



New Golf Cabriolet | Press Release





New Golf Cabriolet Image Portfolio



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The New Golf Cabriolet – Australian Launch, Adelaide, November 2011

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Important:

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New Golf Cabriolet debuts with classic soft top –

- Golf's top opens fully automatically in just 9.0 seconds
- Versatile Golf Cabriolet designed for all 4 seasons

Volkswagen is introducing a new generation of its open air bestseller to the cities, streets and beaches. It offers all the advantages of a Golf – one of the most awarded car in the world. And one more advantage as well: the soft top opens fully automatically in just 9.0 seconds, and this can be done while driving up to 30 km/h. And what happens in autumn when the Golf top is closed and summer is over? The answer is clear: the four-seat Volkswagen is a versatile, year-round cabriolet thanks to its practical traits and the sophisticated design of its soft top.

A circle is completed:

Volkswagen is continuing a great tradition with the Golf Cabriolet. Internationally – on the past 3 models produced between 1979 and 2002 – over 680,000 drivers worldwide chose the cabriolet version. The new Golf Cabriolet has the potential to continue this history now without a significant feature – a roll bar. This function of the roll bar is now being performed by an extremely fast rollover protection system that deploys in fractions of a second. Front and front side/head airbags, a knee airbag on the driver's side and ESP are also always standard. After all, safety is a top priority.

All-rounder instead of diva:

When the top is up, this Volkswagen is one of the quietest cars of its kind. In addition, the Golf Cabriolet offers one of the most spacious interiors in its class and – thanks to the soft top – unlimited use of the boot space and 250 litres of cargo capacity, even with the top down. This enables open-top cruising in the Golf Cabriolet with a full load of cargo in the boot. In addition, the folding rear bench seat is split, which significantly increases stowage capacity.

Maximum safety:

The body of the Golf Cabriolet offers maximum all-round safety thanks to its extremely fast rollover protection system that deploys in milliseconds, a reinforced windscreen frame and numerous other structural modifications (under body, side panels, sills, back panel, doors). These many reinforcements also give the 4.33 metre long, 1.78 metre wide and (top up) 1.42 metre tall Golf Cabriolet extreme torsional rigidity.

Very clearly the Golf among cabriolets:

The styling of the Golf Cabriolet's rear section, lower roof line and more swept-back windscreen frame also give it a high degree of sporty independence. When the soft top is down, the Golf Cabriolet has an elegant, extended appearance. With the top up, the compact and crisp styling lines around the 'imaginary' C-pillars transfers it to contemporary times.

Interior. High-end with cabrio feeling:

The cabriolet version of the Golf follows the high styling and material quality standards of the classic hardtop Golf 1:1 in the interior. This results in a level of sophistication that is otherwise only offered in significantly more expensive cabriolets. Like the Eos before it, the Golf sets itself apart from many other convertibles in the compact class in one key interior attribute: the windscreen frame is refreshingly short, optimising the cabrio feeling.

One cabriolet, lots of equipment options:

In the exterior area, standard features include smoked LED rear lights, sporty 17-inch wheels with 225 tyres and chrome trim on the radiator grille. Interior and functional features that are standard include a fully automatic electro-hydraulic black fabric roof,

sports suspension, dual zone climate control automatic air conditioning, comfort front seats with rear seat easy entry aid, Bluetooth and MDI (USB) connectivity and “Matte Chrome” decorative inserts.

Sustainable cruising:

The twincharged direct-injection petrol engine that is offered with the Golf Cabriolet is ideal for long and short trips throughout the 4 seasons. Power output is provided at 118 kW with 240Nm of torque matched with either a 6-speed manual transmission or a 7-speed DSG transmission. The Golf Cabriolet achieves fuel consumption figures of just 6.5 l/100 km (6.6 manual) and emits 153/km CO₂ (155 manual).

Technology of the bestseller:

The Golf Cabriolet’s engine powers the front wheels, and utilises the same powertrain and chassis system available in Golf hatch. Therefore, the familiar MacPherson-type strut suspension with performance-optimised anti-roll bars are used in front. In the rear, the new Golf Cabriolet has an innovative multilink rear suspension, which ensures that the ESP system very seldom needs to be activated.

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Golf Cabriolet is a safe all-round vehicle for 365 days a year –

- Automatic rollover protection and high-strength car body
- Soft top offers top-notch convenience and comfort

The new Golf Cabriolet also has a classic fabric soft top. Why fabric and not steel as on the Eos? A glance at the new model is telling: at a length of 4,337 mm, the Golf Cabriolet has a significantly more compact construction than the 4,407 mm long Eos. The two vehicles take fully independent approaches to styling, positioning and cabriolet design.

The top of the Golf Cabriolet

Although Volkswagen is using a fabric top on the Golf, the four-seater is one of the quietest of cabriolets. Its soothing quiet ride is attributable to the sophisticated design of the fabric roof as well as new window and door seals. Wind noises in the high frequency range above 5,000 Hz are perceived as especially annoying, since they make it difficult to hold a conversation while driving (articulation index). Volkswagen examined this articulation index in-depth and evaluated experience in other vehicles. The results: the Golf Cabriolet actually sets new standards for acoustics in cabriolets.

The soft top itself consists of a linkage, a roofliner, insulating filler layer throughout and exterior cover. Perfection in everyday practicality: the development team designed the joints of the longitudinal seams of the exterior cover fabrics (centre panel and two side panels) so that they serve as an additional drip rail. Perfection in aerodynamics: mounted between the longitudinal frames of the top linkage are a total of four roof cross bows and the so-called front roof bow (the first large transverse element behind the windscreen frame). In turn, the soft top is joined to the roof bows by screw-fastened fabric retention strips.

Consequently, even at higher speeds, the fabric roof does not fill with air. And that has a positive effect on aerodynamics.

When the roof is stowed, the upper surface of the front roof bow covers the top surface of the storage box. This eliminates the need for a separate cover. The results: the standard fully-automatic electro-hydraulic top opens (9.0 seconds) and closes (11.0 seconds) almost as fast. In addition, it does not need to descend as deeply into the larger boot space (250 litres with roof up or down).

The top is operated from a central switch on the centre console. Opening and closing is even possible while driving – at speeds up to 30 km/h. Two hydraulic pumps activated by a central switch generate the necessary pressure. Even in this area, special care was taken to ensure that the least possible noise is generated; for example, the hydraulic unit is enclosed by insulation. Unlatching and latching of the Golf Cabriolet's soft top is handled by an electro-mechanical locking system. It operates fully automatically. This means that no additional manual unlatching or latching is necessary. The system senses, via two micro switches, whether the roof is completely opened or closed, and it informs the driver of the OK status by an acoustic signal and a visual message (in the multifunction display).

To ensure a good view behind the car, the top's heated rear glass window was designed to be especially large for a cabriolet; it is joined to the soft top by what is known as high-frequency welding.

Safety in the Golf Cabriolet

Rollover protection:

Since 1979, when the first Golf Cabriolet was presented, all generations of this model series have had a roll bar. That had to be, because in the early years of the Golf Cabriolet, automatically deploying rollover protection systems had not yet been invented. When the first such systems appeared at the end of the 1980s, they were hardly suitable for affordable cars such as a Golf Cabriolet. This changed in 2003, when Volkswagen presented the New Beetle Cabriolet with rollover protection that could be deployed from behind the rear seats. The system was modified for the Eos, and – in its latest development stage – it now protects occupants of the Golf Cabriolet as well.

The rollover protection element implemented in the Golf shoots upward behind the rear headrests within 0.25 seconds of the vehicle exceeding a predefined transverse acceleration or tilt angle. The system's two rollover modules consist of one fixed aluminium profile and one moveable aluminium profile within it that is pretensioned with a spring. The inner profile is held in its rest position by a magnetic switch.

When triggered by the airbag controller in reaction to an impending rollover, the solenoid opens a holding detent and releases the inner profile. While it shoots upward, a support detent overruns a toothed track mounted to the inner profile and prevents the inner profile from dropping downward.

The highlight of the system on the Golf: the two deployable modules were designed to be significantly compact. For the first time on a Volkswagen cabriolet with deployable rollover protection, it was possible to implement a cargo pass-through with a width of 526 mm and a height of 381 mm, including a folding rear seatback. Previously, there was just a ski pass-through in this area.

Body reinforcements:

The Golf Cabriolet offers maximum all-round safety thanks to its rollover protection system, a reinforced windscreen frame and numerous other structural modifications (underbody, side panels, crossmembers, doors). Due to its numerous reinforcements, the 4.33 metre long, 1.78 metre wide and (top up) 1.42 metre tall Golf Cabriolet also exhibits extreme torsional rigidity. Some of these reinforcements are visible when the cabriolet is viewed from below, such as when the Cabriolet and a “normal” Golf stand side by side on a raised platform. In a visual comparison, the observer can see significant differences in the underbodies.

In front, the cabriolet has an engine shield made of aluminium; together with its mounting brackets, which increases rigidity. In addition, the engine mount, acting as a vibration damper, adds refinement at the front end. On each side of the car, two lateral reinforcements in the sill area and two diagonal braces, front and rear, as well as the reinforced rear subframe joint lead to further gains in rigidity and a significant reduction in resonant body vibrations.

This rigidity, which is also a crucial factor for optimal driving stability and driving comfort, is quite noticeable. Meanwhile the galvanised body protects the car from rusting.

Cabriolet-specific airbags: The protective systems on the Golf Cabriolet are completed by reinforcements in the doors and standard front and front side/head airbags. The latter are specially designed for a cabriolet, since of course it is impossible to mount curtain airbags in the roof area. The side/head airbags integrated in the lateral sections of the seatbacks therefore deploy next to the driver and front passenger over the entire interior height of the Golf Cabriolet.

A standard knee airbag has also been incorporated on the driver's side. In conjunction with the seat belt, this airbag absorbs energy from the pelvic area and the legs, which leads to reduced occupant loading. Taking it further: thanks to the knee airbag, the driver is integrated in the vehicle's deceleration mode sooner via the thighs and pelvis. This initiates upper body rotation precisely, so that the driver's airbag can make contact with and support the upper body at an optimised angle. The knee airbag's mode of operation illustrates the true complexity of the networking of safety systems.

Sporty, elegant and contemporary style for the new Golf Cabriolet –

- Soft top down: The Golf Cabriolet has an elegant, extended look
- Soft top up: The compact and crisp styling lines around the ‘imaginary’ C-pillars transfers it to contemporary times

The top of the Golf Cabriolet

Front end:

Viewed from the front, this cabriolet is of course a typical Golf. Nonetheless, the cabriolet has an even sportier image from this perspective, because of the swept-back windscreen. An especially dynamic image results when the Cabriolet is ordered with the optional Bi-Xenon headlights. In this case, the daytime running light formed by 15 LEDs is automatically integrated in the dual headlight housing.

Rear:

The smoked LED rear lights were adapted from the three-and five-door Golf. Naturally, designers and engineers redesigned the rear section itself. The cabriolet’s bootlid extends low into the bumper, and it swings far upward, making it easy to stow suitcases or shopping items. An elegant chrome trim strip forms a visual contrast between the lower edge of the soft top and the bootlid; this continuous chrome strip extends up to the A-pillars.

Side profile:

In side profile, three styling characteristics of the cabriolet are especially appealing to the eye: the more swept-back windscreen, the visually very short boot and the soft top integrated in these style lines. When the soft top is down, the Golf Cabriolet has an elegant, extended look.

With the top up, the compact and crisp styling lines around the imaginary C-pillars and the boot reflect the unmistakable character of the previous model and transfer it to contemporary times – spanning over an entire decade. As standard, the Golf Cabriolet comes fitted with 17-inch ‘Seattle’ alloy wheels with 225 tyres.

Interior of the Golf Cabriolet

Very clearly – the cabriolet version of the Golf follows the high styling and material quality standards of the classic hardtop Golf 1:1 in its interior. This results in a level of sophistication that is otherwise only offered in significantly more expensive cabriolets. Like the Eos before it, the Golf sets itself apart from many other cabriolet cars in the compact class in one key aspect of its interior: the windscreen frame is refreshingly short, optimising the Cabrio feeling. In addition, the Golf Cabriolet offers the largest interior length in its class. Guests in the rear will especially notice the 833 mm of effective legroom.

Similar to the design implemented in the Eos, the top activation switch is integrated in the centre console between the driver and passenger seats. The Golf Cabriolet also has a practical rear seat entry aid which makes it easier for rear passengers to enter and exit the car.

There are practical bag hooks in the side panels of the 250 litre boot; located right next to the hooks are the remote latch release mechanisms for folding the 50:50 split rear seatback. When the seatback is folded, this adds additional stowing capacity thanks to the very large pass through opening.

Extensive list of standard features –

- Soft top of the Golf Cabriolet opens and closes fully automatically

Standard features of the Golf Cabriolet

A four-seat cabriolet with fully automatic soft top, automatically deploying rollover protection, an extremely strong windscreen frame, an effective network of airbags and ESP including Hill Start Assist and counter steering support, as well as daytime running lights. That is a brief sketch of its safety-related features. Yet, the Golf Cabriolet has even more to offer...

Standard exterior features

In front, the Golf Cabriolet is equipped with chrome grille highlights. At the rear, it features unique rear tail light design with dark tinted LED tail lights, body coloured bumper with black lower rear diffuser, and exposed twin exhaust tail pipes. Running from A-pillar to A-pillar, a chrome band encircles the side windows and the soft top. Also standard: green-tinted thermal insulating glass, 225 tyres fitted to 17-inch alloy wheels, and naturally the electro-hydraulic drive of the soft top.

Standard interior features and functionality:

Many of the car's basic interior features include details that have a positive effect on life aboard. They include dual zone climate control automatic air conditioning, reading lights in front (2), Hill Start Assist, RCD310 audio system, Media Device Interface (MDI) and Bluetooth phone connectivity. Standard features also include electric door mirrors, electro-mechanical power steering, wireless remote control of the central locking and a dust and pollen filter with an activated carbon insert.

Also standard: height-adjustable comfort seats (in front) in black cloth seat upholstery, “Matte Chrome” decorative inserts in dashboard and doors, rain sensing windscreen wipers, numerous storage compartments, comfort front seats with height adjustment and rear seat easy entry aid, and multi-function leather steering wheel that offers good grip. The glovebox can also be cooled, and the rear seatback folds with a 50:50 split.

Optional features of the Golf Cabriolet

Nonetheless, there is room to further customise the car. Optional extras available for the Golf Cabriolet are Bi-Xenon headlights with dynamic cornering lights and LED daytime running lights, RNS510 satellite navigation system, Vienna “Cool” leather appointed upholstery, metallic or pearl effect paint and an anti-theft alarm system.

Twincharged direct-injection TSI petrol engine is ideal for cruising with a cabriolet –

- Golf Cabriolet offered with awarded 1.4 TSI engine offering 118 kW of power

The twincharger with 118 kW (at 5,800 rpm), which is boosted by both turbocharging and supercharging is ideal for cruising in a cabriolet. It is very fuel efficient and provides effortless performance. Combined fuel consumption with a manual gearbox is 6.6 l/100 km (here: 155 g/km CO₂); when shifted by DSG, fuel consumption is reduced to 6.5 l/100 km (153 g/km CO₂). The TSI develops a maximum torque of 240 Newton metres between 1,500 and 4,000 rpm. In both transmission versions, the Golf Cabriolet with this engine reaches 100 km/h in 8.4 seconds.

Transmission

The Golf Cabriolet come standard with a 6-speed manual gearbox but can be optioned with a 7-speed DSG. The DSG transmission is characterised by maximum economy and shifting dynamics, which have never been attained to this extent before.

The world's first 7-speed DSG for large-scale production has – as its most prominent design characteristics – two dry clutches whose pressure is regulated hydraulically. Engine power is transmitted to the dual clutch via the crankshaft and a dualmass flywheel. Clutch 1 handles the odd numbered gears, and clutch 2 the even gears plus reverse gear.

The results of this sophisticated clutch management: when shifting, there are no gaps in propulsive power. Comfort and convenience are excellent, and the driver experiences an incomparably dynamic yet comfortable shifting feeling.

Responsible for this – along with an intelligent mechatronic system (electro-hydraulic transmission control) – are two clutches as well as two drive shafts and three final drive shafts. This networked system makes it possible to continually lie in wait, ready to go into action at the next higher driving level.

As soon as the ideal shifting point has been reached, the clutch responsible for sixth gear automatically opens, while the other one closes and pre-activates seventh gear. This produces an overlap between opening and closing of the two clutches, and this leads to the comfortable shifting described above. The entire shifting process is completed within a few hundredths of a second, which is much faster than even the most highly trained professional driver could achieve.

New Golf Cabriolet

Pricing

Models

Golf Cabriolet 118TSI 6 Speed Manual	\$36,990*
Golf Cabriolet 118TSI 7 Speed DSG	\$39,490*

Options

Metallic / Pearl Effect paint	\$500
RNS510 satellite navigation system	\$3,000
Rear View Camera (RVC) with parking distance sensors (only with RNS510)	\$1,400
Bi-Xenon headlights with LED daytime driving lights	\$2,100
Vienna Cool leather appointed seat upholstery	\$3,300
Anti-theft alarm system	\$600

* 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.

New Golf Cabriolet

12 September 2011

Top Safety Ratings for Golf Cabriolet and Jetta in Euro NCAP Test

In the European NCAP safety testing, the new Golf Cabriolet was awarded a top five star ratings for adult, child and pedestrian protection. This places it amongst the safest vehicles in its class.

The Golf Cabriolet achieved an especially impressive scores in tests for occupant safety at 96 per cent. It attained top results in all seat positions, regardless of the height of the driver and front passenger. Rating points are awarded based on the results of frontal impact and car-to-car side impact tests as well as a pole side impact test.

Just as important as occupant protection is the protection of pedestrians in traffic. In the test procedure, accidents with pedestrian children and adults are simulated at a vehicle speed of 40 km/h. The Golf Cabriolet achieved very good results in head protection for children, since the top of the bonnet can deflect inwards.

The Golf Cabriolet also impressed in the “safety assist” area, with very good 71 per cent scores. In this rating category, Euro NCAP not only evaluated seat belt buckling reminders, but also the standard use of vehicle dynamic control systems (ESP). Both systems are standard in the Golf Cabriolet.