



TIGUAN – PRESS RELEASE – OCTOBER 2014



Das Auto.

The new Tiguan –

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Important:

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The new Tiguan range: the versatility of an SUV and the agility of a sports car

New dynamic flagship model and new diesel engine enhance the popular compact SUV from Volkswagen

Since its Australian launch in 2008, the Tiguan has carved its own path in the hotly-contested SUV market. Now, Volkswagen Australia has updated its Tiguan range with a raft of new standard technology and features and added a more powerful diesel engine model while also delivering a striking new flagship model.

All models come standard with a Rear View Camera (RVC), a 6.5 inch colour touchscreen audio system and a leather multi-function steering wheel, Multi-Function Display (MFD Plus) and fatigue detection.

The range includes four engines: three petrol and one diesel engine. Petrol engines include the twin-charged 1.4-litre TSI with 118 kW, a 2.0-litre TSI with 132 kW and a 2.0-litre TSI with 155 kW.

The new 2.0-litre TDI engine adds an impressive 27 kW above the previous diesel engine (103TDI), with the new 130 kW powerplant delivering new heights of performance, boasting a potent 380 Nm of torque. This new, powerful engine is also extremely efficient, with a combined cycle of 6.2 litres per 100km.

The new flagship model in the Tiguan range is the 155TSI R-Line model. Maintaining the same performance-oriented TSI engine featured in the range previously, the new Tiguan R-Line receives a plethora of additional equipment, including 18-inch 'Mallory' alloy wheels, Adaptive Chassis Control, Vienna leather-appointed seat upholstery and satellite navigation. In keeping with the R-Line design cues seen in the Golf, Beetle and Touareg models, the Tiguan also receives signature exterior styling including front and rear bumpers, side sills and roof spoiler, as well as the trademark 'R-Line' badging.

For those customers looking to enhance their 132TSI or 130TDI Tiguan above the standard specification, an optional R-Line package is also available, which adds unique 18-inch 'Mallory' alloy wheels, R-Line exterior styling, sport suspension, gearshift paddles and an R-Line cloth interior.

The Tiguan's 118 kW 1.4-litre TSI engine is maintained in two-wheel drive specification, attracting customers who are looking for a stylish yet economical SUV in an affordable package. All other models in the range (132TSI, 130TDI and 155TSI) feature Volkswagen's innovative 4MOTION all-wheel drive as standard.

Adding further value to the entire Tiguan range, safety and convenience technologies like a Rear View Camera (RVC), a colour touchscreen audio system and a leather multi-function steering wheel and Multi-Function Display all come as standard. Fatigue detection, previously reserved for the higher-specification models, now also features as standard technology across the revised Tiguan range.

As with every Volkswagen, the Tiguan provides high passenger safety with daytime driving lights, six airbags (front, front side and curtain airbags) and safety optimised front head restraints as standard. The new Tiguan also features Volkswagen's advanced technologies including Anti-lock Braking System (ABS), Auto Hold function, Brake Assist and Electronic Brake-pressure Distribution (EBD). Safe driving in the Tiguan is also accounted for with features such as Anti-Slip Regulation (ASR), Electronic Differential Lock (EDL), Electronic Stabilisation Program (ESP) and Engine Braking Control (EBC) as standard.

A number of options are available on the latest Tiguan, including an electric glass panoramic sunroof, leather appointed upholstery with electric driver's seat (std 155TSI R-Line) and the RNS510 satellite navigation system (std 115TSI R-Line). Naturally the latest Tiguan retains all the versatility and practicality for which the previous generation is renowned, being a five-door, five-seater. The rear seat is a 60:40 split bench that can be adjusted forwards and backwards by up to 16cm and also reclined, while cargo capacity ranges from 395 to 1,510 litres.



Design

Exterior

In designing the original Tiguan, Klaus Bischoff, head of design for the Volkswagen Brand said: 'It was very important for us to have the car appear powerful and muscular. For us that was a higher priority than anything else'. This philosophy has been carried through the Tiguan's design and into the new model, which continues to have a purposeful appearance and bears strong similarities to its 'big brother', the Touareg.

As part of the update of the Tiguan range it now includes new look alloys on the 132TSI, 130TDI and 155TSI R-Line models. The 118TSI retains Portland 16" alloys, the 132TSI and 130TDI come with 17" Philadelphia alloys while the new 155TSI R-line model gets 18" Mallory alloy wheels.

Side profile

A clear, powerful design dominates the Tiguan's side profile too, incorporating solid yet modestly trimmed wheel housings, a window line that rises towards the rear, distinctive door and wing surfaces, and – also typically Volkswagen – unmistakable C-pillars. Every detail follows a logic of form that unites the whole.

In side profile, chrome trims highlight the profile of the 155TSI R-Line model along with chrome roof rails and chrome window surrounds. While the new R-Line package brings sporty look side sills and a rear roof spoiler.

Interior

Inside the Tiguan's cabin, the 118TSI, 132TSI and 130TDI come with the RCD510 6.5 inch colour touchscreen as standard, with all the controls for the driver designed to be intuitive to use and easy to reach. On the main instrument panel, the radio and navigation panel is at the top, so it can be easily seen by both driver and front passenger.

The main functions are controlled by well-sized and clearly-marked keys and knobs, while the 155TSI R-Line features as standard RNS510 Satellite Navigation system which uses touchscreen technology to further simplify the control panel. Switches for the heating and ventilation system are laid out below, still easily within reach of the driver and front passenger.

The seat design depends on the specification level chosen. Under seat drawers for driver and front passenger are available to maximise interior storage space, plus comfortable seats with height and lumbar adjustment. Both driver and front passenger doors can accommodate a sizeable drink bottle.

In the rear, all Tiguan's have a 60:40 split/fold rear bench which can slide forwards and backwards by 16cm to maximise legroom for rear passengers or luggage space in the boot as required. The rear bench is also fitted slightly higher than the front seats. This is a benefit for customers with young children as passengers, allowing them to see through the windows and have seat belts fitted more easily. Adding to the comfort for rear passengers, each of the rear seat backs can also be reclined individually by up to 23 degrees.

If the rear middle seat is not occupied, the centre section of the rear bench can be folded down to make an armrest and cup holder; alternatively there is a load-through provision to enable long items to be transported with two rear passengers seated.

The Tiguan's load space is both functional and easily accessible, and offers a maximum payload of up to 670 kg with the rear seats folded flat. Five load lashing points plus a 12V socket in the boot further boost practicality, while a removable luggage compartment cover aids security.

Engines

Four engines remain available across the Tiguan range: three petrol engines and one diesel engine. Petrol engines include the twin-charged 1.4-litre TSI with 118 kW, a 2.0-litre TSI with 132 kW and a 2.0-litre TSI with 155 kW. The 2.0-litre diesel engine offered in the range has also received an update; gaining an extra 27 kW to 130 kW (from 103 kW previously).

1.4-litre TSI with 118 kW

This 1.4-litre engine uses twin-charging (supercharging and turbocharging) technology to generate 118 kW at 5,800 rpm and a maximum 240 Nm of torque from 1,500 right up to 4,000 rpm. It is combined with a 6-speed manual or 6-speed DSG gearbox.

2.0-litre TSI with 132 kW

Moving up the range, customers can choose the 2.0-litre TSI petrol engine with 132 kW, available with standard 4MOTION all-wheel drive and linked to a 7-speed DSG gearbox.

Developing 132 kW from 4,300 rpm and 280 Nm of torque from 1,700 rpm, the combined fuel consumption figure is 8.8 l/100km with CO₂ emissions of 205 g/km.

2.0-litre TSI with 155 kW

The most powerful petrol engine in the Tiguan range, the 2.0-litre TSI with 155 kW is offered with a 7-speed DSG gearbox.

The four-cylinder engine is boosted by a turbocharger and intercooler, produces 280 Nm of torque from 1,700 rpm and yet still returns 8.8 l/100km on the combined cycle for the standard 7-speed DSG gearbox.

2.0-litre TDI with 130 kW

New to Tiguan drivers is an upgraded 2.0-litre TDI unit which produces 130 kW at 4,200 rpm and 380 Nm of torque from 1,750 to 2,500 rpm. This engine uses common rail diesel injection technology for maximum efficiency, with up to 1,800 bar of injection pressure and special eight-hole injector nozzles producing especially fine atomisation of the fuel.

The advantages to the driver are a very quiet and smooth-running engine, remarkably responsive behaviour and competitive fuel consumption and emissions. Also having a positive effect on noise reduction is the completely maintenance-free toothed belt drive for the camshaft.

The 2.0-litre TDI with 130 kW is offered with BlueMotion Technology and 4MOTION all-wheel drive and a standard 7-speed DSG gearbox. Here it returns a combined economy figure of 6.2 l/100km with CO emissions of 164 g/km.

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BlueMotion Technology

Both the 118TSI and the 130TDI Tiguan models incorporate BlueMotion Technology. This technology incorporates a multifunction computer with visual gear change recommendation for optimum fuel consumption as well as Stop/Start, Coasting Function (only available for Tiguan 130TDI DSG) and Brake Energy Recuperation.

The Tiguan's automatic Start/Stop system is intuitive and very quick to react to the driver's inputs. In a vehicle with a manual transmission, for example, when coming to a halt at traffic lights, the driver depresses the clutch and selects neutral. When the clutch is released, the engine shuts down and a 'Start/Stop' symbol illuminates on the multifunction display. In order to move away, the driver simply depresses the clutch once again to select first gear and the engine restarts automatically. With the DSG gearbox, the Stop/Start system is activated through the brake pedal. The system can be deactivated through a switch, if necessary.

Available only in the Tiguan 130TDI is Volkswagen's new Coasting Function, another enhancement to BlueMotion Technology which further improves fuel savings.

The Coasting Function when selected via the multifunction display (MFD) utilises the momentum of the vehicle to save fuel with a foresighted driving style. The engine is declutched and no longer brakes the vehicle, therefore allowing it to roll out over a longer distance. When the brake, accelerator pedal or the gear selector lever is operated, the clutch is re-engaged and engine braking takes effect.

Brake Energy Recuperation is designed to help utilise energy that would otherwise be lost during braking. In deceleration and braking phases, the alternator's voltage is boosted and used for bulk recharging of the car's battery. Thanks to alternator control, it is possible to lower alternator voltage, for example during deceleration or driving at constant speed. It is even possible to switch off the alternator entirely which reduces engine load and improves fuel consumption.

Gearboxes

The 118TSI Tiguan is available with a 6-speed manual transmission or a 6-speed DSG transmission. All other models in the Tiguan range (132TSI, 130TDI and 155TSI) are offered exclusively with a 7-speed DSG transmission.

Safety

The previous Tiguan model attained a maximum five star rating in crash testing by the European consumer protection organisation Euro NCAP (New Car Assessment Programme), The American IIHC (Insurance Institute for Highway Safety) and in local ANCAP testing. The latest version of the Tiguan is definitely still one of the safest cars, with its credentials built on the strong foundation of its rigid occupant cell, its deformation zones and the restraint systems that are tuned to them.

All Tiguan models have five head restraints that can be height adjusted and are optimised to protect against whiplash. In addition to this they have two front airbags, two side airbags (front) and two curtain airbags – the latter cover the entire lateral surface of the windows.

Integrated at the front and outer rear seating positions are seatbelt force limiters, which reduce chest loads. Belt tensioners for the front seats, which are electrically ignited by a central control module in an accident of sufficient severity, ensure that the movements of occupants are coordinated to vehicle deceleration early on.

Fatigue detection system

It is estimated that a quarter of motorway accidents are caused by driver fatigue and often the results of fatigue related crashes are more severe because the driver's reaction times are delayed or they have failed to make any manoeuvres to avoid a crash. For this reason Volkswagen has introduced an innovative fatigue detection system, initially in the previous Tiguan 155TSI, and now across the entire range. For the first 15 minutes of a journey the system analyses the driver's characteristic steering and driving behaviour. Further into the journey the system continually evaluates signals such as steering angle, use of pedals and transverse acceleration. If the monitored parameters indicate a deviation from the initial behaviour recorded at the beginning of the trip, then waning concentration is assumed and warnings are issued.

The system warns the driver with an acoustic signal lasting five seconds, while a visual message also appears in the instrument cluster recommending a break. If the driver does not take a break within the next 15 minutes, the warning is repeated.

This assistance system cannot detect a so-called 'microsleep' but instead focuses on detecting early lapses in concentration. This means it is more versatile than an eye movement monitoring based system as it also still functions when the driver is wearing sunglasses or driving in the dark.



Running Gear

Front axle

At the front, the Tiguan employs a strut type suspension system, with lower wishbones and wheel-locating struts. The front suspension is mounted on a one-piece aluminium subframe.

Rear axle

Volkswagen's four-link rear suspension system was tuned for the Tiguan's intelligent 4MOTION all-wheel drive. The robust axle geometry has already been proven in a similar form in the Passat 4MOTION, though the Tiguan utilises a high-strength steel subframe to enable it to handle off-road conditions.

Two-wheel drive model

The 1.4-litre with 118 kW is available as a two-wheel drive offering improved fuel economy and reduced CO₂ levels. The two-wheel drive Tiguan model uses the same 4MOTION rear axle as the four-wheel drive version. The propshaft, rear-axle differential and the drive shafts are simply omitted and the wheel bearings for the front-wheel drive version are fitted.

4MOTION all-wheel drive

Most Tiguan models are available with the latest generation 4MOTION four-wheel drive technology, which has been designed and adapted to satisfy the highest standards for on-road driving and safety, while simultaneously offering optimal traction off-road.

Even on models with 4MOTION four-wheel drive, the front axle is driven in most cases; the rear axle only gets 10 per cent of propulsive power, which saves on fuel. Not until necessary – based on the specific powertrain and carriageway situation – is the rear axle brought into play, step by step. This is achieved by an electrohydraulic all-wheel drive clutch.

An important difference compared to the previous generation 4MOTION: no speed differences are needed between the front and rear axles to activate the all-wheel drive clutch, since pressure is built up via an electric pump.

The multi-plate clutch system itself is integrated in the rear differential. The pressure reservoir is supplied with oil by an electric pump with a working pressure of 30 bar. An electronic control unit computes the ideal drive torque for the rear axle and regulates, via a valve, how much oil pressure is transferred to the working piston of the multi-plate clutch. Here, the surface pressure on the clutch plates is proportional to the torque desired at the rear axle. The amount of transferred torque may be continuously varied by altering the magnitude of the pressure applied to the clutch plates. The system operates independent of wheel slip, since the working pressure is always available. When the Tiguan is driven off from a standstill or accelerated, wheelspin of the front wheels is fully prevented, since the control unit regulates the torque distribution based on dynamic axle loads. In extreme cases, nearly 100 per cent of the drive torque can be directed to the rear axle.

XDL

Originally pioneered in Volkswagen's sports cars, the entire updated Tiguan range now receives extended electronic differential lock (XDL) technology. Technically speaking, XDL is a functional extension of the electronic limited-slip differential (EDL) which is a part of the standard ESC system. Its benefits are experienced when driving quickly through a bend. ESC sensors provide information on lateral G forces, while ABS sensors monitor levels of friction. Using this information a control unit can predict when an inside wheel is about to lift and apply a braking force automatically to increase traction on the opposite front wheel. The result is smoother, more sure-footed and safer progress with better traction through fast corners when on the limit of adhesion. XDL also compensates for the understeer which is typical of front-wheel drive cars.

RNS510 DVD touchscreen satellite navigation/radio system

Also available as an option for the 132TSI and 130TDI Tiguan is the RNS510 satellite navigation system. This features a six and-a-half-inch colour screen plus integrated voice control system which responds to spoken voice commands for navigation, CD and radio functions.

As well as playing CDs in the usual manner, favourite tracks can also be stored onto the internal, 30 GB hard-drive via an SD card slot in the front of the unit. The hard-drive is also used to store navigation mapping. In addition, routes can be recorded while driving and then re-traced by following guidance provided by the stored waypoints. The RNS510 system is standard in the Tiguan 155TSI R-Line.

Adaptive Chassis Control

In the past, engineers have been constrained in designing a suspension system which is biased either towards comfort or sportiness, always resulting in some form of compromise. The ideal, it was decided, would be to produce a chassis that could continually adapt to road conditions and the particular wishes of the driver or passengers. This is now standard on the Tiguan 155TSI R-Line. Here not only can the suspension's damping characteristics be controlled at the touch of a button, but the electro-mechanical power steering and accelerator response are also modified at the same time.

Adaptive Chassis Control functions via a set of four electronically adjustable dampers operated through pneumatic valves. Each damper is fitted with characteristic map control, a gateway control module that serves as an interface with the CAN data networks in the Tiguan – these comprise of three sensors for measuring wheel displacement, three sensors for measuring movements of the body structure and a control module for the damping.

These sensors constantly (up to 1,000 times per second) measure the vehicle's behaviour – be it under braking, acceleration or cornering – and react almost instantaneously to ensure the optimum mix of chassis agility and comfort at all times. The vehicle defaults to 'Normal' mode in which the system strikes a balance for general use. Should the driver select 'Sport' mode the steering assistance is reduced, the damping is hardened and the throttle responses are sharpened as the mapping changes. This is intended for either twisty roads or track driving. In 'Comfort' the damping is softened and the steering assistance is increased to provide a smooth and controlled ride best suited to motorway driving.



The new Tiguan

Pricing

Model

Tiguan 118TSI 6-speed manual	\$28,990
Tiguan 118TSI 6-speed DSG	\$31,490
Tiguan 132TSI 7-speed DSG	\$36,990
Tiguan 130TDI 7-speed DSG	\$39,990
Tiguan 155TSI R-Line 7-speed DSG	\$44,990

Options

Metallic / Pearl Effect paint	\$700
Electric glass panoramic sunroof (132TSI, 130TDI & 155TSI R-Line)	\$2,000
RNS510 satellite navigation system (132TSI & 130TDI, standard 155TSI R-Line)	\$1,300
Leather appointed upholstery w/ electric driver's seat (132TSI & 130TDI, standard 155TSI R-Line)	\$3,500
R-Line package (132TSI & 130TDI, standard 155TSI R-Line)	\$2,500

Prices quoted are Manufacturer List Prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state.

