



**Fuel-saving tips for
your Volkswagen.**



It's pretty simple, really.

Remember when you first learned to ride a bike? What a great feeling – the freedom to go wherever you pleased. Under your own steam. And off you went to explore the world. Then, almost without realising it, you began learning the little things that make riding a bike that much easier: don't overload your bike; get your head down to lower the wind resistance; and keep your tyres pumped up. Riding a bike with flat tyres is hard work! It was a simple lesson to learn, but an important one: pump up those tyres and it's like riding on air.

The muscle power that drives your bike is like the fuel that drives your car. Depending on the way you drive, you can easily cut your fuel bill by as much as 25%. Which means that **if you cover, say, 18,000 kilometres a year in a Golf TDI you could save around EUR 400** *(based on a price of EUR 1.30 per litre)* **and ease the load on the environment by some 800 kilograms of CO₂.**

On the following pages we've compiled a selection of the best tips on how to save fuel. Your pocket will benefit and so will the environment – and the more relaxed style of driving will ease the strain on your nerves as well. But best of all: once you've put these tips into practice, you're never likely to forget them. Just like you never forget how to ride a bike.



Avoid short trips.

Try to combine those short trips to the newsagents, the post office and the local shops or think twice before taking the car at all. Because a cold engine is a hungry engine. When outside temperatures are low, fuel consumption over the first four or five kilometres can be **as high as 30 litres per 100 km – less than 8 mpg!**

On a short trip, before your engine has reached normal operating temperature the car is back in the garage, so for most of the time your fuel consumption will be above average. And incidentally, leaving the engine running just to warm it up is not only against the law in some countries, it also makes no sense in technical terms and it's a waste of fuel, as well.

Before you leave

Potential savings

Around town



Motorway





Check your tyre pressures.

Riding a bike with flat tyres is a waste of energy. The same applies to your car: putting the right pressure in your tyres will reduce the rolling resistance. If you're just 0.2 bars off the ideal pressure, you're already adding 1% to your fuel bill. For the price of a slight drop in comfort you can keep your tyres at the pressure recommended for the fully-loaded vehicle, even when you're on your own and with no luggage on board. In your Volkswagen, you'll find the recommended tyre pressures on the inside of the fuel filler flap.

One of the criteria when Volkswagen selects the original tyres for your car is minimum rolling resistance. So when you need to replace them, be sure to choose tyres with optimised rolling resistance. They can bring **fuel savings of up to 3%**. That not only saves you money; it also brings a marked reduction in road noise.

Before you leave

Potential savings

Around town



Motorway





Use fuel-efficient engine oil.

Fuel-efficient oil is fully synthetic low-viscosity engine oil. While it may be a bit more expensive, this type of oil will **cut your fuel consumption by as much as 5%**. It does so by reducing the friction in the engine and during cold starts in particular fuel-efficient oil is distributed around the engine better and faster. So the effect is most pronounced in vehicles that are mainly used for short trips.

Almost every new Volkswagen leaves the factory with a first-fill of long-life fuel-efficient oil. Always make sure your car has enough oil and observe the recommended oil-change intervals. That way your engine can do its job efficiently and keep emissions down. But what should you do when you need to top-up the oil? That's easy: you can always tell a fuel-efficient oil because there will be a zero in front of the »W« in the classification code. Also, when choosing your oil, be sure to buy one that's been approved by Volkswagen. You'll find them listed in your owner's manual or simply ask your Volkswagen dealer.

Before you leave

Potential savings

Around town



Motorway





Avoid unnecessary weight.

Cycling with a heavy pack on your back is hard work. And for drivers too the rule is that less weight means less fuel consumption and less impact on the environment. So no matter if it's that bag of empty bottles and waste paper you've been meaning to take to the recycling point or a heavy toolbox, remember that every kilogram costs you fuel. **An extra 100 kilos will increase your fuel consumption by up to 0.3 litres/100 km.**

Before you leave

Potential savings

Around town



Motorway





Think aerodynamic.

When you want to go as fast as possible on your bike, you keep your head down to reduce wind resistance. So it's not hard to imagine that by fitting roof racks, roof boxes and the like you cancel out the aerodynamic benefits designed into your Volkswagen. At just 100 km/h a Golf with three bikes on the roof will use **around 2 litres/100 km more fuel**. Speed up to 130 km/h and we could be talking about almost 4 litres/100 km. And at 160 km/h the car uses roughly twice as much fuel as without the roof-top luggage. Even empty roof racks impact on your fuel consumption. So when additional rooftop fittings are not in use, take them off your car, particularly if you're going to be travelling at speed on the motorway.

Incidentally, speed alone has a surprisingly strong influence on aerodynamic drag. Double your speed and aerodynamic drag will increase four times over.

Before you leave

Potential savings

Around town



Motorway





Change up early.

On a bike, high gears are for high speeds. In a car, a higher gear is a more economical gear. So for most cars the general rule is to **change up into third at 30 km/h, into fourth at 40 km/h and into fifth as early as 50 km/h**. You won't hear your engine complain about running at low revs. And if the traffic situation permits, you can skip a gear as you change up, shifting from third into fifth for example – that won't harm your engine either.

Don't wait until the red line comes up on the rev counter before changing gear. Use first gear just to get the car moving and change into second once it's moved through its own length. And in automatic models, avoid activating the kick-down feature.

Incidentally, in some of the BlueMotion models from Volkswagen, the gear change indicator will always indicate the ideal time to change gear. And the innovative dual-clutch gearbox DSG from Volkswagen invariably shifts through the gears with perfect timing, all by itself.

On the road

Potential savings

Around town



Motorway





Just let it roll.

When you stop pedalling for a moment on your bike and let it roll along on the flat or downhill you save energy and still make progress. And you can do just the same in your car. **When approaching a red traffic light, for example, the first thing to do is take your foot off the accelerator and let the car roll.** It will coast along and the fuel supply will be interrupted. And on downhill stretches too, leave the chosen gear engaged but let the car roll. You should only depress the clutch if the car's going too slow – if you want to go faster on a gentle downhill slope for example – or if you have a long stretch ahead of you as the car rolls to a standstill. With the clutch depressed, the engine will simply tick over at idling speed.

You might find it helps to switch your multi-function display to »current fuel consumption«. That way you can see the fuel-saving effect of coasting with your foot off the accelerator. But don't overdo it with your fuel-economy efforts. Never switch the engine off while the car is moving. It does make sense to switch off at a red light or a level crossing, though, if you have to wait more than 20 seconds. Because allowing the engine to idle with the vehicle stationary for just three minutes uses as much fuel as driving one kilometre at 50 km/h.

On the road

Potential savings

Around town



Motorway





Look well ahead and go with the flow.

Professional bike racers can master even the toughest stretches because they have learned not to waste their energy with unnecessary braking and acceleration. Instead, they »go with the flow«. There's a lesson here for drivers, too: **always keep an adequate distance from the vehicle in front.** That way you can compensate for sudden changes in speed by taking your foot off the accelerator rather than braking and then accelerating again. Because that's what uses up energy – and adds to your fuel bill.

On the road

Potential savings

Around town



Motorway





Drive smoothly and steadily.

If you ride your bike flat out from start to finish you're sure to pay the price next morning when you try to ease your stiff muscles. Similarly, when you take your car above 100 km/h you need to realise that your fuel consumption rises faster than the speed of the vehicle. **Maintaining a steady speed makes more sense than intermittent bursts of acceleration and braking. The steadier your speed the better.**

If you keep to a steady, moderate speed on the motorway, you'll generally find you reach your destination just as fast as a driver who's forever accelerating then having to brake. At the same time you'll use less fuel and spare your tires, brakes and other components subject to wear and tear. And above all you'll be doing something to ease the strain on the environment – and on your nerves.

Cruise control is one good way to ensure you save fuel by maintaining a steady speed. If you travel at 130 km/h for an hour, you will ultimately use less fuel than someone who travels at 100 km/h for the first half hour, then 160 km/h for the next.

On the road

Around town

Motorway

Potential savings





Make moderate use of auxiliary equipment that uses energy.

Comfort may be important, but you can overdo it. Take air conditioning for example: to cool a hot interior on a summer's day, the air conditioning has to work really hard. And that will increase your fuel consumption. But even when it's only trying to maintain a steady temperature – particularly at low speeds – **the air conditioning can raise fuel consumption by as much as 2 litres/100 km**. So the best thing to do is air the car before you set off, then leave the windows open for a while before you switch the air conditioning on. And in winter the best setting for your air conditioning is »Econ« – for economy.

Keeping a cool head is all well and good, but avoid setting interior temperatures way below the outdoor level. Cooling the interior to 18 degrees when it's 30 degrees outside not only means hard labour for the air conditioning, it also involves the risk that you and your passengers will catch a cold. That said, the alternative – opening a window – stops making economic sense once you're out of town. An open window on the motorway at 130 km/h will add 0.3 litres/100 km to your fuel bill. And be sure to switch off all screen and seat heating as soon as their job is done.

On the road

Potential savings

Around town



Motorway



All the tips at a glance.

Do you mainly drive around town – commuting to work perhaps? Or do you do most of your driving on the motorway? The tables on the right indicate which tips are most valuable for the different types of driving.



Potential savings

Before you leave

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Even when you take the car.

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