

## 2011 Volkswagen Jetta

An all-new 2011 Volkswagen Jetta goes on sale fall 2010. The next generation Jetta will be larger than the outgoing model, and its design places more emphasis on the North American market.

Longer by 3.5 inches, this Jetta is very close in size to the previous-generation Passat. While the new Jetta is no longer a Golf with a trunk, it remains the compact sedan in the line, and it should not be confused with the new mid-size model expected from VW's new Tennessee plant by 2012. This Jetta is about the same size as Suzuki's Kizashi, itself blurring the boundary between compact and midsize.

The added length of the 2011 Jetta translates to a substantially larger rear seat where head and legroom rival some full-size SUVs, a split-folding rear seat, and a big trunk like the Jetta has always had. Cabin design and trim are updated yet familiar; VW owners and novices alike will find it simple and efficient, with plenty of places to put things and finishes better than the price suggests. Following other brands aimed at younger buyers, interior accents may be changed through a dealer to personalize.

Jetta does not share any body panels with the Golf, or any other VW. It carries the marque's recent horizontal grilles treatment with lower profile headlamps. The rear end has a clearly defined trunk lid and taillights reminiscent of Audi's A4. Side panels, rearview mirrors and general sculpting parallel the Passat CC but the Jetta has a formal sedan roofline with plenty of window area for spaciousness and visibility.

Trims levels include the base S, SE, SEL, TDI and GLI. Those beginning with S add more equipment and money, the TDI denotes diesel power and features similar to the SE/SEL range, and the GLI is the sporty model akin to the Golf GTI. We do not expect a wagon version of this generation Jetta; those buyers may steer to the Tiguan.

Engines available will double. The base is a 2.0-liter four-cylinder gas engine of 115-120 horsepower. The S models upgrade to a 2.5-liter five-cylinder of 175-180 hp, each with a five-speed manual or a six-speed automatic optional. The 2.0-liter TDI turbodiesel brings 140 hp but superior torque and mileage, and returning to Jetta is a 2.0-liter turbocharged four-cylinder with more than 200 hp and widespread torque; these two turbo engines will come with a six-speed manual and offer the six-speed DSG dual-clutch automated gearbox.

Designed with the American market and cost in mind, the 2011 Jetta will likely have less complex rear suspension and drum brakes, at least on entry trim levels, because American drivers rarely need to slow from 120 mph to 50 mph repeatedly. Given general advances in material and design we expect the new Jetta will deliver the good driving dynamics of its predecessors. Wheels will range to 18-inch diameter, and there is always a possibility another edition of TDI Cup versions will be built to celebrate the Jetta's clean-diesel racing series.

With a smaller standard engine, the least expensive 2011 Jetta will cost less than the least-expensive 2010, and the no-charge 3/36 maintenance plan will continue.