The Further Developed Phaeton from Volkswagen

In autumn 2008, the Phaeton from Volkswagen underwent a substantial advancement in development. The key elements include a completely revised infotainment system, various improvements to the engine range and new design accents in the interior.
1 Introduction

The Phaeton has successfully established itself in the luxury car segment. It is valued for its long-distance comfort and its traction properties even in adverse weather conditions, thanks to its “4MOTION” permanent four-wheel drive system.

Some major innovations were already introduced in the spring of 2007, when the Phaeton became the first luxury car to comply with the future EU5 emissions standards with its V6 TDI diesel engine. The ACC (Adaptive Cruise Control) system was extended by the addition of the Follow-to-Stop function, and the new driver assistance systems were introduced: „Front Assist“ with the “stopping distance reduction” function (pre-conditioning of the braking system and preventive brake intervention if the car gets too close to the vehicle in front) and „Side Assist“ (lane change assistant for monitoring blind spots). In addition, an even more user-friendly telephone system with mobile phone connection via Bluetooth „rSAP“ (remote SIM Access Profile) was integrated.

In autumn 2008 a further substantial advancement in development took place. The main components are a completely revised infotainment system, various improvements to the engine range and new design accents in the interior, Cover Figure.

2 New Generation of Info- and Entertainment

With the further development of the Phaeton — above all in the interior in the area of infotainment and comfort functions — customers from Autumn 2008 will have the benefit of innovations that allow an even higher level of functionality and user-friendliness. Highlights include the introduction of the new „RNS810“ radio/navigation system, a twelve-channel high-end Dynaudio sound system and the changeover to white LED lights for the switch lighting. Furthermore, the car now addresses the growing demand among customers for solutions to integrate their own communication systems into the vehicle with the possibility of a standardised operating and display philosophy with the new infotainment system.

To implement the new system, the complete CAN bus-based infotainment architecture had to be functionally revised, Figure 1. Two newly developed components form the basis of the system: the

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