Service Training

Self-study Programme 354

Jetta 2006

The launch of the Jetta 2006 sees the continuation of a 30-year success story. The new Jetta sets new standards that combine design with comfort and modern technology to create a high-quality vehicle. Detailed solutions, increased engine power and additional safety features place the Jetta ahead of the competition in its class.

The new Jetta is built at Volkswagen's Puebla plant in Mexico. This plant opened in 1964 and produced the original Beetle. At present, 14,000 people work in Puebla. The New Beetle is built there among other vehicles.

Features of the new Jetta:

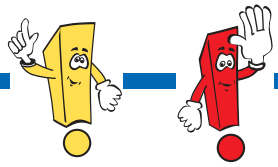
- Elegant design
- Top quality
- Top-class manoeuvrability
- An extensive safety package
- Innovative drive train technology
- Ample interior space

S354_002

There are separate self-study programmes on the following topics:

- SSP300 6-speed Automatic Gearbox 09D
- SSP308 The Direct Shift Gearbox 02E
- SSP317 The Electromechanical Power-Assisted Steering with Double Pinion

NEW **Important Note**



The self-study programme shows the design and function of new developments.
The contents will not be updated.

For current testing, adjustment and repair instructions, refer to the relevant service literature.

Contents

In Brief

Jetta 2006

The Jetta 2006 sets standards for its class in many areas, for example:

- Safety
- Design
- Quality
- Manoeuvrability
- Spaciousness
- Driving dynamics

- High-end radio and audio system

- Extensive storage concept

- Electromechanical power steering

- Optional headlights with Bi-Xenon technology

- ABS and ESP MK60

Further features:

- Windscreen wipers with rain sensor
- Optional parking aid

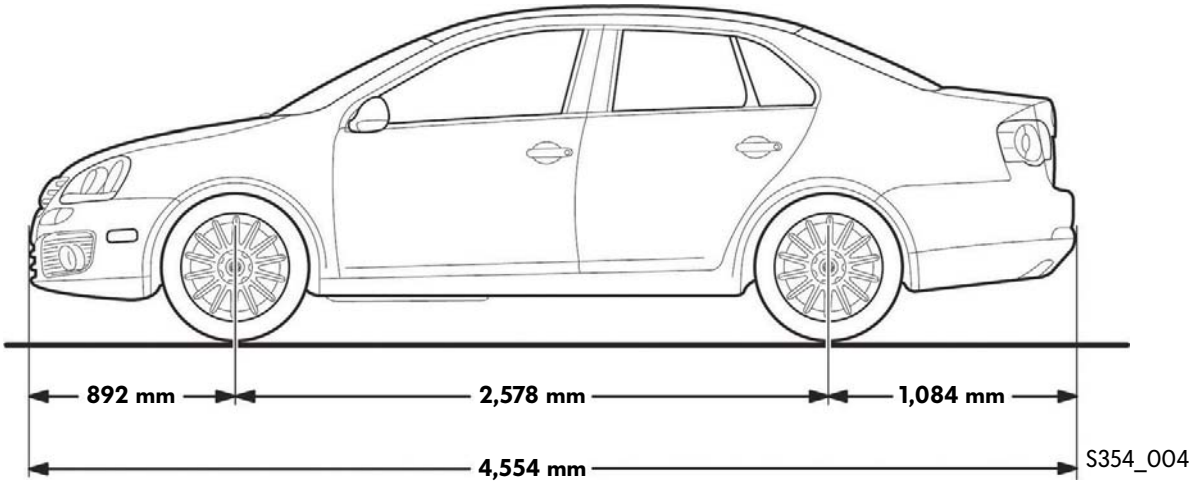
- 2C-Climatronic (2-zone air conditioning)
- Split taillights
- Four-link rear axle
- Driver adjustments using multi-function switches

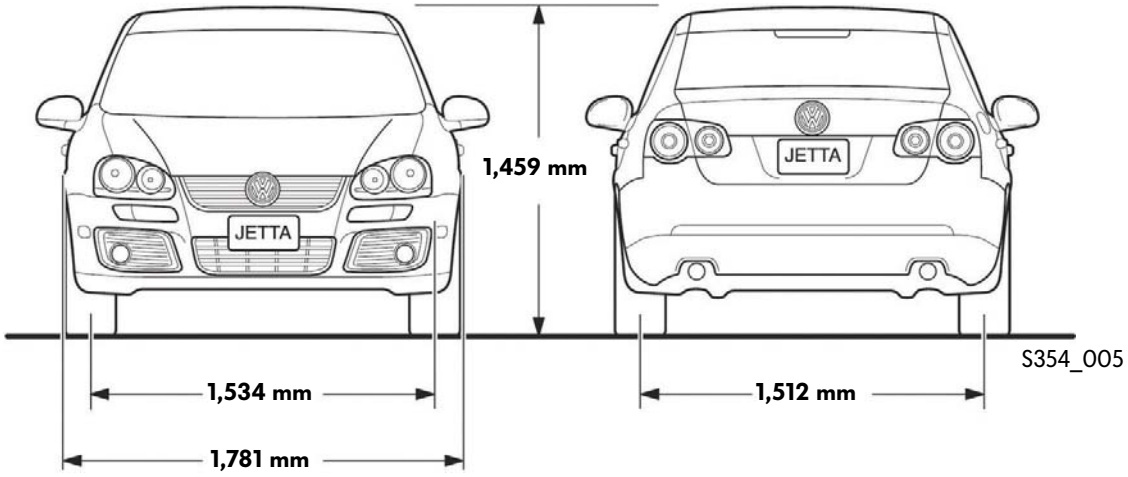
S354_003

Technical data

The drawing shows the dimensions of the new Jetta.

Exterior dimensions and weights





Exterior dimensions

Length	4,554 mm
Width	1,781 mm
Height	1,459 mm
Wheelbase	2,578 mm
Track width at front	1,534 mm
Track width at rear	1,512 mm

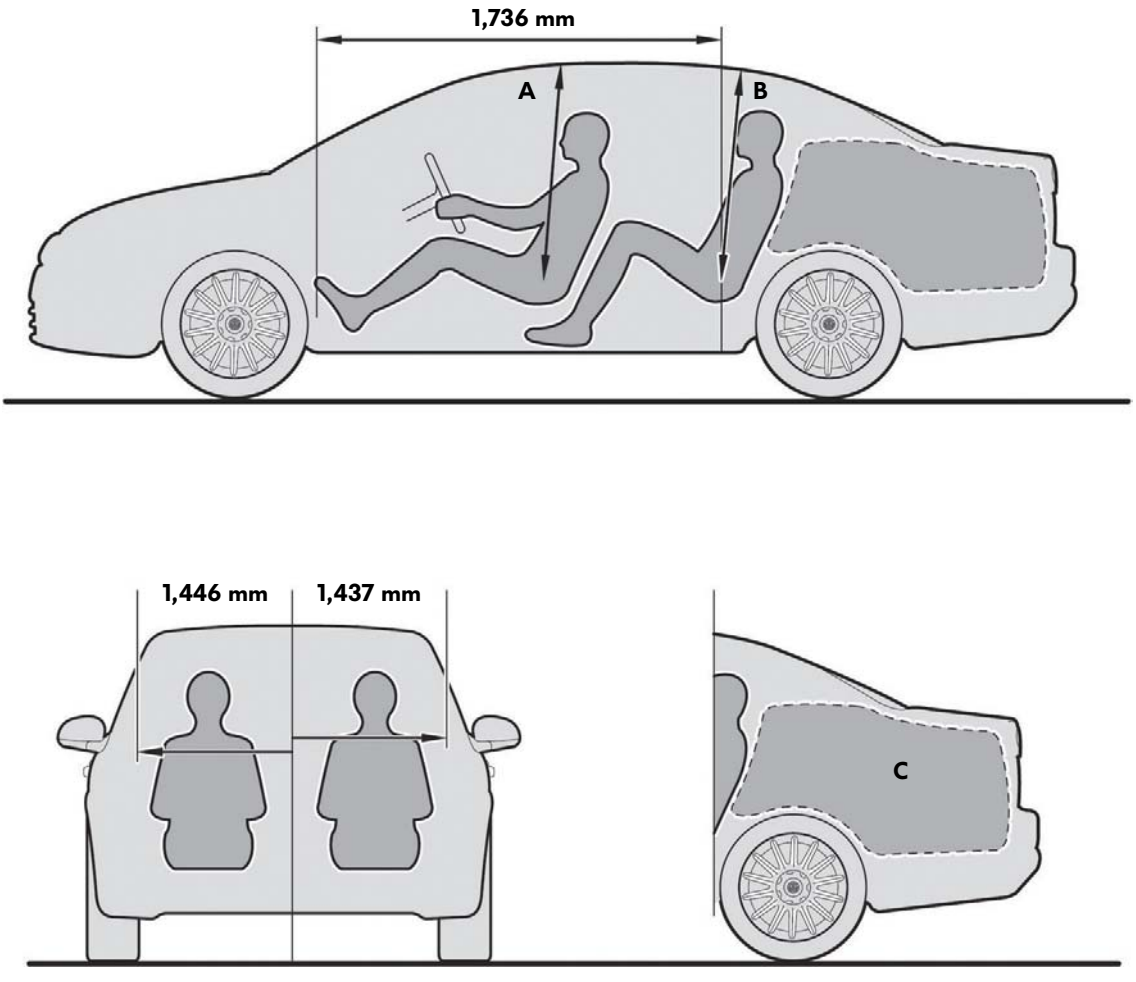
Weights

Maximum weight	From 1,870 to 1,990 kg*
Curb weight	From 1,348 to 1,470 kg*

* Varies depending on model

Cd value	0.31

Interior dimensions



S354_006

Interior dimensions

A	Front headroom	From 949 to 975 mm*
B	Rear headroom	From 941 to 945 mm*
C	Boot volume	527 l

* Varies depending on model

Body

Body structure

Static and dynamic stiffness

The new Jetta sets standards in terms of static and dynamic stiffness. This stiffness was achieved by using weight-saving construction methods, i.e. lightweight components are used throughout the car.

Laser welding technology

The assembly plant in Puebla, Mexico, is increasingly using laser welding technology to produce the body-in-white for the new Jetta. The increased use of laser weld seams leads to a considerable improvement in body stability and stiffness.

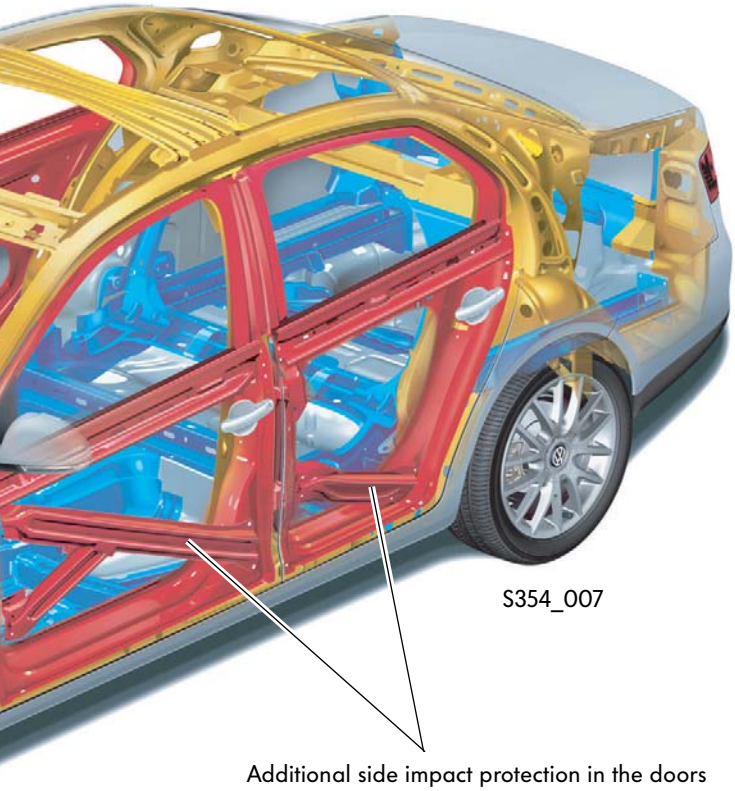
Laser welding technology not only raises the build quality, it also improves the quality of the body. This is achieved by reducing the welded area while also reducing the sheet metal deformation, which was caused by the pressure and heat required for older welding techniques.

Legend:

Red = side crash area
Yellow = passenger cell
Blue = frame structure

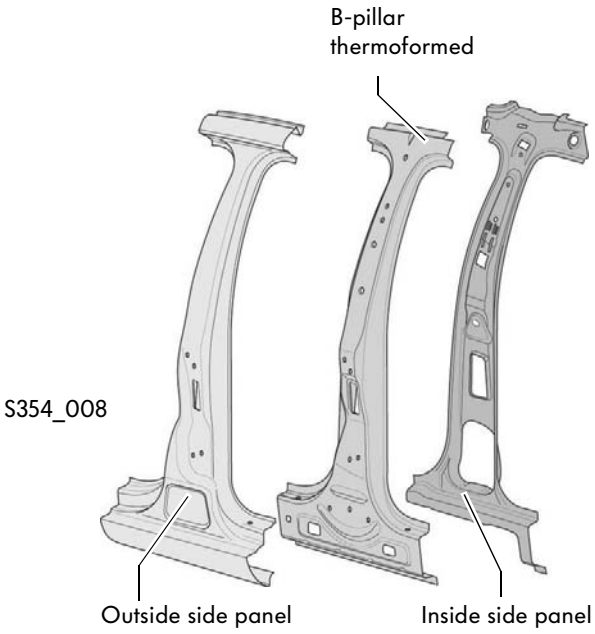
B-pillar

The B-pillar is made up of 3 shells. It offers a high level of safety for occupants in side collisions thanks to the use of thermoformed sheets.



S354_007

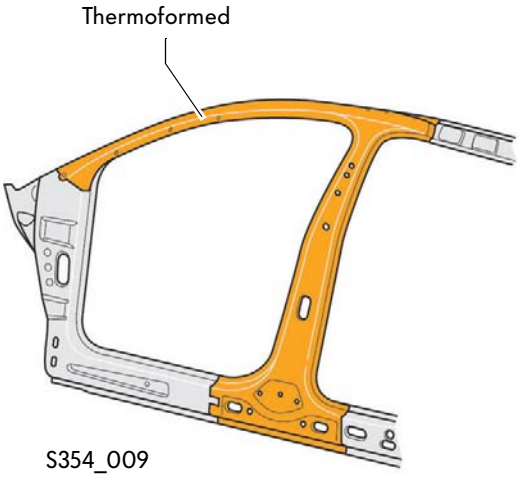
Additional side impact protection in the doors



S354_008

Thermoformed sheets

Thermoformed sheets are used for the B-pillar and the body section running towards the A-pillar. The strength of these components is achieved with special heat treatment before and during the shaping process in the mould.
Thermoformed sheets are stronger and lighter than normal sheets.



S354_009

You will find further information on thermoformed sheets in self-study programme 338 “The Golf Plus 2005”.

Body

Features

Glazing

The front and rear windscreen are glued in.

Front windscreen

A section for the chassis number label has been integrated at the bottom edge of the front windscreen.

Bonnet

The Bowden cable for opening the bonnet has been laid through the engine compartment out of reach.
The Bowden cable disconnection point is behind the headlight on the driver's side.

Front bumper

Fitting an impact-absorbing foam part behind the front spoiler has reduced the risk of injury for pedestrians.

Headlights

The headlights for the Jetta 2006 use clear glass technology.
The turn signals have been placed under the dipped and full-beam lights to make them easier to see for other drivers.

Bi-Xenon lights are optionally available for some models.

Door mirrors

The side turn signals are integrated in the door mirrors.

Front seats

The front seats in the new Jetta are either mechanically or electrically adjusted. A front passenger seat with through-load facility is also available as an option.

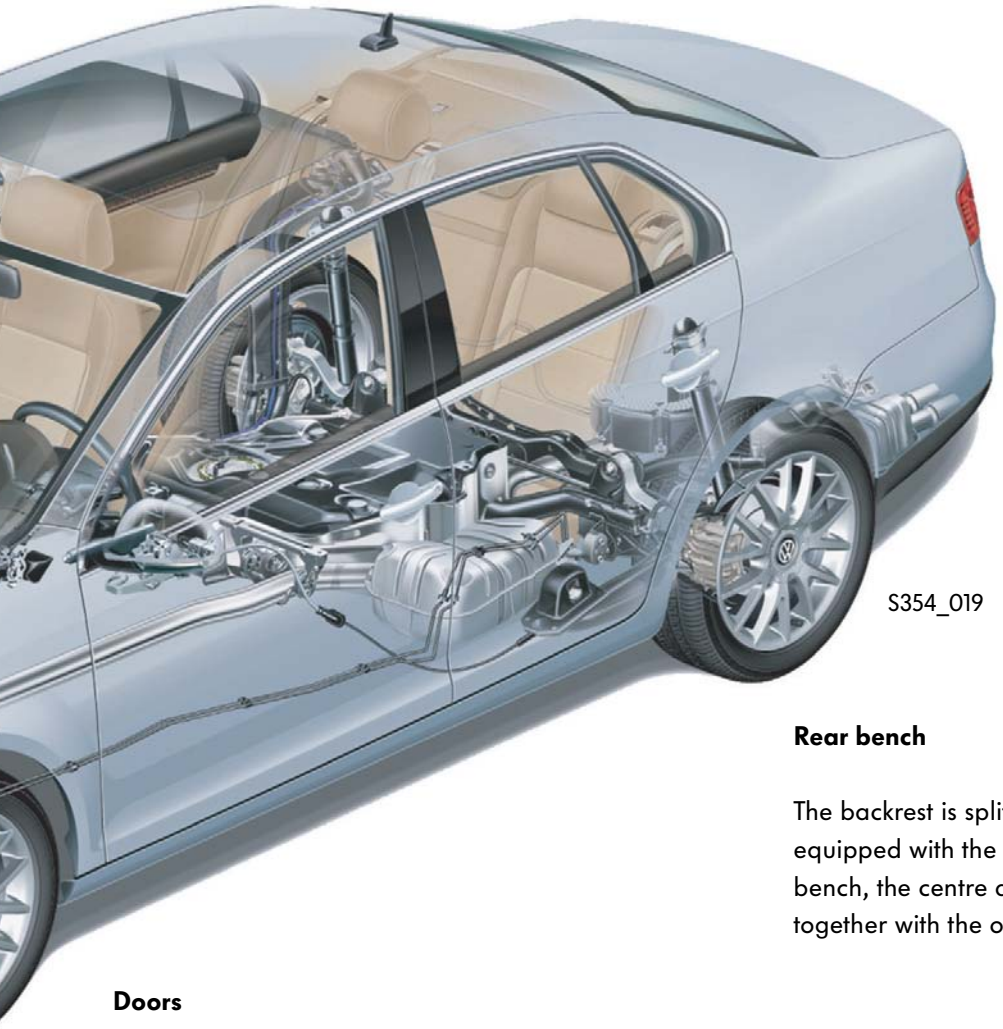
The front seats are equipped with active head restraints as standard.

Rear windscreen

The aerials are integrated in the rear windscreen.

Boot lid

The boot lid is released with a micro switch or the remote control and opens automatically with the aid of an opening mechanism.



S354_019

Taillights

The new Jetta has two split taillights.

Rear bench

The backrest is split 2:1 and can be folded. In cars equipped with the through-load facility for the rear bench, the centre armrest can be folded down together with the opening behind it.

Doors

The new door concept based on a bolted outside door panel with mounting rails and an inside door section. It is identical to the door concept in the Golf 2004.

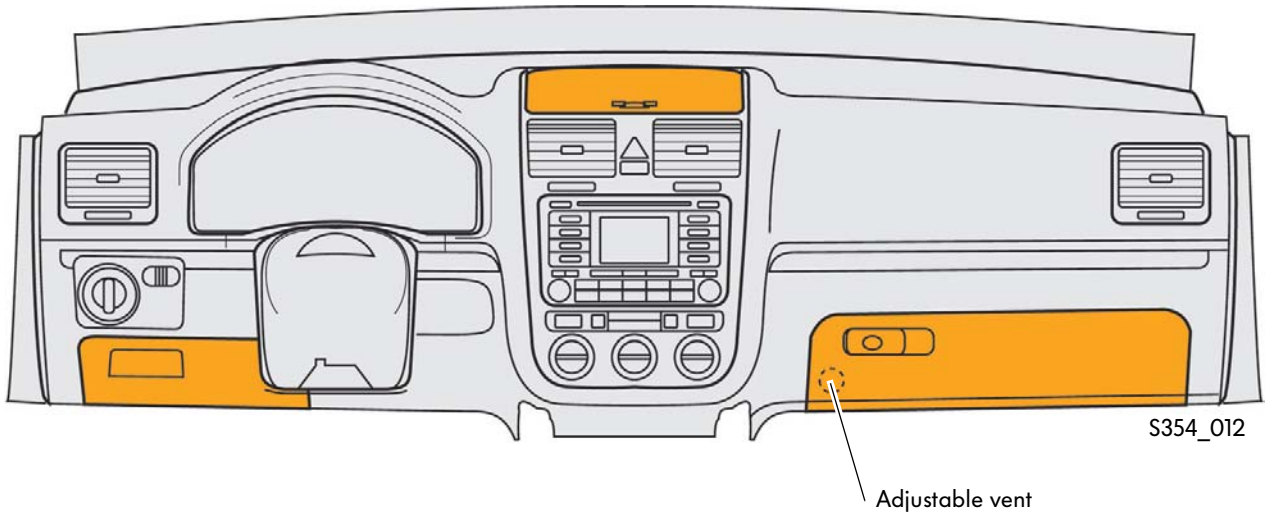
You will find further information on the new door concept in self-study programme 318 “The Golf 2004”.

Storage concept

The Jetta interior features a range of storage facilities.

Front storage compartments

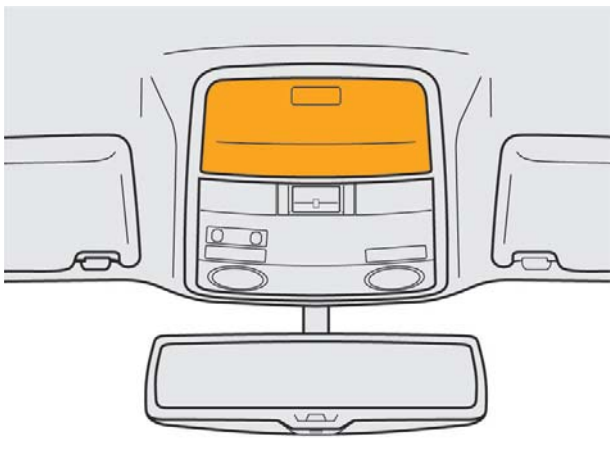
Cars equipped with air conditioning have a cooled glove compartment.



S354_012

Storage compartment in roof console

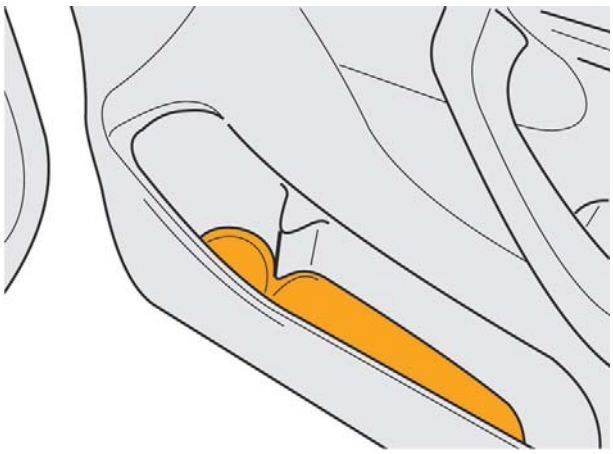
The new Jetta has an open standard storage compartment next to the interior light in the headlining.



S354_013

Door storage pockets

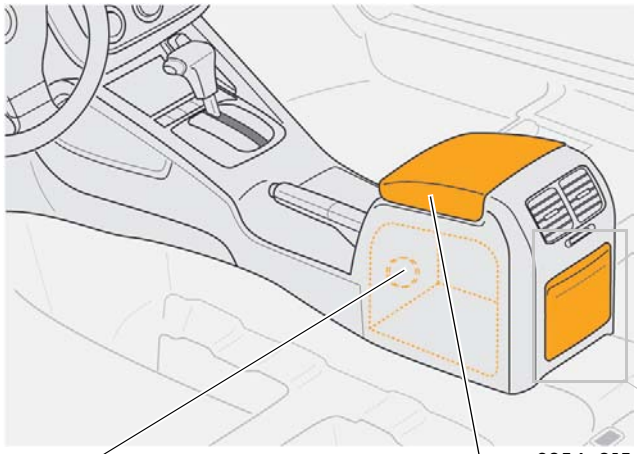
There are storage pockets and drinks holders for 1.5l bottles in the door panels.



S354_014

Storage compartment in centre console

One new storage feature in the Jetta is a cooled storage compartment in the centre console and folding cup holders for rear passengers.

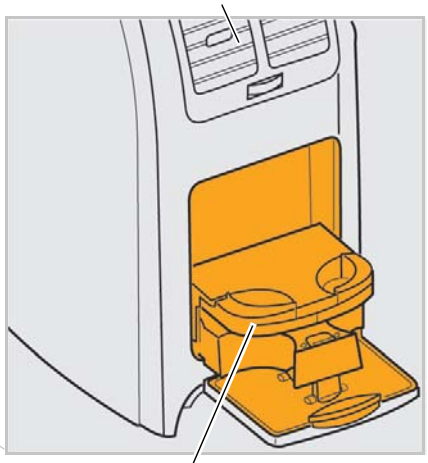


S354_015

Manually adjusted nozzle

Hinged lid

Centre rear vents



S354_016

Folding cup holder

Boot storage compartments

A sliding lid integrated in the side boot panel provides space for smaller objects. If you remove the sliding lid, you can transport longer objects, for example, a golf bag parallel to the rear bench.

S354_017

The hollow areas under the cargo floor cover also provide storage options.

Occupant protection

The new Jetta has the following occupant protection systems.

Standard:

- Driver's and front passenger airbags
- Side airbag in front seats
- Head airbag for front and rear occupants
- 3-point seat belts on all seats
- Belt tensioners and belt force limiters for the front seats
- Belt force limiters for the outer rear seats
  Active head restraints on front seats
- Isofix anchoring points on outer rear seats
- Driver and front passenger seat belt warning light

The following sensors are installed as in the Golf 2004:

- Pressure sensors in the front doors
- Acceleration sensors in the rear wheel housing panels.

The passenger airbag can be deactivated using a key switch in the storage compartment on the passenger's side.

You will find further information on the occupant protection systems in self-study programme 318 "The Golf 2004".

Optional:

- Side airbags in conjunction with pyrotechnical belt tensioners and belt force limiters for the rear passengers on the outer seats.

S354_018

Engines

Engine/gearbox combinations

Gearboxes / Engine	0AF  5-speed manual gearbox	0AG  6-speed manual gearbox	0A4  5-speed manual gearbox
1.6l/75kW petrol engine with 2-valve technology 	✓		
1.6l/85kW FSI engine 		✓	
2.0l/110kW FSI engine 			
2.0l/147kW FSI engine with turbocharger 			
1.9l/77kW TDI engine with 2-valve technology 			✓
2.0l/103kW TDI engine with 4-valve technology 			
2.0l/103kW TDI engine with 2-valve technology and diesel particulate 			

02S	02Q	09G	DSG 02E
			
6-speed manual gearbox	**6-speed manual gearbox**	**6-speed automatic gearbox**	**6-speed direct shift gearbox**
		✓ *	
		✓ *	
✓		✓ *	
	✓		✓ *
			✓
	✓		✓ *
	✓		✓ *

* Will be added at a later date

The 1.6l/75kW petrol engine with 2-valve technology

The 1.6l/75kW engine is based on the familiar 1.6l/75kW engine with the code BGU, as used in the Golf 2004.

S354_031

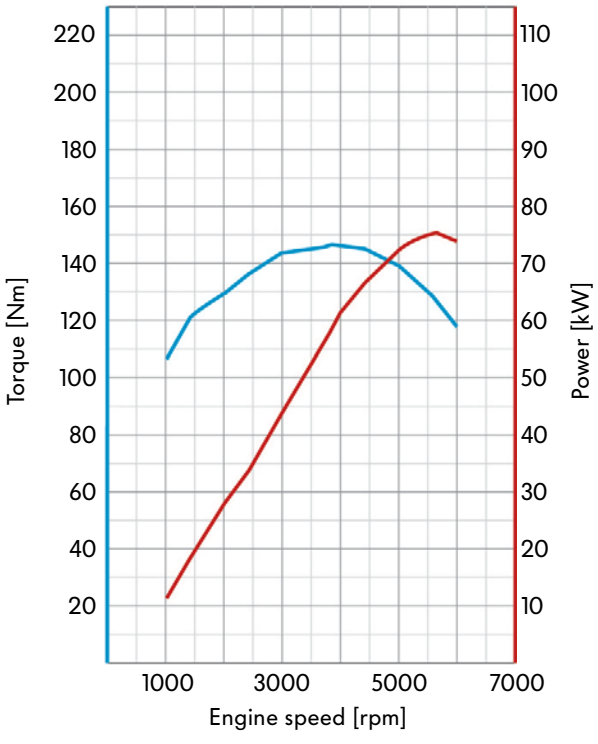
Technical features

- 2-valve roller rocker arm
- Aluminium engine block with ribbed sump
- Secondary air system
- Plastic variable intake manifold
- Pressure sensor guided system (previously HFM, hot-film air mass meter),
- No crankcase breather, venting only via the cylinder head
- No exhaust gas recirculation system.

Technical Data

Engine code	BSE
Type	4-cylinder in-line engine
Displacement [cm³]	1595
Bore [mm]	81
Stroke [mm]	77.4
Valves per cylinder	2
Compression ratio	10.3:1
Maximum output	75 kW at 5600 rpm
Maximum torque	148 Nm at 3800 rpm
Engine management	Simos 7.1
Fuel	Super unleaded RON 95 (normal unleaded at RON 91 with reduction in performance)
Exhaust gas treatment	Probe before catalytic converter: Linear Lambda probe Probe after catalytic converter: Step-type Lambda probe
Emissions standard	EU 4

Torque and power diagram



S354_041

The 1.6l/85kW FSI engine

The 1.6l/85kW-FSI engine from the Golf, Golf Plus and Touran is used in the Jetta. The following features have already been used in series production in these vehicles.

Technical features

- Lambda-1 operation (homogeneous operation)
- There is no fuel pressure sender for low pressure G410. The required fuel quantity is determined from the coolant temperature, intake air temperature and oil temperature. The pulse control factor (PWM signal) for controlling the electrical fuel pump is then obtained using a map.
- The connecting tube between the cylinder head and exhaust gas recirculation valve has changed. The exhaust gases are diverted away from the throttle valve in the intake manifold. This prevents coking of the throttle valve to a great extent.

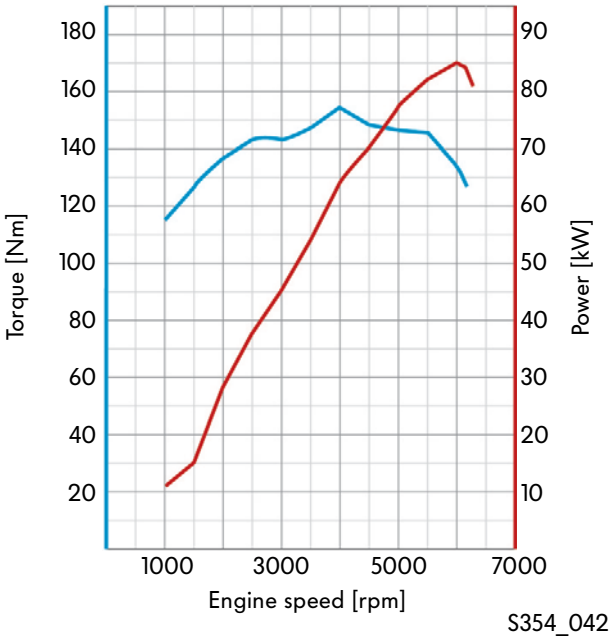
S354_032

- The engine control unit software has been adapted to the changes.

Technical data

Engine code	BLF
Type	4-cylinder in-line engine
Displacement [cm³]	1598
Bore [mm]	76.5
Stroke [mm]	86.9
Valves per cylinder	4
Compression ratio	12:1
Maximum output	85 kW at 6000 rpm
Maximum torque	155 Nm at 4000 rpm
Engine management	Bosch Motronic MED 9.5.10
Fuel	Super Plus unleaded at RON95 (torque increase in mid rev range when Super unleaded RON 98 is used)
Exhaust gas treatment	Starter catalytic converter, main catalytic converter, Lambda control
Emissions standard	EU 4

Torque and power diagram



S354_042

Do not run the car with Normal unleaded RON91 because the ignition retardation will reach its control limit.

The 2.0l/110kW FSI engine

This engine has previously appeared in the Golf 2004, Golf Plus and Passat 2006.

S354_033

Technical features

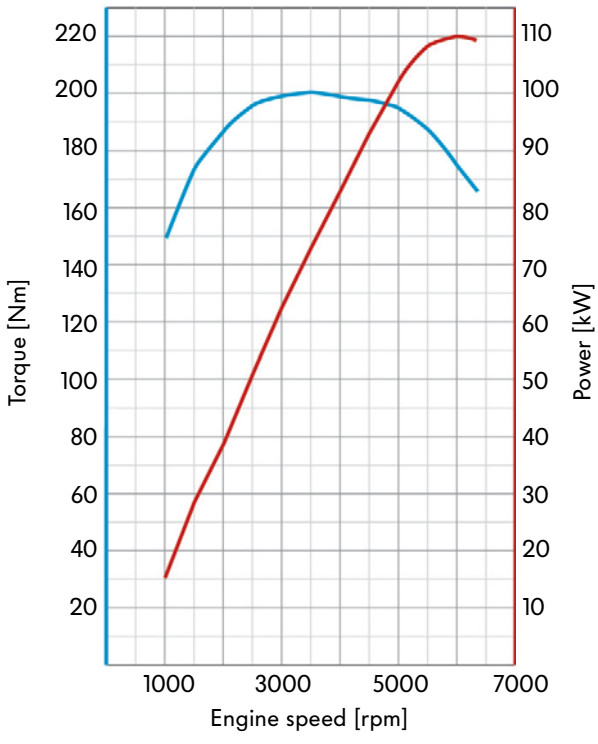
- Ethanol-resistant Hitachi high-pressure pump
- Two overhead camshafts with continuous inlet camshaft adjustment
- Roller rocker arm with hydraulic support
- Balancer shaft gear assembly
- Plastic variable intake manifold with change-over barrel
- Continuously adjustable charge-air flaps
- Water-cooled exhaust gas recirculation
- Homogeneous fuel injection

You will find further information on this engine in self-study programme 322 “The 2.0 l FSI Engine with 4-valve Design”.

Technical data

Engine code	BLR
Type	4-cylinder in-line engine
Displacement [cm³]	1984
Bore [mm]	82.5
Stroke [mm]	92.8
Valves per cylinder	4
Compression ratio	11.5:1
Maximum output	110 kW at 6000 rpm
Maximum torque	200 Nm at 3500 rpm
Engine management	Bosch Motronic MED 9.5.10
Fuel	Super Plus unleaded at RON 98 (Super unleaded at RON 95 with reduction in performance)
Exhaust gas treatment	Two starter catalytic converters and a three-way catalytic converter with Lambda control
Emissions standard	EU 4

Torque and power diagram



S354_043

The 2.0l/147kW turbocharged 4-cylinder FSI engine

We have developed a turbocharged FSI engine on the basis of the 2.0l/110kW engine. This engine has already been used in the Audi A3 Sportback and the Golf GTI.

S354_034

Technical features

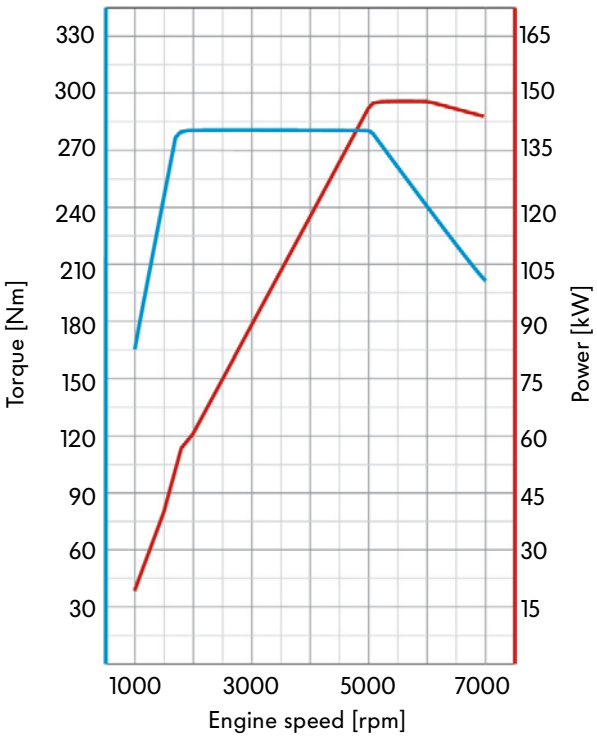
- Single-pipe exhaust system with starter and underbody catalytic converter mounted near engine
- Ethanol-resistant Hitachi high-pressure pump
- Non-return fuel system
- Homogeneous fuel injection
- Decoupled drive chain wheel in the balancer shaft assembly
- Elliptical toothed belt pulley on crankshaft
- Mechanical brake servo pump
- Continuously adjustable charge-air flaps

You will find further information on this engine in self-study programme 337 “The 2.0l Turbo FSI Engine”.

Technical data

Engine code	AXX
Type	4-cylinder in-line engine
Displacement [cm³]	1984
Ignition sequence	1-3-4-2
Bore [mm]	82.5
Stroke [mm]	92.8
Valves per cylinder	4
Compression ratio	10.5:1
Maximum output	147 kW at 5100 to 6000 rpm
Maximum torque	280 Nm at 1800 to 5000 rpm
Engine management	Bosch Motronic MED 9.1
Camshaft timing adjustment	42° crank angle
Fuel	Super Plus unleaded RON 98 (Super unleaded RON 95 with slight reduction in performance)
Exhaust gas treatment	Two three-way catalytic converters with Lambda control
Emissions standard	EU4

Torque and power diagram



S354_044

The 1.9l/77kW TDI engine with 2-valve technology

The 1.9l/77kW TDI engine is also used in the Golf and has already proven itself in other Volkswagen models.

S354_035

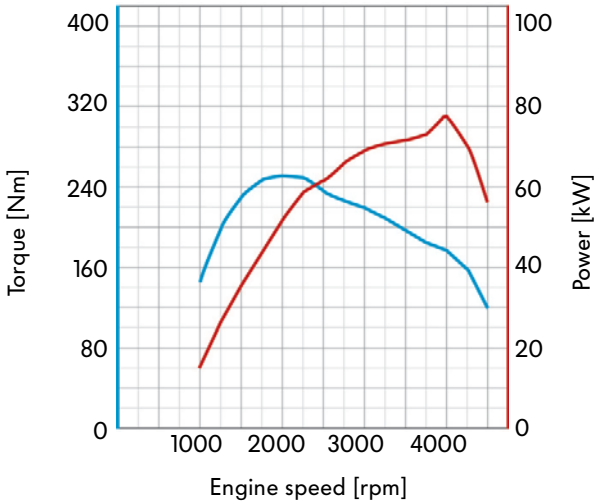
Technical features

- Switchable cooler for exhaust gas recirculation
- Crankshaft sealing flange with integrated sender wheel for engine speed
- Accelerator pedal module with contact-free senders for the accelerator pedal position
- Contact-fee clutch pedal switch

Technical data

Engine code	BKC
Type	4-cylinder in-line engine
Displacement [cm³]	1896
Bore [mm]	79.5
Stroke [mm]	95.5
Valves per cylinder	2
Compression ratio	19.5:1
Maximum output	77 kW at 4000 rpm
Maximum torque	250 Nm at 1900 rpm
Engine management	Bosch EDC 16 with unit injector system
Fuel	Diesel, min. 51 CN
Exhaust gas treatment	Exhaust gas recirculation and oxidation catalytic converter
Emissions standard	EU4

Torque and power diagram



S354_045

The 2.0l/103kW TDI engine with 4-valve technology

This engine is identical to the 2.0l/103kW TDI engine in the Golf 2004.

S354_036

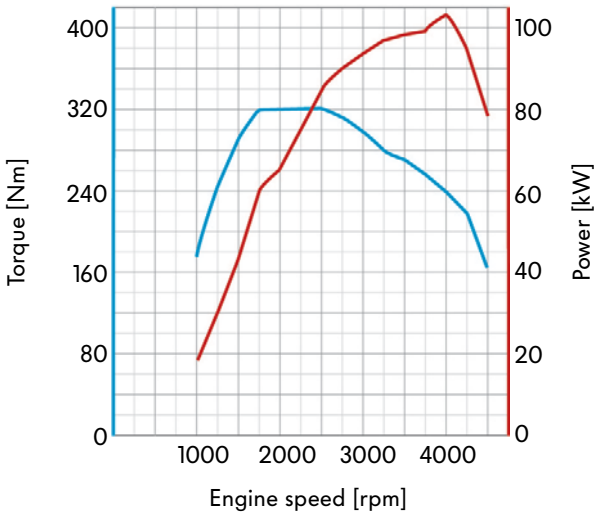
Technical features

- 4-valve technology
- Two camshafts, driven via toothed belts
- Switchable cooler for exhaust gas recirculation
- Crankshaft sealing flange with integrated sender wheel for engine speed
- Accelerator pedal module with contact-free senders for the accelerator pedal position
- Contact-free clutch pedal switch

Technical data

Engine code	BKD
Type	4-cylinder in-line engine
Displacement [cm³]	1968
Bore [mm]	81
Stroke [mm]	95.5
Valves per cylinder	4
Compression ratio	18:1
Maximum output	103 kW at 4000 rpm
Maximum torque	320 Nm at 1750 rpm up to 2500 rpm
Engine management	Bosch EDC 16 with unit injector system
Fuel	Diesel, min. 51 CN
Exhaust gas treatment	Exhaust gas recirculation and oxidation catalytic converter
Emissions standard	EU4

Torque and power diagram



S354_046

You will find further information on this engine in self-study programme 316 “The 2.0 l TDI Engine”

The 2.0l/103kW TDI engine with 2-valve technology and diesel particulate filter

The 2.0 l/103 kW TDI engine 2-valve technology and diesel particulate filter is also available in the Passat model year 2006.


S354_048

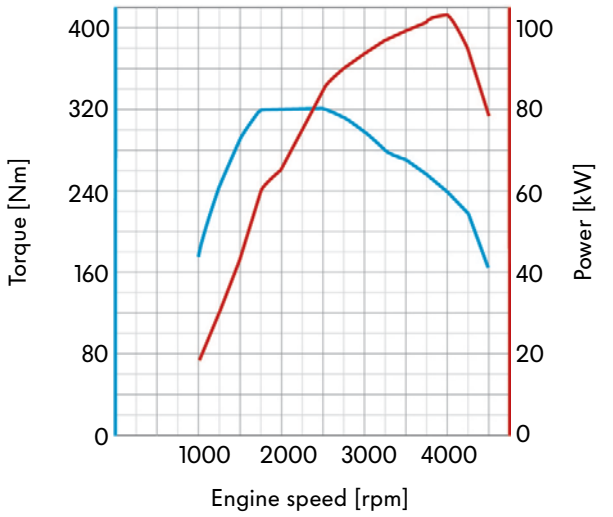
Technical features

- 2-valve technology
- Catalytic-coated diesel particulate filter
- Turbocharger that has been mounted high up and turned 180° to allow the diesel particulate filter to be placed close to the engine
- Ceramic glow plugs

Technical data

Engine code	BMM
Type	4-cylinder in-line engine
Displacement [cm³]	1968
Bore [mm]	81
Stroke [mm]	95.5
Valves per cylinder	2
Compression ratio	18:1
Maximum output	103 kW at 4000 rpm
Maximum torque	320 Nm at 1750 rpm to 2500 rpm
Engine management	Bosch EDC 16 with unit injector system
Fuel	Diesel, min. 51 CN
Exhaust gas treatment	Exhaust gas recirculation and diesel particulate filter
Emissions standard	EU4

Torque and power diagram



S354_047

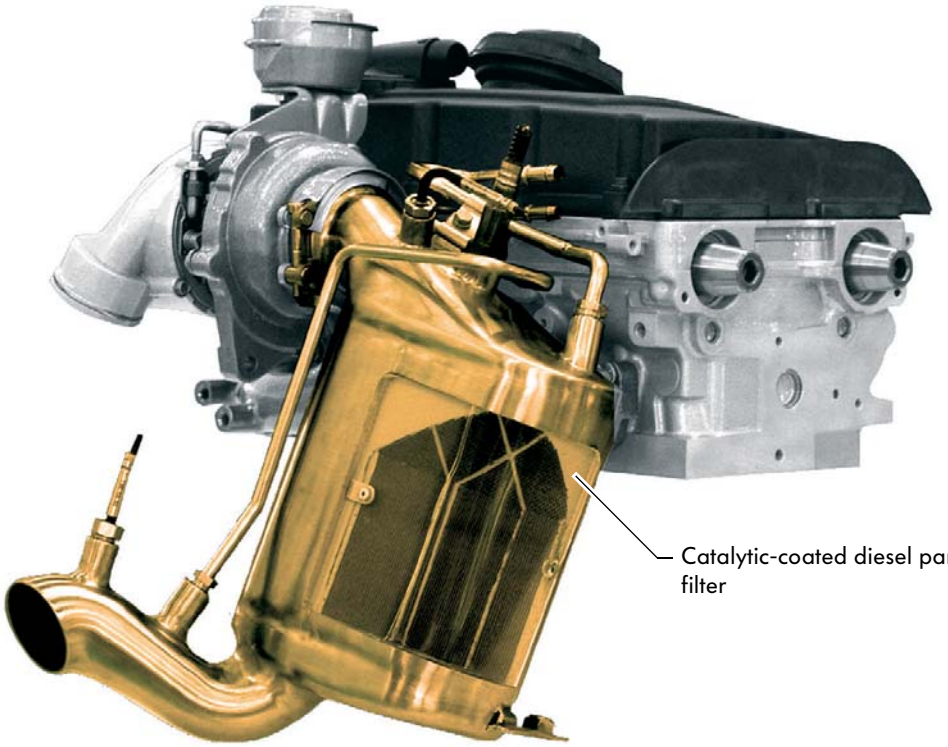
Diesel particulate filter

All diesel engines for the new Jetta meet the EU4 emissions regulations.

If the customer prefers, cars with diesel engines can be equipped with a new generation particulate filter system.

This new system combines the oxidation catalytic converter and the particulate filter in one component – the catalytic-coated diesel particulate filter.

No fuel additive is required to burn the collected soot as the filter is located near the engine. The diesel particulate filters are completely maintenance-free when used with a new engine oil.



S354_038

You will find information on these diesel particulate filters in self-study programme 336 “The Catalytic-coated Diesel Particulate Filter”.

Ceramic Glow Plugs

A new glow plug with ceramic heating elements is used in diesel engines with diesel particulate filters. Two different sizes are used for the different diesel engines. There is a slim version with M8 thread for the 4-valve diesel engines and a short version with M10 thread for the 2-valve diesel engines.

Advantages of ceramic glow plugs

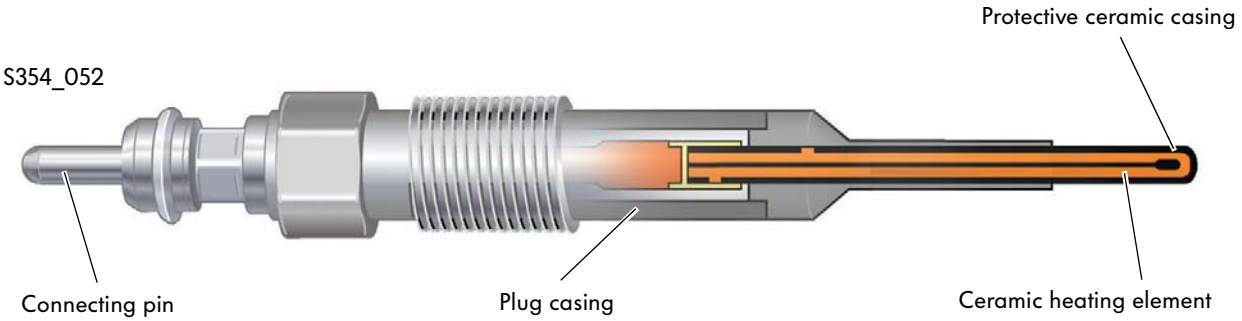
- Better cold start performance due to higher pre-start and post-start glow temperatures
- Improved emissions values due to overall higher glow temperatures
- Fewer ageing problems

S354_051

4V diesel engines

2V diesel engines

S354_052



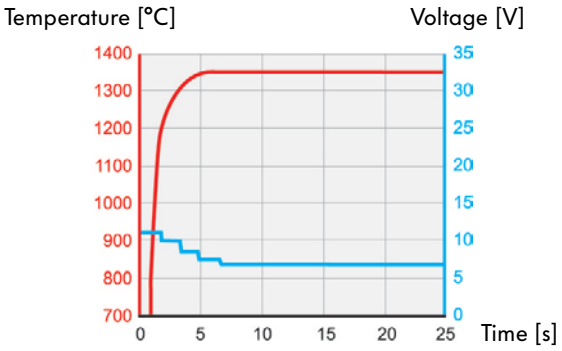
The ceramic glow plugs are made up of the connecting pin, the plug casing and the ceramic heating element. The heating element is made up of an insulating protective ceramic casing and an inner conductive ceramic heating element that performs the tasks of the regulating and heating coils in metal glow plugs.
The ceramic glow plug has a nominal voltage of 7 volts.

Preheat

At outside temperatures below 14°C, the glow plug system is switched on once the ignition is turned on. For a maximum of 2 seconds, a voltage of 11.5V is applied for fast heating.

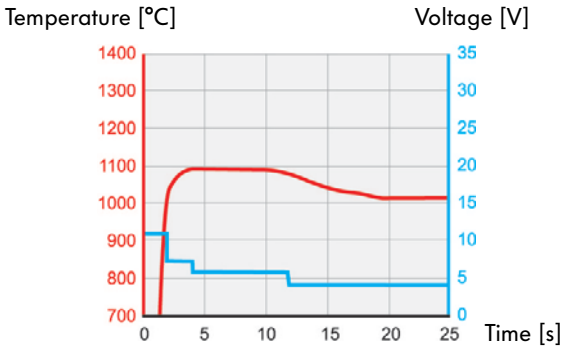
The voltage from the engine control unit is then regulated by the automatic glow period control unit depending on the engine operating conditions.

Ceramic glow plug



S354_053

Metal glow plug



S354_054

Post-start glow phase

To reduce combustion noise and carbon hydride emissions, the glow plug operation continues for a maximum of 5 minutes after the engine has been started up to a coolant temperature of 20°C.

The post-start glow phase has been improved by the higher post-start glow temperature of up to 1350°C (metal glow plug: 1100°C).

Intermediate glow phase

There is an intermediate glow phase to regenerate diesel particulate filters. The intermediate glow phase improves the combustion conditions during the regeneration process.

As the ceramic material does not age so fast, the additional loading from the intermediate glow period for the regeneration phases of a diesel particulate filter does not create any additional requirement for the ceramic glow plug.

The ceramic glow plugs are sensitive to bumps and may not be bent.
Please note the information in the repair guide.

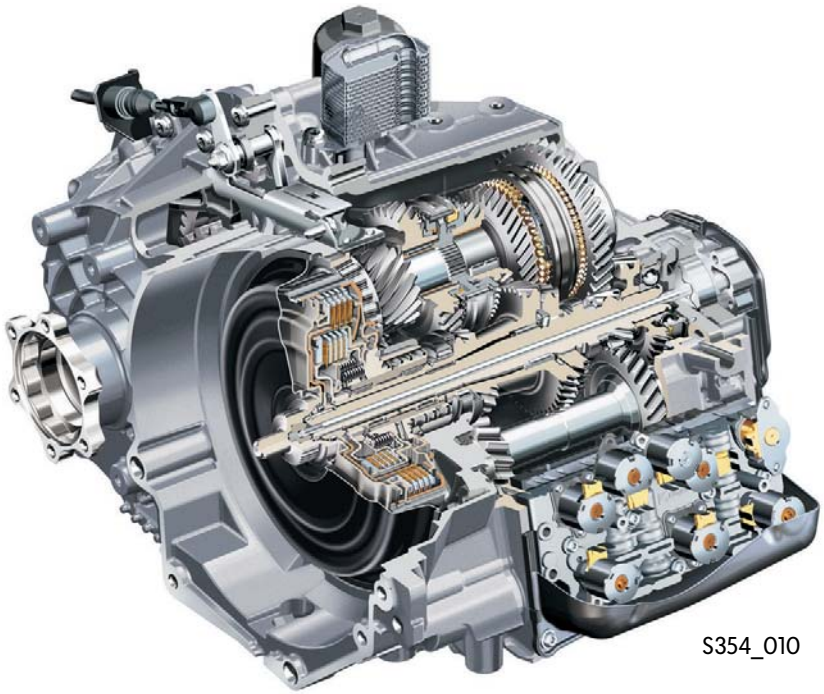
6-speed direct shift gearbox 02E

The 6-speed **D**irect **S**hift **G**earbox (DSG) combines the advantages of a manual gearbox:

- high efficiency
- as well as robustness and sportiness

with those of an automatic gearbox:

- a high level of convenience, especially with gear changes.



S354_010

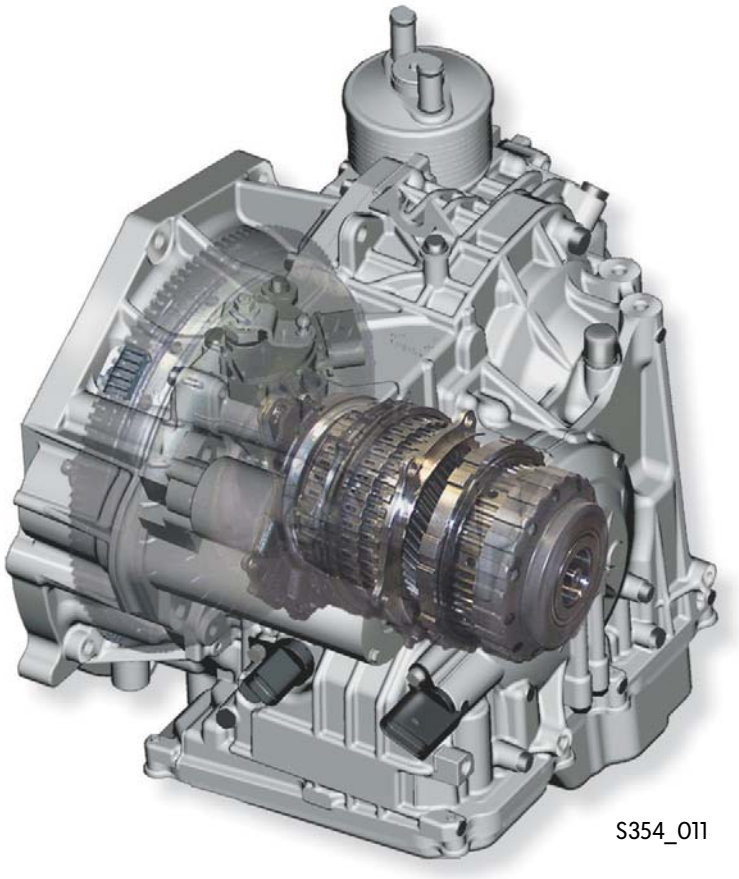
Technical data

Weight	approx. 94kg Front-wheel drive
Torque	max. 350Nm
Clutch	2 multi-plate wet clutches
Operating modes	Automatic and Tiptronic
Oil volume	7.2l DSG oil G052182

You will find further information on the 02E direct shift gearbox in self-study programme 308 “The Direct Shift Gearbox 02E”.

The 6-speed automatic gearbox 09G

The 6-speed automatic gearbox 09G is a compact, light, electronically controlled gearbox for transverse mounting.



S354_011

Technical data

Weight	approx. 82 kg Front-wheel drive
Torque	max. 280 Nm
Clutch	Torque Converter
Operating modes	Automatic and Tiptronic
Oil volume	7.0 l G052025 A2 lifetime

You will find further information on the 6-speed automatic gearbox 09G in self-study programme 300 “The 6-speed Automatic Gearbox 09G”.

Chassis

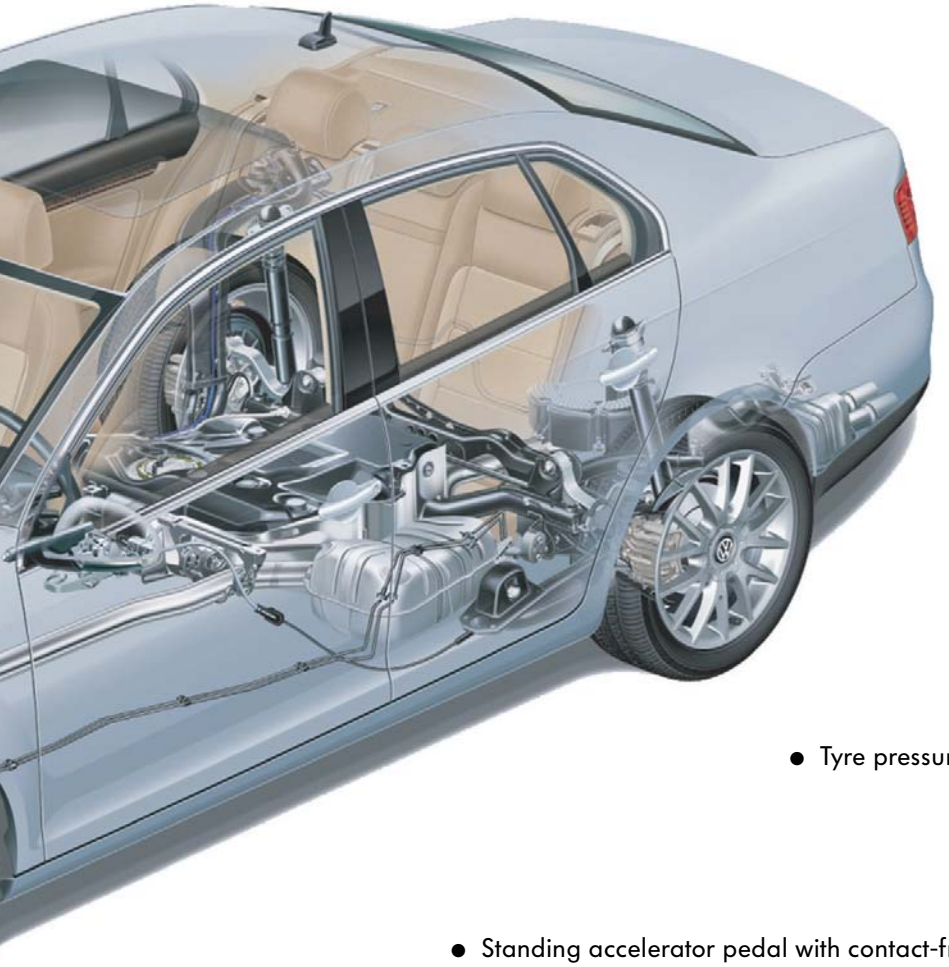
The chassis for the Jetta 2006 continues to set high standards in terms of comfort and dynamics in the A-platform segment. The Jetta also has an optimised strut front axle using the McPherson principle. The modern four-link rear axle should be highlighted in particular when it comes to driving dynamics and driving comfort.

The electromechanical power steering gives the driver a precise steering feel and smoothly adjusts the necessary steering force as the car accelerates.

- Electronic stability programme based on the MK60 system from Continental Teves
- Brake assist
- Electromechanical power steering
- Optimised strut axle using the McPherson principle
- Direct anti-roll bar connection with a ratio of 1:1
- Brake servo with dual-rate characteristic curve

S354_019

You will find information on the chassis in self-study programme 321 “The Golf 2004 – Chassis”.



- Four-link rear axle with very good driving dynamics and comfort properties

- Track and camber on rear axle can be set separately

- Tyre pressure monitor, optional

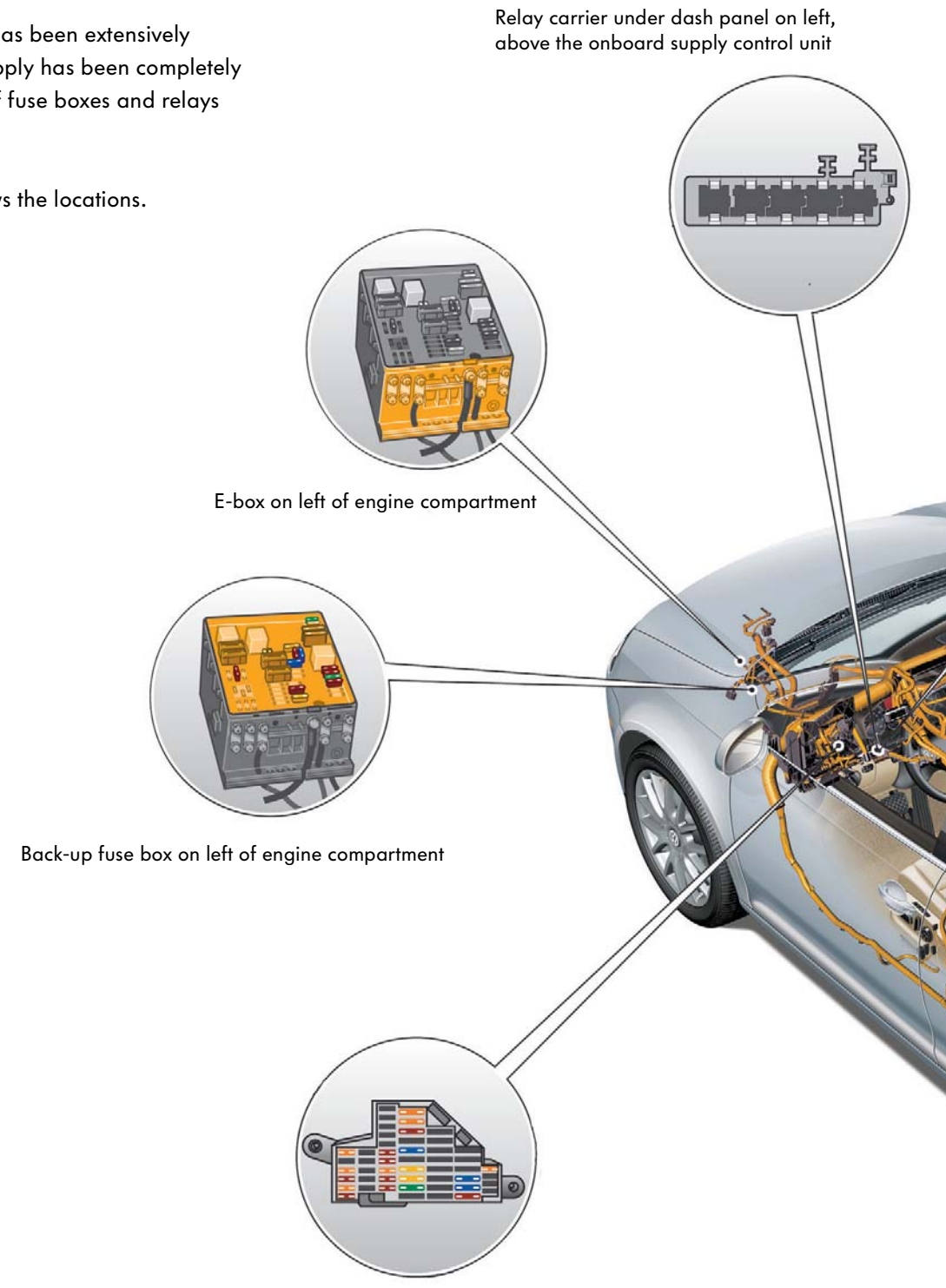
- Standing accelerator pedal with contact-free senders for the accelerator pedal position

Fuse boxes and relay locations in the onboard supply

Locations

The Jetta electrical system has been extensively revised. As the onboard supply has been completely redesigned, the locations of fuse boxes and relays have changed.

The adjacent diagram shows the locations.



Relay carrier on control unit for onboard supply, on left under dash panel

S354_020

You will find more information on the electrical system in self-study programme 319 "The Golf 2004 – Electrical System".

Networking concept

Overview of networked control units

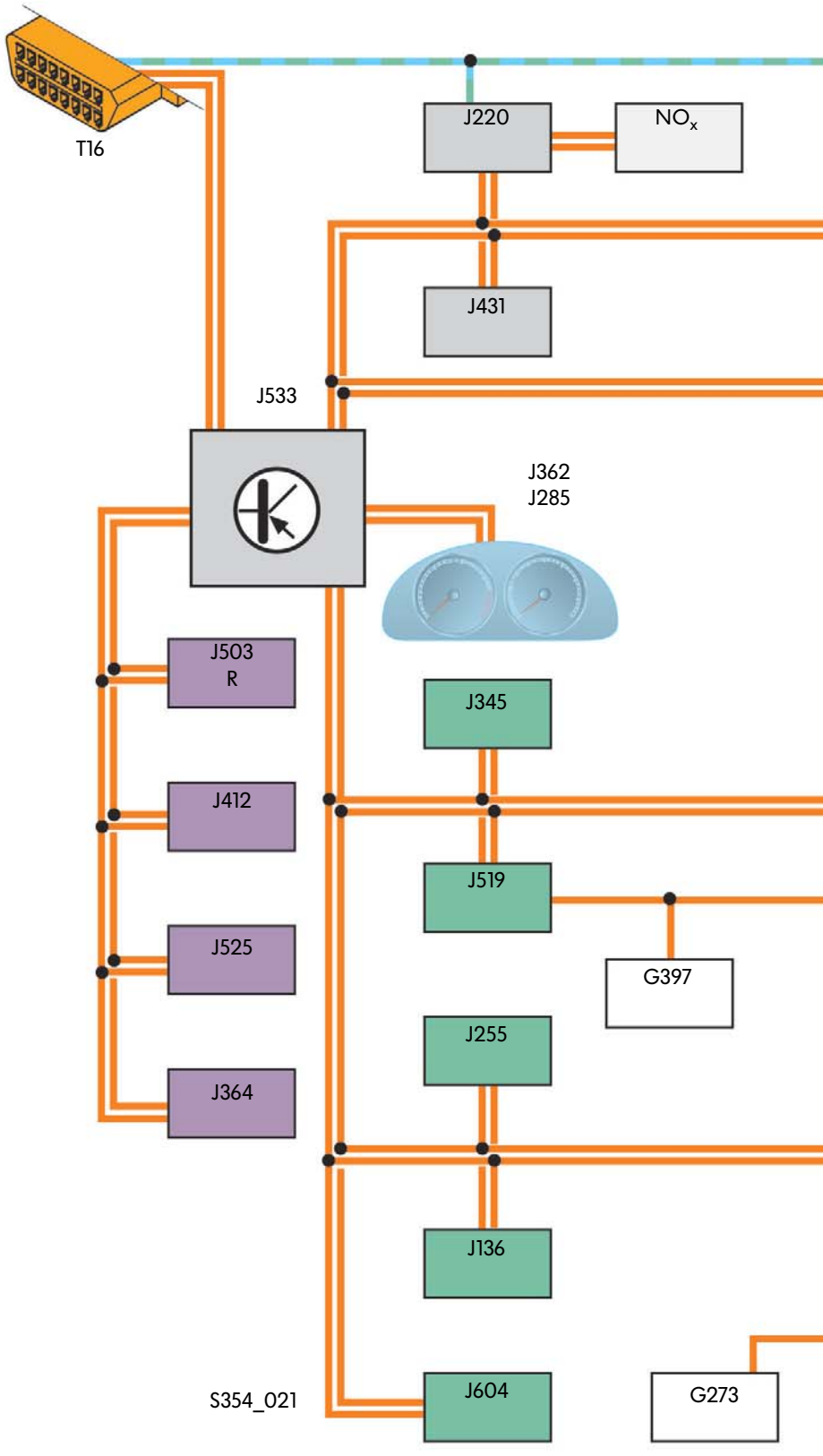
The control units are networked via various data bus systems so they can exchange data.

The diagnostic interface for data bus J533 (Gateway) forms the interface for the following data bus systems:

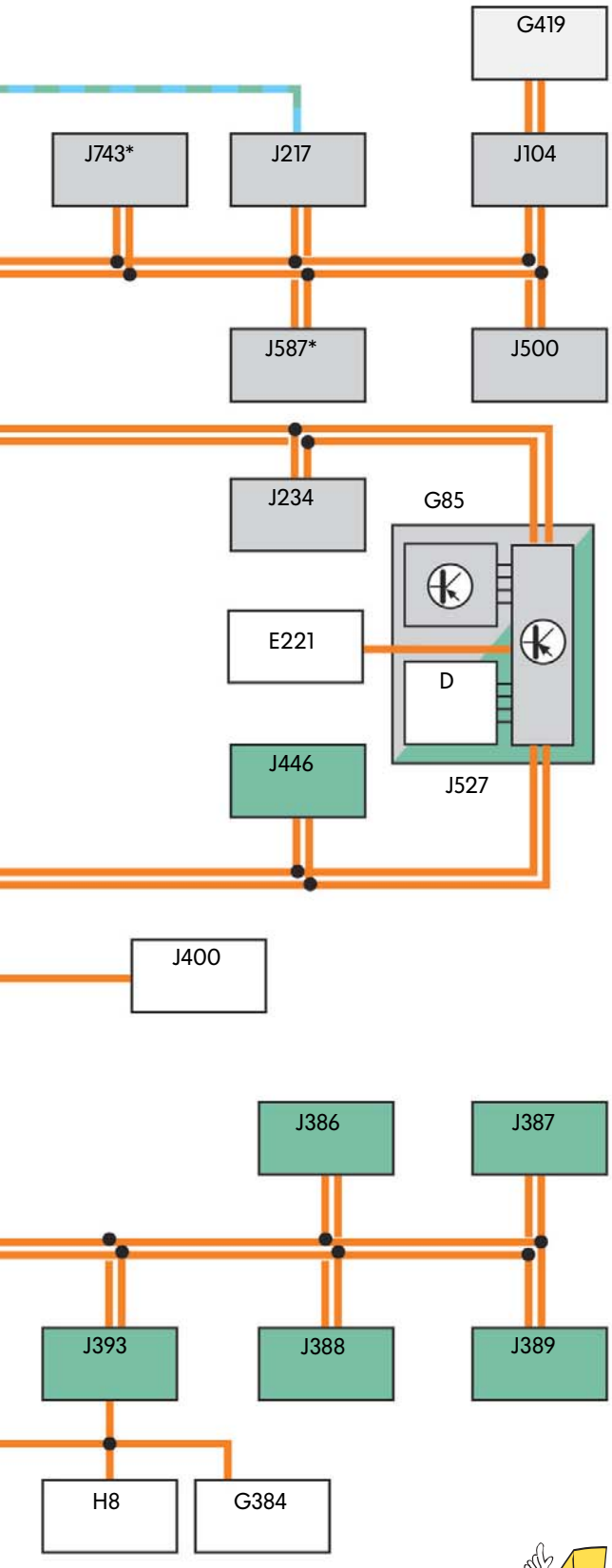
- Powertrain CAN data bus
- Convenience CAN data bus
- Infotainment CAN data bus
- Combi CAN data bus
- Diagnostics CAN data bus

Control units connected to:

- Powertrain CAN data bus
- Convenience CAN data bus
- Infotainment CAN data bus
- Sensor CAN data bus
- LIN data bus
- Combi CAN data bus
- Diagnostics CAN data bus
- CAN data bus line (high speed and low speed)
- Communications line
- LIN data bus line

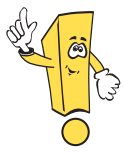


* only with direct shift gearbox



Legend:

D	Ignition switch
E221	Operating unit in steering wheel (multifunction steering wheel)
G85	Steering angle sender
G273	Interior monitoring sensor
G384	Vehicle inclination sender
G397	Rain and light sensor
G419	ESP sensor unit
H8	Anti-theft alarm system horn
J104	ABS with EDL control unit
J136	Seat and steering column adjustment control unit with memory
J217	Automatic gearbox control unit
J220	Motronic control unit
J234	Airbag control unit
J255	Climatronic (and Climatic) control unit
J285	Control unit for display in dash panel insert
J345	Trailer detector control unit
J362	Immobilizer control unit
J364	Auxiliary heater control unit
J386	Driver door control unit
J387	Front passenger door control unit
J388	Rear left door control unit
J389	Rear right door control unit
J393	Convenience system central control unit
J400	Wiper motor control unit
J412	Mobile telephone operating electronics control unit
J431	Control unit for headlight range control
J446	Parking aid control unit
J500	Power steering control unit
J503	Control unit with display for radio and navigation
J519	Onboard supply control unit
J525	Digital sound package control unit
J527	Steering column electronics control unit
J533	Data bus diagnostic interface
J587	Selector lever sensors control unit*
J604	Auxiliary air heater control unit
J743*	Mechatronics for direct shift gearbox
NO_x	NO_x sensor
R	Radio
T16	Diagnosis connector



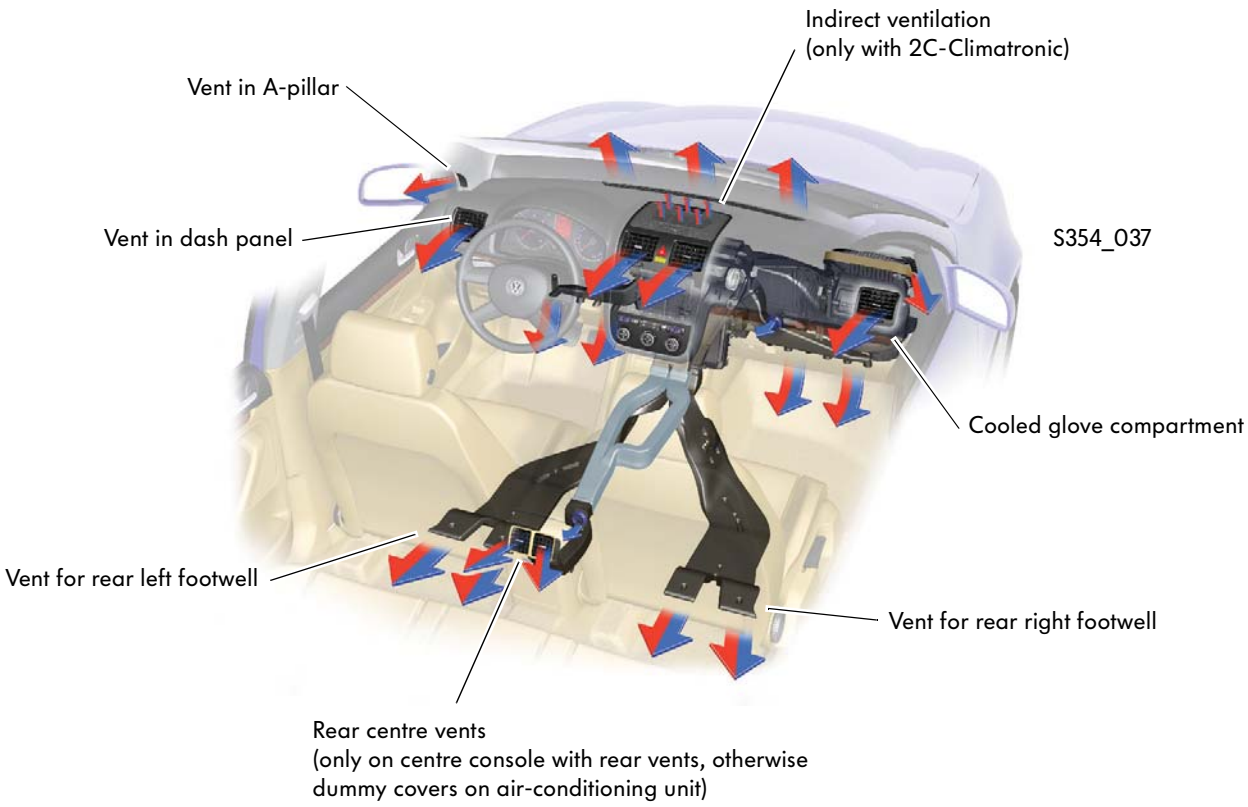
In addition to the CAN data bus, some electrical components are networked via the LIN data bus.

Heating and Air Conditioning

Air conditioning

Two different systems are used in the Jetta 2006:

- The “Climatic” semi-automatic heating and air-conditioning system and
- the “2C-Climatronic” heating and air-conditioning system.



If the car has a centre console with rear vents, you will also be able to cool the storage compartment in the centre console.

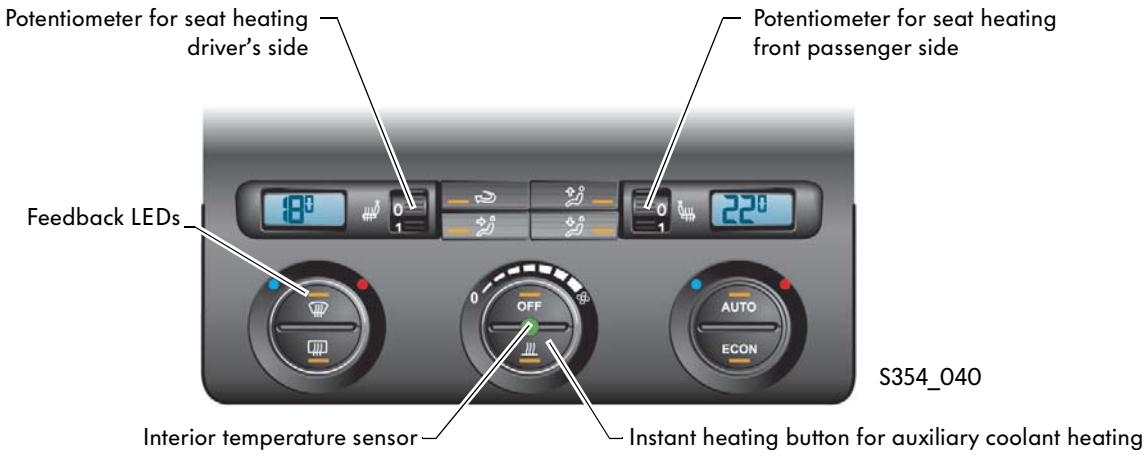
S354_039

Operation

The control units for the heating and air conditioning differ depending on the equipment.
Four different types are available:

- With and without instant heating button for the auxiliary coolant heating and
- with or without potentiometers for the heated seats.

2C-Climatronic control unit



Thermo Top V auxiliary coolant heating

The Jetta 2006 can be optionally equipped with the Thermo Top V auxiliary coolant heating system.
It performs the following tasks:

- Auxiliary heating to heat the car interior and defrost the car windows
- Auxiliary ventilation to reduce the interior temperature when the car is parked in the sun
- Preheater for cars with petrol or diesel engines (instead of the PTC heating element with diesel engine).

You will find further information on the heating and air-conditioning systems in self-study programme 318 "The Golf 2004".

Radio systems in the Jetta 2006

R100 radio

The R100 radio is available for bulk customers, e.g. fleet operators. This radio has the following functions:

- Two loudspeaker channels (only at front, each 20Watt)
- RDS FM/AM Europa radio (AM without LW)
- Control for an external 6-CD changer
- Telephone control (hands free)
- GALA speed-dependent volume control
- Self-diagnosis including speaker diagnosis
- Transport mode (reduction of the current requirement during transport and rest times)

S354_027

RCD 300 radio

The RCD 300 radio is available as the standard radio system for private customers.
It has the following functions:

- Two or four loudspeaker channels (each 20 Watt)
- RDS FM/AM Europa radio (AM without LW)
- Display of the stored stations with RDS name
- FM 2 tuner diversity
- Control via multi-function steering wheel (MFW)
- Display of frequency and station in the multi-function indicator (MFI)
- Integrated single CD drive
- Control for an external 6-CD changer
- Telephone control (hands free)
- GALA
- Self-diagnosis including speaker diagnosis
- Transport mode

S354_028

RCD 500 radio

The top of the range radio for the Jetta 2006 is the RCD 500, which has the following functions:

- Four speaker channels (each with 20 Watts)
- RDS FM/AM Europa radio (AM without LW)
- Display of the stored stations with RDS name
- FM 2 tuner diversity
- Control via multi-function steering wheel (MFW)
- Display of frequency and station in the multi-function indicator (MFI)
- Integrated 6-CD changer
- Control for an external 6-CD changer
- Telephone control (hands free)
- GALA
- Traffic Information Memory (TIM)
- Car-specific sound configuration

S354_029

- Self-diagnosis incl. loudspeaker diagnosis
- Transport mode
- Optional external sound amplifier can be connected.

MFD 2 radio navigation system with DVD

A radio system with integrated navigation system is also available for the Jetta. A DVD is required for the navigation features. It has the following functions:

- Multi-colour display (MFD)
- Dynamic traffic guidance
- Two or four loudspeaker channels (each 20 Watt)
- RDS FM/AM Europa radio
- Control via multi-function steering wheel (MFW)
- Display of frequency and station in the multi-function indicator (MFI)
- Control for an external 6-CD changer
- DVD navigation
- Video and audio inputs available
- Telephone control
- GALA
- Traffic Message Channel (TMC)
- Self-diagnosis including speaker diagnosis
- Internal diversity switch-over box

S354_030

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Volkswagen
Service Training VK-21
Brieffach 1995
38436 Wolfsburg