

## High Voltage - The Next Generation of Golf

In June 2008, E.ON joined forces with Volkswagen and other partners to carry out an electro-mobility field test. The test centers around the Golf Variant TwinDrive – what looks like a completely normal Golf Variant from the outside, is in fact a low-emission, hybrid car under the hood. The TwinDrive employs an electric engine for zero-emission driving in urban areas or over shorter distances. Its lithium ion batteries can be charged via a normal power socket, making the car a so-called plug-in hybrid. Over longer distances or when the battery runs out, the combustion engine then takes over. As a result, drivers don't have to consider any

limitations when it comes to how far they can drive. In 2010 the first vehicles will be taking to the streets equipped with this technology. The aim is to discover how this hybrid technology performs in everyday situations. E.ON then mainly looks into how the power grids have to develop in the future, when millions of electric cars will be connected to the distribution network. The company is also committed to developing scenarios for how vehicles can be exclusively charged on electricity from renewable sources. The German government has also recognized the potential of this concept and is supporting this field test.

### Technical information Golf Variant TwinDrive

Engine	TSI petrol engine + electric motor (permanent magnet synchronous engine, 650 Nm)
Capacity	90 kW (petrol engine) 85 kW (electric engine)
Battery	Lithium ion battery
Battery weight	160 kg
Interface to the distribution network	230 volt plug
Range	50 km on electric power
Average consumption	3 l Super or 8 kWh/100 km



At the Golf TwinDrive unveiling (from the left): Klaus-Dieter Maubach, Chairman of the Board of Management at E.ON Energie AG, Federal Minister for the Environment Sigmar Gabriel and VW CEO Martin Winterkorn.