

Golf

WAGON

02/2014



Das Auto.



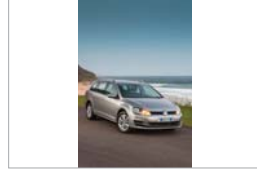
Golf Wagon 90TSI Comfortline Image Portfolio



Golf Wagon_90TSI
Comfortline_01



Golf Wagon_90TSI
Comfortline_02



Golf Wagon_90TSI
Comfortline_03



Golf Wagon_90TSI
Comfortline_04



Golf Wagon_90TSI
Comfortline_05



Golf Wagon_90TSI
Comfortline_06



Golf Wagon_90TSI
Comfortline_07



Golf Wagon_90TSI
Comfortline_08



Golf Wagon_90TSI
Comfortline_09



Golf Wagon_90TSI
Comfortline_10



Golf Wagon_90TSI
Comfortline_11



Golf Wagon_90TSI
Comfortline_12



Golf Wagon_90TSI
Comfortline_13



Golf Wagon_90TSI
Comfortline_14



Golf Wagon_90TSI
Comfortline_15



Golf Wagon_90TSI
Comfortline_16



Golf Wagon_90TSI
Comfortline_17



Golf Wagon_90TSI
Comfortline_18



Golf Wagon_90TSI
Comfortline_19



Golf Wagon_90TSI
Comfortline_20



Golf Wagon_90TSI
Comfortline_21



Golf Wagon_90TSI
Comfortline_22



Golf Wagon_90TSI
Comfortline_23



Golf Wagon_90TSI
Comfortline_24

Golf Wagon 110TDI Highline Image Portfolio



Golf Wagon_110TDI
Highline_01



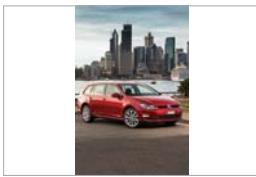
Golf Wagon_110TDI
Highline_02



Golf Wagon_110TDI
Highline_03



Golf Wagon_110TDI
Highline_04



Golf Wagon_110TDI
Highline_05



Golf Wagon_110TDI
Highline_06



Golf Wagon_110TDI
Highline_07



Golf Wagon_110TDI
Highline_08



Golf Wagon_110TDI
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Golf Wagon_110TDI
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Golf Wagon_110TDI
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Golf Wagon_110TDI
Highline_13



Golf Wagon_110TDI
Highline_14



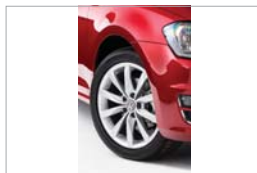
Golf Wagon_110TDI
Highline_15



Golf Wagon_110TDI
Highline_16



Golf Wagon_110TDI
Highline_17



Golf Wagon_110TDI
Highline_18



Golf Wagon_110TDI
Highline_19



Golf Wagon_110TDI
Highline_20



Golf Wagon_110TDI
Highline_21



Golf Wagon_110TDI
Highline_22



Golf Wagon_110TDI
Highline_23



Golf Wagon_110TDI
Highline_24

Golf Wagon 110TDI Highline Image Portfolio



Golf Wagon_110TDI
Highline_25



Golf Wagon_110TDI
Highline_26



Golf Wagon_110TDI
Highline_27



Golf Wagon_110TDI
Highline_28



Golf Wagon_110TDI
Highline_29

Golf Technology Image Portfolio



Golf Technology_MQB_01



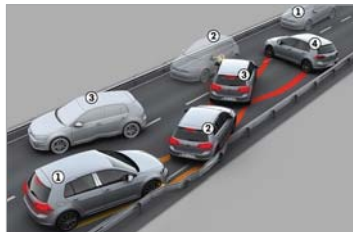
Golf Technology_MQB_02



Golf Technology_Driver Fatigue Detection



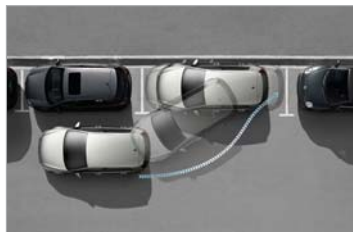
Golf Technology_Multi-Collision Brake_01



Golf Technology_Multi-Collision Brake_02



Golf Technology_Airbags



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Golf Technology_Park Assist_02



Golf Technology_Proactive Occupant Protection

The new Golf Wagon –

Australian Media Launch, Adelaide, 18-20 February 2014

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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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New Golf Wagon offers quality, functionality and versatility

Golf Wagon offers up to 1,620 litres storage

Distinctive styling and sharp proportions typify the new German designed and built Golf Wagon

Adelaide, February 2014. Volkswagen Australia has expanded its multi-award-winning Golf range to include the new Golf Wagon - the perfect all-round car. Planned as a member of the Golf 7 series from the outset, it is the first Golf Wagon to utilise the technologies and benefits of the innovative modular transverse matrix (MQB). This means: reduced weight (up to 165 kg lighter), optimised package (100 litres more cargo space), sharper body proportions, new safety and convenience systems, new petrol and diesel engines and new running gear technologies.

Now produced exclusively in Mosel, Germany, the Golf Wagon is the ideal car for active lifestyles. It boasts an attractive, high-quality Golf design both inside and out with the full functionality of a wagon. With a new entry price the Golf Wagon is now even more affordable to own.

Every model line of the seventh generation Golf hatch (non-performance) has been replicated for the Golf Wagon. This includes the new entry model wagon in the 90 TSI, the now mid-range 90 TSI Comfortline and the introduction of the premium Highline grade with 103 TSI and 110 TDI variants. All Golf Wagons are paired with a DSG transmission and achieve low fuel consumption (from 4.7 l/100km in the 110 TDI Highline) and CO₂ emissions.

The exterior styling of the Golf Wagon has been transformed, resulting in a car which is 4657 mm long (26 mm longer than the Mk VI), and 1,799 mm wide (18 mm wider), giving it a sportier and more distinctive look than the previous model. These dynamic proportions set the stage for the impressive design of the wagon, which follows the lines of the Golf hatchback until the B pillars, with uniquely Golf Wagon styling from the rear doors towards the back.

Importantly for wagon buyers the new Golf Wagon also has 100 litres more cargo space than its predecessor. Cargo capacity, which was increased from 505 to 605 litres (loaded up to the backrest of the rear seat), offers ample luggage space even with five passengers on board. When loaded to the backs of the front seats and up to the ceiling, cargo capacity grows to 1,620 litres (previous model: 1,495 litres).

All models in the new Golf Wagon range boast the same impressive standard features and options as available in the Golf 7 hatch. Standard features on the 90 TSI Golf Wagon include 5.8-inch Composition Media display, multi-collision braking system, electronic parking brake with Auto-Hold function, XDL transverse differential lock, battery regeneration mode and Stop/Start system, cruise control and Bluetooth connectivity and USB interface.

In addition to the 90 TSI base model, the Comfortline offers a comprehensive array of standard features, including a rear-view camera, front and rear parking sensors, rain sensing windscreen wipers, auto dimming rear-view mirror and automatic headlights, plus dual-zone climate control air conditioning.

For the first time in the Golf Wagon range the premium Highline grade is offered. In conjunction with a 103 kW TSI or 110 kW TDI engine, the Highline wagon is comprehensively equipped with luxurious Alcantara and cloth trim, 17-inch alloy wheels and Discover Media Satellite Navigation.

A wide range of optional features is also available for the Golf Wagon. This includes the Driver Assistance Package, with its impressive safety and convenience systems – Adaptive Cruise Control (ACC), Front Assist with City Emergency Brake, Proactive Occupant Protection System, Park Assist 2 and Driving Profile Selection.

The new Golf 7 Wagon

Pricing

Model

Golf 90 TSI 7 Speed DSG	\$25,540
Golf 90 TSI Comfortline 7 Speed DSG	\$29,290
Golf 103 TSI Highline 7 Speed DSG	\$33,840
Golf 110 TDI Highline 6 Speed DSG	\$36,340

Options

Metallic / Pearl Effect paint	\$500
Driver assistance package - Comfortline & Highline	\$1,300
Discover Media satellite navigation system - Comfortline (Std Highline)	\$950
Panoramic electric glass sunroof - Highline	\$1,850
Bi-Xenon headlights with LED daytime driving lights - Highline	\$2,150
Vienna leather appointed upholstery - Highline	\$2,950
Anti-theft alarm system - Comfortline & Highline	\$600

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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.



Dynamic proportions and systematic space utilisation

A sportier and more distinctive look for the new Golf Wagon

Gains in all areas: considerably more space for passengers and cargo

The Golf Wagon is now longer, wider and lower. These “sharper” proportions in themselves give it a sportier and more distinctive look than the previous model. Its new styling fits this image. Perfection in the details is evident in such prominent features as the D pillars. Here, designers succeeded in transferring the taut form that is so typical of the Golf – like the chords of an arc with an inset arrow – from the C pillars to the D pillars. The styling with its precise lines creates an impressive look. In the interior the new Golf Wagon scores with its tremendous variability, with up to 1,620 litres cargo space.

Body

The new Golf Wagon is 4,657 mm long (26 mm longer than the Mk VI), 1,799 mm wide without door mirrors (18 mm wider) and 1,496 mm tall (28 mm lower) including the standard roof rails. The wheelbase was also made longer at 2,620 mm (gain of 46 mm). These dynamic proportions represent the foundation for an extraordinarily impressive design; up to the termination of the front doors, it follows the precise lines of the Golf hatchback model. However, the most independent and visually dynamic styling of the Golf Wagon since the model series was created develops from the B pillars towards the rear.

Side profile – C pillar becomes D pillar. The Golf Wagon was a planned member of the model range right from the outset; that is, the new Golf Wagon was not derived from the four-door vehicle but was developed in tandem with it. That is why the side profile of the new Golf Wagon shows particularly distinctive lines. Yet, despite all of its independent styling, the Wagon can still be immediately made out as a Golf: as mentioned, the designers transferred the form of the typical Golf C pillar to the D pillar of the Wagon.

Visually, this has made the “third” side window part of the D pillar.

Furthermore, in contrast to the classic Golf what is known as the character line is continued behind the rear wheel arches and extends over the vehicle’s entire rear section. This design gives the rear body area a very muscular look. In the precise design of the window sill (upgraded by a chrome trim in the top version), this dynamism is highlighted by the long side window surfaces and the slightly rearward-sloping roof with roof spoiler. As a result, the side profile of the new Golf looks more extended, exclusive, powerful and sporty. The standard roof rails were integrated elegantly into the roofline.

Rear section – typical Golf, even from the back. The new two-part rear lights of the Golf Wagon emphasise its family affiliation to the model range and the brand. The half of the rear light that is integrated in the boot lid, however, is larger than in the hatchback version and forms a longer line that is parallel to the shape of the lower tailgate area. Also making a clear differentiation between the Golf Wagon and the “classic” Golf is the design of the tailgate and the middle of the bumper. While the licence plate of the hatchback model is mounted in the bumper, the designers of the Golf Wagon decided to integrate it in the boot lid again – similar to the previous wagon.

Along with its stylish aspects, the rear section is, as can be expected, a very practical area as well. Consider the loading sill: it is just 630 mm high, which simplifies loading and unloading. Take the tailgate opening, for example: measured plumb to vertical it is 675 mm tall; measured within the plane of the tailgate – i.e. diagonally – it is 762 mm. The tailgate opening is quite wide at 1,031 mm.

Front end. Volkswagen design DNA also expresses itself in the new Golf Wagon as a “face” with appealing traits; this involved defining horizontally balanced elements that generate a certain visual width. Every class of Volkswagen also has its own characteristics; in the Golf class they include the headlights that curve slightly upward and a defined maximum height of the radiator grille. At its bottom, the radiator grille is bordered by a chrome fin; in the case of xenon headlights, it is continued into the headlight housings.

In contrast to the previous model, the new Golf Wagon is based on an entirely new modulation of surfaces. While the wings were higher than the bonnet on the Golf VI Wagon – essentially framing it – the situation is now reversed on the Golf VII Wagon: On the sides, the creased edges form the lowest points of the wings; before they transitioned vertically into the wheel arches. In an upward direction, the wings are bordered by a line that looks as though it were cut by a knife and which originates in the A pillars. Altogether, the lines lead to a V-shaped bonnet.

Interior

Storage space dimensions. The new Golf Wagon is an elegant all-round vehicle which combines its low fuel consumption values and dynamic driving performance with very high quality and variability. For example, compared to the previous model its cargo capacity increased a considerable 100 litres to 605 litres (loaded up to the rear seat backrests). When the cargo space with its minimum width of 1,003 mm and minimum height of 936 mm is utilised up to the backrests of the front seats and to the roofline, it offers a capacity of 1,620 litres (125 litres more than in the previous model). The cargo space length up to the rear bench is 1,055 mm; up to the backrests of the front seats it is 1,831 mm, representing an overall gain of 131 mm. As mentioned, optimal space utilisation of the cargo space corresponds to the basic dimensions of the tailgate opening (675 mm tall; 1,031 mm wide).

Storage space features. The cargo floor of the standard illuminated cargo space can be removed entirely with just a few hand movements. Also on board as standard equipment: a cargo space cover that is designed with a retractable shade that has an automatic two-stage roller mechanism. When it is not being used, both it and the net partition can be stowed under the cargo floor. Another newly designed and now more practical feature is the remote unlatching of the rear seat backrests and the backrest folding process itself. The 60:40 split backrests can now be unlatched from their locked positions by easy to operate levers in the side wall of the cargo space; then the backrests automatically tip forward, and together with the cargo floor they form a nearly level cargo surface. Colour-coded pins in the outer area of the rear bench seat make it easy to determine whether the backrests have been properly latched again. Last but not least, four practical bag hooks have also been installed in the luggage compartment.

Space for journeys. The new Golf Wagon also benefits from the basic concept of the modular transverse matrix with regard to its spatial economy. The interior height in front was improved by 6 mm to 1025 mm and at the rear by 11 mm to 980 mm. In addition, rear passengers now have 5 mm more legroom. Another plus is elbow room at all five seats; in front, it grew 23 mm to 1,469 mm, at the rear it grew 4 mm to 1,441 mm. Although the gains here are just millimetres, the interplay of all of these dimensions yields a perceptibly larger interior.

In its interior, the Golf Wagon also overcomes class boundaries in terms of its high-quality materials and the exclusive appearance of its design. When stepping into the new model from the Golf VI Wagon, the wide centre console is immediately apparent; it is more typical of the premium class than the compact class. Centrally mounted on the centre console beneath the hazard flasher switch is the infotainment touchscreen that is 5.8 inches in size with its main menu keys and turn knobs.

This is the first time that Volkswagen is implementing a touchscreen generation with proximity sensors and functionality that reacts to wiping movements of the fingers (wiping and zoom finger movements) in the Golf Wagon.

Beneath the infotainment module are the clearly laid out controls for the standard air conditioning system. Under this is a storage compartment with integrated multimedia interfaces; the compartment is large enough to store a smartphone. Beneath this, the lower section of the centre console runs in a line to the large centre armrest. To the left of the driver are the buttons for the new electronic parking brake and its Auto Hold function. Another storage compartment is concealed under the centre armrest that is standard for all models; it is adjustable in length and height. The array of storage options is rounded out by large storage bins in the doors (including storage for 1.5-litre bottles). Volkswagen has maximised the use of every millimetre to make the Golf Wagon an all-round vehicle which is perfect for business or personal use.



Greater value with more comprehensive set of features

Multi-collision brake, touchscreen, XDL, Bluetooth, Fatigue Detection and ESP all as standard

Golf Wagon Highline features Alcantara sports seats

The new Golf Wagon– available in three model lines, the 90 TSI entry model, Comfortline and Highline are enhanced in all areas. Nonetheless – and this fact is attributable among other factors to the synergies produced by the Modular Transverse Matrix – the new Golf Wagon presents far greater value than the previous model. Standard equipment new to the Golf Wagon includes great features, such as: 5.8-inch touchscreen, multi-collision braking, XDL and Stop/Start system.

Golf Wagon 90 TSI

All seventh generation Golf Wagons sold around the world will be fitted with seven airbags and Electronic Stabilisation Program (ESP). Compared to the previous model, the added standard features on the entry Golf 90 TSI include items such as alloy wheels, the touchscreen module with 5.8-inch Composition Media display, ECO-HMI (fuel economy related graphics and information on the multi-function dashboard display), multi-collision braking system, electronic parking brake with Auto-Hold function, the XDL transverse differential lock, low tyre pressure indicator, battery regeneration mode and Stop/Start system.

Also standard: fatigue detection, cruise control, a multi-function leather steering wheel, Bluetooth connectivity and USB interface, daytime running lights, air conditioning, electrically adjustable side mirrors, outside temperature indicator, electric windows, rear window wiper with intermittent setting, electro-mechanical power steering, safety-optimised front head restraints, locking glovebox,

centre console with storage compartment, asymmetrically split/fold-down rear seatback, steering column with height and length adjustment, height-adjustable front seats, dust and pollen filter, central locking with remote control, height adjustment and belt tensioning system for the seat belts in the front, disk brakes on all wheels, rear diffuser, black roof rails, LED rear registration plate light and green-tinted heat-insulating windows.

Golf Wagon 90 TSI Comfortline

The mid-range Golf model is now a Comfortline grade and is additionally equipped with Rear View Camera (RVC), Parking distance sensors, front and rear, Toronto 16" alloy wheels, dual zone climate control automatic air conditioning, rain sensing wipers, auto headlights, automatically dimming interior rear-view mirror, a high-quality instrument cluster, chrome roof rails and drawers under the front seats.

Other standard features (in addition to 90 TSI features): Comfort seats featuring the line's own seat material and lumbar support in the front, rear bench seat with central armrest and opening for loading long items, storage pockets on the front seat backs, a closable storage compartment in the roof liner, an additional 12V socket in the boot and illuminated vanity mirrors.

Golf Wagon 103 TSI Highline and 110 TDI Highline

New features in the top Highline version of the new Golf Wagon include: new interior ambient lighting, comfort sports seats in front (Alcantara centre panel and fabric inner side supports), carpet floor mats, LED reading lights in the front and rear, Discover Media satellite navigation system, customised Dijon 17-inch alloy wheels and front fog lights including cornering lights with chrome trim.

Optional features

The same optional features are available with the new Golf Wagon as the Mk VII Golf hatch. These include: Panoramic electric glass sunroof (option Highline), Discover media satellite navigation system (option Comfortline, standard Highline), Bi-Xenon headlights with LED daytime driving lights (option Highline), Vienna leather appointed upholstery (option Highline), Anti-theft alarm system (option Comfortline and Highline), and the Driver Assistance Package.

Driver Assistance Package. (Option Comfortline and Highline). Puts key convenience and safety systems on-board including: Adaptive Cruise Control (ACC), Front Assist with City Emergency Brake, Proactive Occupant Protection System, Park Assist 2 and Driving Profile Selection.

Eight colours. A range of colours including: “Pure White”, the metallic paints “Night Blue”, “Pacific Blue”, “Limestone Grey”, “Reflex Silver”, “Sunset Red” and “Tungsten Silver”, and the pearl effect tone “Deep Black”.



Assistance, convenience and infotainment systems

Innovative City Emergency Braking and Driving profile selector

Assistance systems perfect safety in the new Golf Wagon

First Golf Wagon available with adaptive cruise control, fatigue detection and multi-collision brake

New systems for the Golf Wagon include the multi-collision brake, a proactive occupant protection system, standard XDL transverse electronic differential lock (as found in the previous and current generation Golf GTI), the adaptive cruise control system (ACC) plus Front Assist including the City Emergency Braking function, fatigue detection and the latest generation of the Park Assist park steering assistant (including warning for obstacles in the vehicle's surroundings with 360-degree display). There are other new technologies as well, driving profile selector with four modes ('Eco', 'Sport', 'Normal', 'Individual'), an electronic parking brake, a guard against using the wrong fuel in the diesel, and a new generation of information and entertainment systems.

Assistance systems

Multi-collision brake system. An innovative feature is the Golf Wagon's multi-collision brake system. The multi-collision brake system automatically brakes the vehicle when it is involved in an accident in order to significantly reduce its residual kinetic energy. Triggering of the multi-collision brake system is based on detection of a primary collision by the airbag sensors. Vehicle braking by means of the multi-collision brake system is limited by the ESP control unit to a maximum deceleration rate of 0.6 g. This value matches the deceleration level of Front Assist; it ensures that the driver can take over handling of the car even in case of automatic braking. The driver can 'override' the multi-collision brake system at any time; for example, if the system recognises that the driver is accelerating, it gets disabled.

The automatic system is also deactivated if the driver initiates hard braking at an even higher rate of deceleration. Essentially, the multi-collision brake system applies the brakes until a vehicle speed of 10 km/h is reached. This residual vehicle speed can be used to steer to a safe location after the braking process.

Proactive occupant protection system. Volkswagen first implemented the proactive occupant protection system in the Touareg. Now the system is available in the Golf Wagon as part of the optional driver assistance package available to Comfortline and Highline grades, making it one of the few vehicles in its class anywhere in the world to offer such a protection system.

If the proactive occupant protection system detects a potential accident situation – such as by the initiation of hard braking via an activated brake assistant – the seatbelts of the driver and front passenger are automatically pre-tensioned to ensure the best possible protection by the airbag and belt system. When a highly critical and unstable driving situation is detected – such as severe oversteer or understeer with ESP intervention – the side windows are closed (except for a small gap) and so is the sunroof. That is because the head and side airbags offer optimal support and thereby achieve their best possible effectiveness with windows and sunroof almost fully closed.

Adaptive cruise control (ACC). This feature is now being offered as an option for Golf Wagon customers, as part of the driver assistance package. The system uses a radar sensor integrated into the front of the car. ACC operates over a speed range of 30km/h and intervenes to such an extent that the car may be slowed to a standstill, depending on the situation. ACC maintains a preselected speed and a defined distance to the vehicle ahead, and it automatically brakes or accelerates inflowing traffic. The system dynamics can be individually varied by selecting one of the driving programmes from the driver profile selector included in the driver assistance package.

Front Assist surroundings monitoring system. Also included in the driver assistance package, Front Assist works like ACC with the radar sensor integrated into the front of the car, which continually monitors the distance to the traffic ahead. Even with ACC switched off, Front Assist assists the driver in critical situations by preconditioning the brake system and alerting the driver to any required reactions by means of visual and audible warnings.

If the driver fails to brake hard enough, the system automatically generates sufficient braking, potentially avoiding a collision. Should the driver, meanwhile, not react at all, Front Assist automatically slows the car so that under optimal conditions the speed of any impact is minimised. The system also assists the driver by an alert if the car is getting too close to the vehicle in front. The new City Emergency Braking function is part of Front Assist.

City Emergency Braking. The City Emergency Braking function, now available for the Golf Wagon for the first time, is a system extension of Front Assist in the driver assistance package and scans the area in front of the car via radar sensor. The new system operates at speeds below 30 km/h. If the car is in danger of collision with a vehicle driving or parked up ahead and the driver does not react, the brake system becomes preconditioned in the same way as with Front Assist. If necessary, City Emergency Braking then automatically initiates hard braking to reduce the severity of the impact. In addition, if the driver fails to press the brake pedal sufficiently, the system will assist with maximum braking power.

Fatigue detection. This system, offered as standard in the new Golf Wagon, which was first introduced in the current Passat, detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds. A visual message also appears on the instrument cluster recommending taking a break from driving.

If the driver does not take a break within the next 15 minutes, the warning is repeated once. At the beginning of each trip, the system analyses a range of factors, including the driver's characteristic steering behaviour. Once underway, the fatigue detection system continually evaluates signals such as steering angle. If monitored parameters indicate a deviation from the steering behaviour recorded at the beginning of the trip, then the visual and acoustic warnings are output.

Convenience systems

Park Assist 2. The latest version of the parking assistance system, included in the driver assistance package, now facilitates not only assisted parking parallel to the road, but also reverse parking at right angles to the road. In addition, Park Assist 2 is also equipped with a braking and parking space exit function. The system can be activated at speeds of up to 40 km/h by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If, using the ultrasound sensors, Park Assist detects a large enough parking space (a manoeuvring distance of 40 cm, front and rear, is sufficient), the assisted parking can begin: having put the vehicle into reverse, all the driver has to do is operate the accelerator and brake. The car takes care of the steering. Acoustic signals and visual information on the multi-function display assist the driver. If a collision is looming, the system can also actively apply the vehicle's brakes.

Electric parking brake. Instead of a handbrake lever, a control switch plus an Auto Hold switch are located on the centre console of the Golf Wagon. The electric parking brake offers numerous advantages: eliminating the conventional handbrake frees up more space on the centre console; in addition, the brake is automatically released when driving off, simplifies driving off up a hill and the Auto Hold function prevents unintentional rolling from a standstill position.

Infotainment systems

Volkswagen is equipping the Golf Wagon with a new generation radio and satellite navigation system with a completely new design, and a touchscreen as standard. The new device is available with a display size of 5.8-inches. The proximity sensors detect as soon as the driver or front passenger moves a finger near to the touchscreen, and the system automatically switches from display mode to input mode. The display mode shows a screen that is reduced to just the essentials. In the operating mode, on the other hand, the elements that can be activated by touch are specially highlighted to simplify intuitive operation. The display also has a function that lets users scroll through lists with a wipe of the hand.

In designing the new generation of devices, Volkswagen's primary goal was to produce the most advanced infotainment applications which should be consistently easy to use – despite all of the complexity of today's systems – i.e. they should be totally intuitive and therefore safe to use while driving.

'Composition Media' radio (5.8-inch). This system is equipped with a range of extensive features. Its capacitive colour display is 5.8-inches in size, and it is coupled with a proximity sensor that is integrated across the area beneath the display. The display also responds to wiping and zooming gestures, as used in similar fashion on smart phones. The Composition Media radio also is equipped with telephone preparation (Bluetooth) and a USB interface. The USB and aux-in interfaces, meanwhile, are integrated in a separate compartment on the centre console in front of the gear shifter; this compartment also offers storage space for a smart phone.

‘Discover Media’ navigation function (5.8-inch). The features and functions of Discover Media are identical to the Composition Media unit except for the navigation system that is then integrated with Australian map data and the associated second SD card slot; the navigation computer is located in the glovebox together with the CD player and SD card slot. This system is standard in the Golf Wagon Highline and is offered as an option in the Comfortline.



New engines of the Golf Wagon are up to 1.0 litre more fuel efficient

Golf Wagon launches with three turbocharged direct injection petrol and diesel engines

Wagon running gear equipped with XDL+ differential lock as standard

Volkswagen has developed two completely new generations of engines for the Mk VII Golf hatch, which are now in the new Golf Wagon. All versions are equipped with a Stop/Start system and a battery regeneration mode (converts kinetic energy into electrical energy) as standard. All engines in the Golf Wagon are paired with a 6-speed or 7-speed DSG transmission. The petrol engines (TSI of the EA211 engine series) produce 90 kW and 103 kW. The diesel engine (TDI of the EA288 engine series) produces 110 kW.

Petrol engines of the EA211 engine series

1.4 TSI with 90 kW. The 1.4-litre TSI with 90 kW makes its appearance in sporty fashion and develops its maximum power between 5,000 and 6,000 rpm. It enables a top speed of 204 km/h and a sprint from zero to 100 km/h in 9.7 seconds. Its maximum torque is an impressive 200 Nm (from 1,400 rpm). The Golf Wagon 1.4 TSI with 90 kW consumes just 5.3 l/100km (equivalent to 123 g/km CO₂).

1.4 TSI with 103 kW. The agile 103 kW TSI engine of the Golf Wagon develops its maximum power between 4,500 and 6,000 rpm and has a combined fuel consumption of only 5.2 l/100km (121 g/km CO₂). The 16-valve four-cylinder engine, which has a maximum torque of 250 Nm that is available between 1,500 and 3,500 rpm, accelerates the Golf Wagon 1.4 TSI with 103 kW to 100 km/h in just 8.9 seconds. Its top speed is 213 km/h.

Diesel Engine of the EA288 series

2.0 TDI with 110 kW. A combined fuel consumption of a low 4.7 l/100km (124 g/km CO₂) is an excellent value for an engine with 110 kW of power. The 2.0-litre TDI also has two balancer shafts meaning it runs very smoothly. It develops its maximum power between 3,500 and 4,000 rpm; from a low 1,750 rpm the TDI achieves its maximum torque of 320 Nm (up to 3,000 rpm). The Golf Wagon 2.0 TDI has a top speed of 218 km/h and accelerates to 100 km/h in 8.9 seconds.

Dual-clutch gearboxes (DSG)

6 and 7-speed DSG. All engines of the new Golf Wagon are paired with a dual-clutch gearbox (DSG). It is either a 6-speed or 7-speed DSG, depending on maximum engine torque. Both DSG versions are characterised by top-level fuel-efficiency and shifting dynamics. Besides the number of forward gears, other technical aspects differentiating the DSG versions include the clutch type. While two dry clutches are used in the 7-speed DSG (90 kW and 103 kW TSI engines), the 6-speed DSG (110 kW TDI engine) has a dual clutch that runs in an oil bath. More than any other form of automatic transmission, these dual-clutch gearboxes also have the potential to reduce fuel consumption and therefore emissions.

Running gear

In the new Golf Wagon modular performance suspension is used. In the front, Volkswagen integrated a MacPherson-type suspension. The new Golf Wagon is being equipped with another standard feature for the first time: the XDL+ electronic differential lock.

XDL+. Technically, the XDL+ electronic differential lock is a functionality that is integrated in Electronic Stabilisation Program (ESP) for improved vehicle dynamics. XDL+, which is tuned specifically for each model, is an extension of XDL, which is familiar from the Golf; its functionality has now been extended to cover all unbraked driving states.

The new system improves agility and reduces the need for steering angle inputs by targeted brake interventions at the wheels on the inside of the bend of both axles. This means that the specific braking torque applied by XDL+ contributes towards keeping the steering angle difference small compared to a neutrally steering vehicle. In addition, XDL+ is effective over all conceivable road friction values, and it results in more precise handling – even on snow. The well-known benefits of XDL – such as significantly reduced understeer and improved traction – were also perfected.

Driving profile selector. A total of four programmes are available via the Driving Profile Selector: Eco, Sport, Normal and Individual. In the “Eco” driving profile, the engine controller, air conditioning and other auxiliary units are controlled for optimal fuel economy. There is also an additional coasting function in “Eco” mode; when the driver releases the accelerator pedal – e.g. in downhill driving segments – the DSG disengages, and the engine idles. This enables optimal utilisation of the kinetic energy of the Golf Wagon. In “Sport” mode, on the other hand, engine response and shift points of the DSG are configured to be even more dynamic.

2.0 TDI

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