

Petrol

The octane number required by your vehicle can be found in Booklet 3.3 "Technical Data" and on the inside of the tank flap.

General notes

- Unleaded petrol must comply with DIN EN¹⁾ 228 and leaded petrol with DIN 51 600.
 - If in an emergency the octane rating of the available petrol is lower than that required by the engine, only drive with medium engine speeds and low engine loading.
- High engine loading with full throttle or high revs can cause engine damage.** Fill tank with petrol of the correct rating as soon as possible.

- Fuel with a higher octane rating than that required by the engine can be used without limitation. There are however no advantages regarding output and consumption.

On vehicles with catalytic converter only unleaded petrol may be used.

Even one tankful of leaded petrol will detract from the efficiency of the catalytic converter.

In the interests of our environment unleaded petrol should be used whenever possible, even on vehicles without a catalytic converter.

Please also refer to the notes in Booklet 3.1, "Filling up".

¹⁾ Euro-Norm

Petrol additives

The quality of the fuel has a decisive influence upon the running behaviour, performance and service life of the engine. The additives which are mixed into the petrol are of particular significance. It is therefore advisable only to use **good quality petrol containing additives**.

If such fuel is not available, or if engine troubles such as starting difficulties, stalling during idling, vibration and loss of power occur, the appropriate additives should be mixed with the petrol when filling the tank. At temperatures between about 0 and 15 degrees C, these additives prevent possible icing up of the carburettor, have an anti-corrosion effect, clean the fuel system and prevent deposits building up in the engine.

Not at all petrol additives available in accessory outlets have shown themselves to be effective. Therefore tested additives sold under the name "Volkswagen/Audi Genuine petrol additives for petrol engines" are available from Volkswagen dealers in Germany and in many export countries.

The Volkswagen dealers are also informed concerning the use of additives, and they know what to do in cases where deposits have already built up.

Other petrol additives should not be mixed with the petrol.

Diesel

Diesel fuel must correspond to DIN EN¹⁾ 590.

CN²⁾ not lower than 49.

RME fuel (diester)

corresponding to DIN 51 606.

Vehicles with diesel engines can also run on **RME fuel (Rapeseed Methyl Ester)**.

Please ask your Volkswagen dealer or an automobile club where diester is available.

Please also refer to the notes in Booklet 3.1, "Filling up".

Properties of RME

- RME is chemically produced from vegetable oil (predominantly rapeseed oil) in a process whereby the oil is mixed with methanol and converted, via a catalyst, into RME.
- RME is almost totally sulphur-free. The combustion of RME thus emits practically no sulphur dioxide (SO₂).
- The exhaust gas also contains less
 - carbon monoxide,
 - hydrocarbons
 - particles (e.g. soot)

than with conventional Diesel fuel.

All emissions values are lower than legal requirements.

- RME fuel is biodegradable.
- Performance figures may be slightly lower.
- Fuel consumption may be slightly higher.
- RME can be used in winter to temperatures down to approx. -10°C.

- Diesel fuel must also be tanked at ambient temperatures of under -10°C in order to prevent flakes forming in the RME fuel. The mixing ratio of Diesel to RME fuel must be approximately 50 : 50.

Smoke could develop if the percentage share of RME in the mix is higher than 50 %.

- RME can be mixed in any ratio with Diesel fuel during the warmer seasons.

¹⁾ Euro-Norm

²⁾ Cetane Number - Measurement of diesel fuel ignitability.