas, meaning that even relatively large, bulky objects can be transported without scratching the side trims. Load securing points and bag hooks round off the package. Use of the latest materials made from composite plastics for the load bed and tonneau cover makes it possible to combine a high loading capacity with low weight. Folding up the seat



Figure 5: Ashtray

cushion and folding down the rear seat backrest gives a flat loading surface for transporting large objects.

FEM (finite element method) calculations performed at an early stage enabled a sandwich component to be developed from a polyurethane and honeycombed cardboard system as the carrier for the load bed. Despite its low inherent weight, this system offers enormous rigidity and can carry up to 120 kg when transporting heavy items.

A variable load bed will be offered for the first time in the new Polo. This system enables the customer to position the load bed on two levels. The lower position offers the greatest storage volume. The upper position offers a flat load surface including the additional possibility



Figure 6: Front and rear door trims



Figure 7: High-visibility tabard compartment



Figure 8: Luggage compartment

of storing various items underneath the load bed, **Figure 8**.

6 The Seats

6.1 Front Seats

The seats are the most important interface between the occupant and vehicle and are decisive for optimum driving comfort. Three seat styles are offered in the new Polo depending on the equipment line, and all three styles feature upholstered parts that are ergonomically contoured, **Figure 9**. Differentiation between the “Trendline”, “Comfortline” and “Highline” variants is achieved by the upholstered contours, seat covering materials as well as the types and positions of the seams.

Particular emphasis was placed on seat comfort and ergonomics in all variants. High-quality MDI cold foam cushioning sections with high density result in seats that feel soft when sitting down, offer magnificent support and optimum shape recovery after long drives. In the “Highline” in particular, a more sporty character has been achieved by having pronounced side bolsters on the seat and backrest. Another “Highline” equipment variant allows the seat covering to be ordered as “Alcantara” (microfibre material) as an option. The seat position is adjusted by an ergonomically redesigned

seat height adjustment lever and backrest adjustment wheel.

The “Comfortline” and “Highline” trim features storage pockets on the backs of the front seats, drawers under the seat base as well as height-adjustable front seats, all as standard. Optionally, the front

seats can be ordered with two-stage seat heating offering a very rapid response.

The whiplash performance of the new Polo seats has also been significantly optimised. To achieve this, the contour and structure of the two-way headrest have been configured to help minimise the risk of cervical spine injuries in the event of a rear-end collision.

The two-door variant of the new Polo has the same equipment lines when it comes to the seats. An easy-entry system is provided as standard from “Comfortline” onwards. This system makes it easier to get into the second seat row. The seat can be pushed forwards by operating the backrest release lever and folding the backrest forwards. The memory function of the system means that the seat returns to its previous front/back and backrest position.

6.2 Rear Seat System

Comfort has been written large in the design of the rear seats as well. An emphasis on ergonomic contours, a tall backrest and dishing of the seat and backrest surfaces all combine to give the passengers in the rear a first-class standard of seat comfort.



Figure 9: The Seats



Figure 10:
Air conditioning
control

The rear seat system in the “Trendline” trim level features a non-split backrest and non-split seat base as standard. The backrest and seat base of the “Comfortline” and “Highline” trim levels, on the other hand, have a 40:60 % split as standard, and this feature is optional in “Trendline”. The backrest of the rear seat bench has a higher backrest pivot point than in the previous model, allowing it to be folded down without having to fold up the seat base cushion first. However, to make optimum use of the load space, it is still possible to fold up the seat base and fold the rear backrest down horizontally. In combination with the variable load bed, this gives a completely flat

floor without the need to lift items over a loading sill when putting them into the luggage compartment.

Another innovation compared to the previous model takes the form of comfortable headrests (“L-headrest”) which are shaped in such a way as to allow them to be pushed down when not in use. This means rear visibility is improved as compared to conventional full headrests. Furthermore, the headrests no longer need to be removed when the backrest is folded down, but can remain in the backrest.

The backrest is locked against the striker by means of a new rotary catch lock, and the striker is firmly connected

to the body structure. The locking mechanism features a red indicator that is visible from the front seats, displaying if the backrest is not locked in position. The new operating unit has an optimum ergonomic shape, and offers the convenience of one-hand operation when folding the backrest.

7 The Air Conditioning

The objectives when developing the heating and air conditioning for the new Polo were to set new standards in this class in terms of thermal comfort as well as exceeding statutory requirements for safety-relevant dehumidification and de-icing. The filter is connected at the blower output, and functions both in fresh air and recirculating air modes in the new Polo. The heating system incorporates a pollen filter, while there is a combination filter in the air conditioning systems which not only filters out particles but also includes activated charcoal to further improve air quality. From “Comfortline” onwards, the new Polo is equipped with “Climatic”. The optional “Climatronic” has been revised and offers a new design and optimised functions, **Figure 10**.

The evaporator with an expansion valve is located on the transfer box housing with the task of guaranteeing optimum air flow and temperature distribution according to the settings on the controls. The low-temperature circuit is equipped with an externally controlled compressor, allowing the evaporator temperature to be controlled according to requirements. This leads to lower fuel consumption and reduced CO₂ emissions.

In the highly efficient diesel engine models, a PTC is connected after the heating heat exchanger, which increases the heat output if required and selected by the customer, by means of electrical air heating. This feature is necessary because these engines have low heat losses for heating up the interior. The interface to the heating heat exchanger is formed by quick-release couplings which make it easier to install the cooling water hoses. Warm air is supplied to rear-seat occupants by rear channels running under the front seats, **Figure 11**.

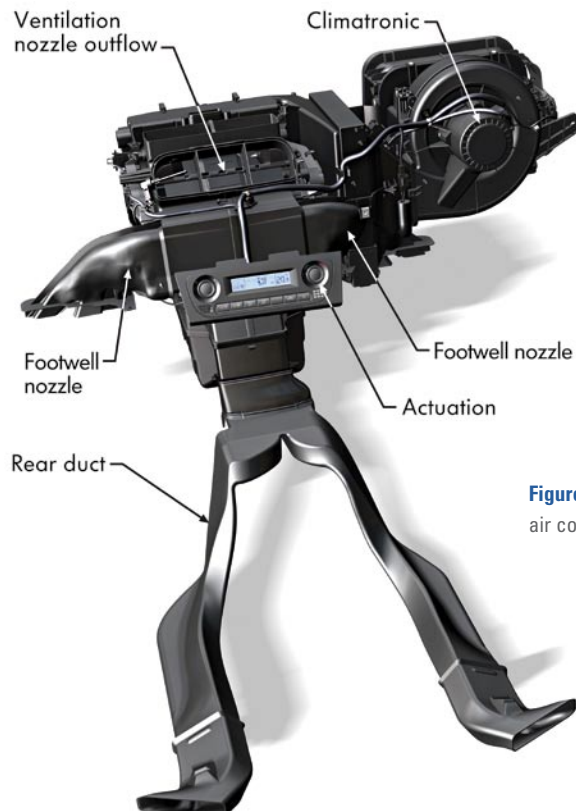


Figure 11: Overview of
air conditioning