



New Golf GTD | Media / Launch



Golf GTD

New Golf GTD Image Portfolio

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The New Golf GTD –

Australian Launch, Tasmania, June 2010

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Important:

All the data and descriptions included in this press folder are valid for the programme of models available for sale in Australia. Different details may apply in other countries. This information may be subject to change or correction.

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The New Golf GTD –

Comeback of a Classic:

Volkswagen brings the new Golf GTD to market

The Golf model lineup has been growing in leaps and bounds: At the end of 2008, the sixth generation of the bestseller was launched in Europe. Shortly thereafter, in early 2009, the new Golf arrived in Australia. Then, the current Golf GTI was vaulted to centre stage, closely followed by the new Golf Wagon. And now the lineup continues: with the new Golf GTD. Its 125 kW power level makes it the highest-performance production Golf with a diesel engine today. The code letters GTD have revolutionized the diesel market with its turbocharged diesel engine; a diesel that is not only economical but exceedingly sporty too.

- **GTD key performance data:** The new Golf GTD is powered by a highly advanced common rail TDI engine with a torque of 350 Newton-metre, fuel efficiency of 5.5 litres and CO₂ emissions of 145 g/km. The GTD sprints from 0km/h to 100 km/h in just 8.1 seconds.
- **GTD affinities:** The Golf GTD speaks to all diesel fans who value a maximum in dynamic performance. That is why the GTD shows such a clear affinity to the new Golf GTI (155 kW). While the GTI is in a league of its own with an efficient TSI engine that offers the performance of far more expensive sports cars, the Golf GTD is making its debut with phenomenal fuel economy and a range of approx. 1,000 kilometres (with a 55 litre fuel tank).

- **GTD high tech:** The car's technical ingredients are among the most advanced that the market has to offer. Naturally, the focal point of this high-tech composition is the TDI engine. Its specific torque is 176.4 Newton-metre per litre engine displacement. In practically any driving situation, the 16-valve four-cylinder engine offers the power of a sports car engine with six cylinders. Just as pioneering is the six-speed DSG gearbox from Volkswagen: Just as on the Golf GTI, on the Golf GTD too there will be an optional dual clutch transmission in place. The Golf GTD with DSG also accelerates to 100 km/h in 8.1 seconds and consumes just 5.8 litres of diesel per 100 kilometres on average (152/km CO₂).
- **GTD exterior:** The car's visual appearance is impressive too. The GTD – equipped with a chassis lowered by 15 millimetres, 17-inch alloy wheels and 225 section tyres – shows parallels and once again a similarity to the GTI in terms of its styling and features. Consider the front end, for example: Among the hallmarks of the GTD and GTI are their bumper designs with standard front fog lights in a typical vertical layout. Their headlights and radiator grilles share the same construction as well. In the case of the GTD, the horizontal stripes in the radiator grille – typical of the GTI – are styled in chrome. At the rear, the turbo-diesel also has a diffuser, but it is modified: The diesel Golf can be recognized by the twin chrome tailpipes of its exhaust system in the diffuser. The taillights are also smoked.

- **GTD interior:** The car's interior follows Volkswagen's GT philosophy as well. And this means ergonomics in its purest form, supplemented by features tailored to the Golf GTD. The "top sport seats" – the same as the ones used in the Golf GTI – define a higher standard. Their long-distance touring and racing properties are legendary, as is their styling. In contrast to the GTI, the black sport seats of the GTD are complemented by a light grey colour in the diamond stripe pattern instead of red. Another highlight is the three-spoke leather sport steering wheel. And, as on the steering wheel, the parking brake grip and gearshift surround are also finished in leather. The instrument and door trim areas are treated with "Black Stripe" gloss-black accents.
- **GTD is fully equipped:** Furthermore, Golf GTD features include details such as chrome bezels for various switches, a black roofliner and black roof pillar trim, automatic climate control, Multi-Functional Display (MFD Plus) trip computer, centre armrests and the RCD 510 radio system. Standard features also include ESP with braking assistant, as well as seven airbags, including a knee airbag on the driver's side.

The New Golf GTD –

A Sporty Statement:

Golf GTD is completely redefining dynamics in the diesel segment

GTD DRIVE – TDI TECHNOLOGY IN DETAIL

The most important conceptual component of the Golf GTD is the common rail TDI with 125kW being used in this model series for the first time. The 1,968 cm³ displacement engine is part of a new generation of TDI engines that is more fuel-efficient, low-emitting and more powerful. In parallel, Volkswagen significantly improved the acoustic properties of its new generation TDI engines.

The maximum power of the GTD engine lies at 4,200 rpm. Between 1,750 and 2,500 rpm is where the engine – as sporty as it is economical – develops its maximum torque of 350 Newton-metres. Its specific torque is 176.4 Newton-metre per litre displacement. In practically any driving situation, the 16-valve four-cylinder engine offers the power of a sports car engine with six cylinders!

Fuel induction is handled by the latest generation common rail system. Fuel injection pressures of up to 1,800 bar and special eight hole injection nozzles achieve especially fine atomization of the diesel fuel. The injection nozzles are equipped with the piezo in-line injectors. The electrically controlled piezo crystals – boosted by hydraulics – initiate trigger injection in fractions of a second. Compared to conventional solenoid valves, piezo technology enables greater flexibility in injection processes with smaller, more precisely metered fuel quantities and multiple injections with up to seven individual injections per working cycle. The results are a very quiet and pleasantly smooth-running engine, exceptionally quick response, excellent fuel economy and low emissions. Naturally, the Golf GTD meets limits of the Euro-5 emissions standard.

The conversion to common rail technology and numerous other acoustic measures – such as a damping film in the windshield, an extensive noise attenuation package and aero-acoustic fine tuning of the body – have made the new Golf GTD one of the quietest diesels in its class.

Like the new Golf GTI, the GTD also has an innovative engine sound system that acoustically underscores the engine's power. In addition, the common rail TDI itself has a positive effect on passive safety: Compared to the pump-nozzle TDI of the previous Golf generation, the new turbo-diesel has a significantly lower vertical profile. This improves pedestrian safety, since the engine hood now exhibits a larger deformation area.

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GTD HANDLING – CHASSIS HAS OPTIONAL ADAPTIVE CHASSIS CONTROL

The new Golf GTD is equipped with a sport chassis lowered by 15 millimetres. The entire architecture of springs, dampers and rear stabilizer were completely retuned for the sporty turbo-diesel. Up front, the familiar strut-type suspension operates with helical springs and telescopic dampers. In the rear, the innovative multi-link suspension ensures that the ESP system seldom needs to intervene. As an option, the new Golf GTD can be ordered with Adaptive Chassis Control. The system continually reacts to the roadway and driving situation and modifies the damper characteristic accordingly. Adaptive Chassis Control also reacts to acceleration, braking and steering inputs. This resolves the apparent conflict in goals between a stiff, sporty layout and a comfortable one. Background: A gain in sportiness generally means a loss of comfort, and the opposite holds true as well. An ideal chassis continually adapts to roadway conditions and the driver's wishes or those of the passengers. However, that would require electrically adjustable damping. Adaptive Chassis Control is precisely such a system. Along with the damper characteristic, the electro-mechanical power steering is tuned as well. Dynamic chassis control offers three programs: "NORMAL", "SPORT" and "COMFORT". All programs are selected via a button located in front of the gearshift lever.

The New Golf GTD –

GTD EXTERIOR – VISUAL APPEARANCE AND FEATURES

The styling and features of the Golf GTD and GTI clearly show overlaps. Consider the front end, for example: Among the hallmarks of the GTD and GTI are their bumper designs with standard front fog lights in a typical vertical layout. Their headlights and radiator grille are also identical in construction. In the case of the GTD, the horizontal strips in the radiator grille – typical of the GTI – are styled in chrome. The honeycomb structure of the radiator grille's lower and upper protective screens are shared with the GTI.

Consider the rear: The turbo-diesel has a modified diffuser here. The diesel Golf can be recognized by the exhaust system's twin chrome tailpipes on the left side of the diffuser (GTI: one tailpipe on the left and one on the right). The taillights are smoked. The special exterior colours "Candy White" and "Tornado Red" can also be ordered on either car at no additional charge.

The New Golf GTD –

GTD INTERIOR – LOOK AND FEATURES

The car's interior follows Volkswagen's GT philosophy as well. And this means ergonomics in its purest form, supplemented by features tailored to the Golf GTD. As in every sixth generation Golf, the exceptionally high-quality materials that are used make an immediate impression in their pleasing look and feel. The "top sport seats" – the same as the ones used in the Golf GTI – define a higher standard. Their long-distance touring and racing properties are legendary, as is their styling. In contrast to the GTI, the black sport seats of the GTD are complemented by a light gray in the diamond stripe pattern instead of red. The name of the pattern is identical: "Jacky". As a colour for the so-called cap stitching, an elegant light gray ("Art Grey") is used here instead of red ("Flash Red"). The driver and front passenger seats are height adjustable and equipped with a lumbar support. On this car, the seating system can be ordered with full "Vienna" black leather upholstery as an option.

Another highlight is the standard leather three-spoke sport steering wheel. Its lower radius is noticeably flattened, a feature usually reserved for race cars. The horizontal spokes were integrated in the styling of the grip recesses for the hands. The ergonomically ideal grip recesses are covered with smooth leather, while other areas of the wheel feature perforated leather. Also as elegant as it is sporty is the chrome look of the three spokes; the GTD signature was worked into the vertical spoke. The wheel is also fitted with multifunctional display controls. When the Golf GTD appears with a DSG transmission, its steering wheel functionality is extended by the addition of shift paddles ("- left, "+" right) located by the two horizontal spokes. Also fitted in standard black leather are the parking brake lever and the gearshift surround. Here too, the light grey stitching provides a colour contrast.

Chrome surrounds are standard on the rotary light switch, controls for the power windows, air vent nozzles and accents for the power mirror adjustment switches. Meanwhile, the instrument and door trim areas are treated with “Black Stripe” gloss-black accents. The pedal caps are made of stainless steel with an integrated anti-slip rubber profile.

The New Golf GTD –

FULLY EQUIPPED GTD – EVERYTHING ON BOARD

Moreover, interior features of the Golf GTD include additional details (baseline comparison: Golf Trendline) such as a black roofliner and black roof pillar trim, dual zone automatic climate control system, reading lights in front and rear, Multi-Functional Display (MFD Plus) trip computer, centre armrests, front and rear, two additional air vents and cup holders in the rear, pass-through cargo capability in the rear bench seat, an additional cargo bin in the trunk area and an RCD 510 radio system. Standard exterior features include front fog lights with chrome frames. Standard safety features include ESP with countersteer assist, braking assistant and seven airbags, including a knee airbag on the driver's side.

As an option, Volkswagen is offering the same Bi-Xenon headlights on the Golf GTD as on the Golf GTI, including dynamic curve lighting. The headlights swivel through a steering radius of up to 13 degrees to the outside and seven degrees to the inside. The styling of the headlights closely matches the GTD's sporty character. The embedded dual modules (Xenon outboard, parking light / turn signals inboard) each have a chrome pod through which a very impressive visual image projects. Another high-end technology of the new Golf GTD is the optional "Park Assist". It enables nearly automatic reverse parallel parking to the roadway.

The driver just needs to control the acceleration pedal, brake and (in the manually shifted version) the clutch, while the GTD steers into the pre-scanned space by sensor control. Previously, the space had to be at least 1.4 metres longer than the vehicle; now 1.1 metres is sufficient. In addition, the system now enables multiple forward-reverse stages in parking. "Park Assist" deactivates itself as soon as the driver manually intervenes in steering.

The New Golf GTD

Pricing

Models

Golf GTD 5 Door 6 Speed Manual	\$39,290 *
Golf GTD 5 Door 6 Speed DSG	\$41,790 *

Options

Metallic / Pearl Effect Paint	\$500
Electric Glass Sunroof	\$1,900
Vancouver 18" alloy wheels (4)	\$1,200
Dynaudio Excite 300W Audio	\$1,300
Satellite Navigation RNS510	\$2,500
RNS510 with Dynauido Excite	\$3,500
Rear View Camera (RVC) (with RCD510, RNS510 or Dynaudio)	\$500
Media Device Interface (MDI)	\$270
Vienna Leather Upholstery	\$3,300
Electric Driver's Seat (only with Leather & 5 Door)	\$600
Park Assist	\$1,400
Adaptive Chassis Control	\$1,500
Bi-Xenon Headlights with Cornering Lights	\$2,000

* Prices are manufacturer list prices only, for the drive away price please contact your local authorised Volkswagen dealer.

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