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The New Golf

Golf's high customer value and comfort defy class distinctions

New Golf design points the way to Volkswagen's future

TDI, TSI and DSG systems reduce fuel consumption

First Golf with Adaptive Chassis Control

Byron Bay, February 2009. Volkswagen is sending its sixth generation of Golf out into the world. The Golf is a phenomenon, regardless of its particular generation. This style icon defies all automotive and social class distinctions and has come to represent the benchmark in its segment. The Golf is the only one that always fits right, and the new one is even better fitting.

The team headed up by the Group's chief designer, the Italian Walter de Silva, has succeeded in giving the Golf a presence, a sharpness, a power that generates even more fun. Data such as an average fuel consumption of 5.3 litres per 100 kilometres for a 103kW TDI with the manual transmission put fuel prices in their place. Upon request, the Golf can park itself nearly automatically in the city thanks to the optional "Park Assist", and at the push of a button it can transform itself from a cruiser to a sports car when the new optional "Adaptive Chassis Control" system is fitted.

Above all, the car exhibits a standard of quality never before attained in this price class. Prof. Dr. Martin Winterkorn, Chairman of the Board at Volkswagen AG, sums it up: "This sixth generation of Golf cars will completely redefine the quality and comfort level of its class over broad categories, offering more customer value than ever before".

The clear and powerful styling of the Golf being offered in the "Trendline" and "Comfortline" equipment lines is showing the entire brand the way to the future.

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The Volkswagen's acoustic properties and overall comfort tear down class distinctions. Innovative engine and transmission technologies reduce fuel consumption.

Assistance systems such as "Adaptive Chassis Control" and "Park Assist" – bring additional top technologies to the Golf class. A new ESP system, with finer response over its control range, further optimised crash properties, seven airbags including a knee airbag, the safety optimised head restraints (WOKS) that work to counteract whiplash trauma and daytime running lights provide for a maximum level of safety.

The exceptionally high value of the new Golf is reflected par excellence in its stylish design; all key body elements were redesigned: "We have cast the Golf's core components in a precise new mould", explains Walter de Silva. He emphasizes this: "The Golf is the global icon of car making. So the architecture and styling of this new model are also absolutely clear and unique." At the same time, the sixth Golf has a sportier and more distinctive image than any previous generation of the model series. "It is more accentuated, more three-dimensional than its predecessor; with precisely defined lines and edges, and with finely proportioned flared surfaces and recesses," said De Silva. And Klaus Bischoff, Chief Designer for the brand, adds: "Every detail is uncompromisingly aimed at improving value."

Especially in a direct comparison of generations V and VI, it becomes evident just how much the new Golf has changed. The design team – headed up by Walter de Silva, Klaus Bischoff and the Group's director for creative design, Flavio Manzoni – crystallized out the Golf's essential DNA and sent it on a trip to the future.

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Style features include the clarity of the first generation's front end and the C-pillar that was perfected in the fourth generation.

The roof section now rests on a prominently contoured shoulder section. Responsible for this is a dominant curved line that extends from the headlights back to the taillights. This side profile line – which Volkswagen Design calls the "character line" – also gives the Golf a fuller, lower stance on the road from a lateral perspective.

All body surfaces are more relaxed, more athletic. In front, the new car adopts the radiator grille of the first Golf generation that is horizontally aligned between the headlights; the grille itself is in high-gloss black. The lines of the bumper match those of the radiator grille. Beneath this is a section with another air scoop. Also presented over a black background are the chrome light housings of the dynamically styled headlamps.

The rear too is characterized by a predominance of horizontal lines. The taillights – now very wide – are marked among other things by an unmistakably unique night design. Overall, the new Golf – in the interplay of all of its design characteristics – gives the appearance of a significantly wider, flatter and higher end car.

The car's exceptionally high value also applies to the newly designed interior, whose refined surfaces and features completely transform class distinctions, both to the touch and visually, especially in the cockpit area. The appearance and layout of materials – as well as details such as brushed chrome accents and round instruments and steering wheels – leave the impression that one is actually sitting in a car of the next higher segment. Ergonomic properties of the car's interior were also further developed.

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For example, all controls are even easier to use. They include controls for the automatic climate control system, the RNS 510 satellite navigation system with touch screen and the power window controls that are now located further forward in the door trim, making them easier to access.

There is a common thread here: Volkswagen's typical attention to perfection of every detail in the car. Take the example of the optional leather seats: a new, more robust leather is being used for the first time on the Golf. Or the outside mirrors: thanks to their aerodynamically optimized shape they get significantly less dirty. They are easier to adjust from the inside, since the power mirror adjustment control is now located higher and further forward on the door trim.

The new Golf is characterized by first-class acoustic properties. A special sound-damping film in the windshield reduces driving noises, as does the newly developed seal design on the doors and side window guides. Significantly less wind noise is generated by the outside mirrors due to their new shape. Furthermore, special modifications were made to better isolate the engine and passenger compartments from one another acoustically. Quiet rolling tyres and new engine bearings round out the noise reduction program.

Making a significant contribution to the pioneering acoustic properties of the Golf is the exceptionally quiet common rail TDI engine being implemented on the Golf for the first time. Two balancer shafts eliminate undesirable vibrations. At its Australian market launch Volkswagen will be offering a 2.0 litre TDI engine in the Diesel range; it delivers 103 kW and is fitted with a diesel particulate filter (DPF). The new TDI is exceptionally fuel efficient. The manual 103 kW diesel is satisfied with just 5.3 litres of fuel per 100 kilometres (139 g/km CO2).

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Initially, two variants of the petrol engines will be offered; a turbocharged 90kW TSI and a turbo and supercharged 118kW TSI. Both petrol engines are pioneers in economy. The optimized 90 kW entry-level engine with DSG transmission consumes just 6.2 litres of premium unleaded petrol per hundred kilometres (143 g/km CO2). The turbo and supercharged engine once again makes its appearance as a prime example of efficiency, with the 118 kW manual transmission, the new Golf 1.4 TSI consumes just 6.2 liters of premium unleaded petrol per hundred kilometres (150 g/km CO2).

All petrol and diesel engines may be paired with Volkswagen's dual clutch transmission (DSG). The two petrol engines use a new 7-speed DSG transmission while the high-torque diesel is available with a 6-speed DSG.

Pricing for the Golf remains unchanged from the previous generation which starts at $25,990 for the 1.4 TSI 90kW manual and rises to $35,690 for the 2.0-litre TDI with a six-speed DSG transmission.

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The New Golf

Pricing

Models

Golf 90TSI Trendline 6 Speed Manual	$25,990
Golf 90TSI Trendline 7 Speed DSG	$28,490
Golf 118TSI Comfortline 6 Speed Manual	$30,490
Golf 118TSI Comfortline 7 Speed DSG	$32,990
Golf 103TDI Comfortline 6 Speed Manual	$33,190
Golf 103TDI Comfortline 6 Speed DSG	$35,690

Options

Metallic / Pearl Effect Paint	$700
Electric Glass Sunroof	$1,900
Comfort Package - Trendline	$2,200
Sport Package* - Comfortline	$2,000
Dynaudio Excite 300W Premium Audio System with RCD510	$1,800
Satellite Navigation RNS510	$3,000
Satellite Navigation RNS510 with Dynauido Excite 300W	$4,000
Rear View Camera (RVC) (with RNS510)	$500
Media Device Interface (MDI)	$270
Leather Upholstery - Comfortline	$3,300
Park Assist with front and rear parking sensors and Optical Parking System	$1,400
Adaptive Chassis Control	$1,500
Front Fog Lights with Static Cornering Lights	$400
Anti-theft Alarm System	$600

* *Please see your Volkswagen Dealer for combination prices with Leather Upholstery and Adaptive Chassis Control.*

The New Golf

Key aspects in alphabetical order

- **Automatic transmission:** 6 and 7-speed DSG
- **Body:** four doors with tailgate; key body sections are galvanized
- **Cargo area:** 350 litre to 1,305 litre, 828 mm to 1,581 mm long
- **Chassis:** MacPherson front suspension, multi-link rear suspension, ESP is standard, Adaptive Chassis Control (optional)
- **Colours:** "Candy White", "Deep Black Pear Effect", "Reflex Silver Metallic", "Shark Blue Metallic", "Amaryllis Red Metallic", "United Grey Metallic", "Silver Leaf Metallic"
- **Debut in Germany: Generation I:** 1974
- **Debut in Germany: Generation II:** 1983
- **Debut in Germany: Generation III:** 1991
- **Debut in Germany: Generation IV:** 1997
- **Debut in Germany: Generation V:** 2003
- **Debut in Germany: Generation VI:** 2008
- **Design:** Walter de Silva (Group), Klaus Bischoff (Brand), Flavio Manzoni (Creative Design), Marc Lichte (Model)
- **Dimensions:** 4,199 mm long, 1,785 mm wide, 1,479 mm tall, track width, front 1,540 mm; track width, rear 1,513 mm
- **Drive:** front wheel
- **Engine range:** 90 kW to 118 kW; starting at 90 kW all petrol engines are charged TSI engines; the diesel is a new common rail TDI engine with diesel particulate filter (DPF)
- **Engines – diesel:** at launch with 103 kW
- **Engines – petrol:** at launch with 90 kW and 118 kW

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- **Equipment lines:** Trendline, Comfortline
- **Fuel consumption range:** 5.3 litres to 6.5 litres per 100 kilometres
- **High-tech driving systems:** Adaptive Chassis Control, Park Assist with front and rear parking sensors, Rear View Camera
- **Infotainment:** RCD 310 (standard) and RNS 510 (optional) radio-navigation systems; Media Device Interface (MDI) (optional), AUX-IN port (standard), Dynaudio Excitesound system
- **Market launch:** starting in March 2009
- **Produced Golf cars, total:** more than 26 million
- **Production sites:** Wolfsburg and Mosel, Germany
- **Standard equipment:** includes ESP, seven airbags, air conditioning system, electro-mechanical power steering, power windows in front and rear, Multi Functional Display, remote central locking, driver's seat height adjustable
- **Standard transmission:** 6-speed manual transmission

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The New Golf -
Icon of the future

Design team led by Walter de Silva sharpens the lines of the Golf

Extensive acoustic modifications make the Golf quieter than ever

Byron Bay, February 2009. The design targets for Volkswagen Design could not have been set any higher: “Our challenge is to create the iconic cars of the future.” This memorable sentence was spoken by Italian Walter de Silva as he assumed overall design leadership at Volkswagen AG in February 2007. It indicated just how conscious the team around de Silva was of its responsibility to take world successes like the Golf forward into the future.

Design – realigned and sharpened

Now in 2009 there is the Golf, one of the first cars to receive its final touches under the new leadership of de Silva. The team retooled one of the most popular automotive designs in the world for contemporary times. The powerfully and clearly designed Golf completes the circle begun by the especially influential Golf generations I (1974 to 1983) and IV (1997 to 2003). The unique character of the overall design and orientation of the headlamps, taillights and side profile are also a reflection of the realignment of the overall design of all Volkswagen models.

The Golf is part of a strategy that will sharpen the brand’s design in all classes. That is because all of the most successful European car brand’s design criteria were completely redefined under the orchestration of Walter de Silva.

In the process, Walter de Silva, Flavio Manzoni (Group director for creative design) and Klaus Bischoff, (design chief for the Volkswagen brand), have not by any means jettisoned the powerful design details of days past.

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On the contrary: “We have assembled a selection of core elements, which can be described as ‘historical DNA’. Successful new Volkswagen designs – such as the one now realized on the Golf – will take on this DNA to create both a familiar impression and yet new feeling in the eye of the beholder”, says Walter de Silva.

Anyone looking at the new Golf quickly recognizes what this signifies. The sixth generation does not exhibit any radical break from previous models; instead it clearly remains “the Golf” from any perspective. Original, unique, stable, timeless and class-free, the Golf has universal appeal. “Volkswagen’s formal design language as realized on the Golf”, says Klaus Bischoff, “creates a new feeling in product design. It is easy to understand, yet very difficult to recreate.” So far, the logic of this design has not been mimicked by any Golf class competitor, nor have they matched the car’s continual advanced development or success over more than three decades.

The layout of Golf styling follows the Volkswagen DNA rearranged by de Silva, Manzoni and Bischoff. A key aspect is an extremely high level of value; this image is reflected par excellence in the new Golf: “We have cast the Golf’s core components in a precise, new mould”, explains Walter de Silva. And he emphasizes this: “The Golf is the global icon of car making. So the architecture and styling of new model must also be absolutely clear and unique.” Truly an icon of the future. At the same time, the sixth Golf has a sportier and more distinctive appearance than any previous generation of the model series. De Silva: “It is more accentuated, more three-dimensional than its predecessor; with precisely defined lines and edges, and with finely proportioned flared surfaces and recesses.” Klaus Bischoff, Chief Designer for the Volkswagen brand, adds: “Every detail is uncompromisingly aimed at improving value.”

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In a direct comparison of generations V and VI, it becomes clear just how much the new Golf has changed. The team headed up by de Silva, Manzoni and Bischoff crystallized out the Golf's essential DNA and sent it on a trip into the future. Style details include the clarity of the front end of the first generation and the C-pillar perfected in the fourth generation.

The roof section now rests on a prominently contoured shoulder section with a dominant curved line that extends from the headlights back to the taillights. This side profile line – which Volkswagen Design calls the "character line" – also gives the Golf a fuller, lower stance on the road from a lateral perspective.

All body surfaces are more relaxed, more athletic. As mentioned, in front the new car adopts the horizontally aligned radiator grille of the first Golf generation; the grille itself is in high-gloss black. The lines of the bumper match those of the radiator grille. Beneath this is a section with another air scoop. Also presented over a black background are the chrome light housings of the dynamically styled headlamps.

The rear too is marked by a predominance of horizontal lines. The taillights – now very wide – are marked among other things by an unmistakably unique night design. Stylistically, the crystal-clear line of turn signal and backup lamps bears a resemblance to the taillights of the Touareg. Overall, the new Golf – in the interplay of all of its design characteristics – gives the appearance of a significantly wider, lower-profile and high end car.

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Dimensions – carefully arranged proportions

The new Golf is 4,199 millimetres long, making it five millimetres shorter than its predecessor. Its width is 1,785 millimetres. The car's height remains the same at 1,479 millimetres. Nonetheless, this sixth generation has a considerably more extended appearance. This can be attributed to the design itself and its carefully rearranged proportions. In front, the body overhang was shortened from 880 to 868 millimetres; meanwhile, in the rear the overhang was lengthened by seven millimetres (753 millimetres). Its wheelbase did not change at 2,574 millimetres. The sum total of all of these modifications creates a clearly more dynamic overall impression.

Low-noise comfort – like that of much larger car

The sixth Golf also preserves the car body's excellent layout and high level of everyday utility. The development team relied on perfection in details. Take the new door handles, for example; they are always painted and fit more firmly in the hand, have a higher-end appearance and above all offer optimal properties for opening the doors in case of an accident. Another example of refinement in the finest sense of the word: the new outside mirrors.

Conceptually they are based on those of the new Passat CC. The result: much better aerodynamic properties, much less wind noise and much less dirt on the mirrors in adverse weather conditions.

Achieving the best possible acoustic properties on the new Golf was a top priority for Volkswagen. In this context, the body was equipped with new detailed solutions in a variety of areas. A special sound-damping film in the windshield reduces driving noises, as does the newly developed seal concept for the doors and side window guides.

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As mentioned, the outside mirrors generate substantially less wind noise due to their new shape. Furthermore, special modifications were made to better isolate the engine and passenger compartments from one another acoustically. Quiet rolling tyres and new engine bearings round out the noise reduction program. Independent of body-related modifications, further improvement in noise comfort is realized by the use of a new generation of turbodiesels with common rail injection, as well as integration of TSI petrol engines that are known to be quiet (see also Engines section).

Acoustic modifications in detail

In all actions aimed at reducing noise, the factor of "weight" was always considered. In this context, Volkswagen replaced heavy noise-damping materials with new, lighter materials wherever possible. Damping technologies and materials were specifically redesigned in the areas of the fenders, engine firewall, foot pedals, centre tunnel, around the air conditioning and heating system and in the cargo area. Beforehand, special ultrasonic measurements and so-called near-field holography were conducted to analyse where noise might be reduced in and on the Golf.

In addition, many secondary noises have already been eliminated or reduced at their source. In particular, this was achieved in all belt drives, the turbocharger and charge air distribution as well as in the heating and cooling blower. Usually reserved for cars of the luxury class, the windows of the Golf were also addressed by noise control measures. For the first time in this Volkswagen class, a highly effective noise-damping film is used in the windshield that eliminates nearly all high-frequency noise in the three kHz frequency range; this noise range is especially typical for vehicles with diesel engines. In parallel, the thickness of the front side windows was increased by ten percent.

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In other supportive actions, the engineers came up with a new sealing concept for the doors. New dual-lip window guide seals, for example, provide for a quiet interior. Last but not least, targeted aerodynamic modifications have further perfected acoustic comfort. Besides the car's fundamentally refined aerodynamics, and the already mentioned outside mirror design, there are the newly designed rain channels at the A-pillars, which put an end to wind noises and simultaneously improve the continuous wave value. This is how the new Golf attains a level of acoustic comfort that is second to none even among far more expensive automobiles.

Passive safety – protection on the highest level

The Golf is being offered with a seamless package of safety features as standard equipment. On the passive side, there is a further perfected safety body (including additional reinforcement in the door area and optimized pedestrian protection), seven airbags including a knee airbag on the driver's side and a patented safety optimised head restraint system for driver and front passenger (WOKS). Furthermore, a new sensor concept for crash detection has been introduced to Golf production.

New sensor concept for crash detection

The sixth generation of the Golf is equipped with a new sensor concept for detecting crash intensity and ignition of the airbags. This involves having the electronics, located centrally in the passenger compartment to evaluate the "felt" low-frequency deceleration signals. In addition, specially tuned accelerometers measure the frequency components in the mid or "audible" range. These signal components are generated as a body wave when load-bearing structures in the front car area rapidly deform.

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They propagate at high speed throughout the vehicle structure and supply precise and very quickly available information on the severity of the crash.

By intelligently linking “felt” and “audible” signal components, it is possible to obtain a faster and more reliable characterization of the crash from the airbag sensors. That enables better adaptation of airbags and seatbelt tensioners to the crash situation, to optimally protect passengers. The new sensor system for the Golf was awarded the Bavarian Innovation Prize in Germany.

Knee airbag

Standard equipment on the new Golf includes two front airbags, two side airbags and two head airbags. For the first time, the Golf also has a knee airbag system on the driver’s side as standard. The special mounting location of the knee airbag – beneath the knee impact area on the instrument panel – ensures that there is no contact between the airbag door and the lower leg.

In general, the knee airbag protects the driver’s legs from a hard collision with the steering column and instrument panel. In case of an offset impact angle, the feet are also better protected against lateral ankle twist.

In case of a crash the airbag deploys in front of the driver’s knees in less than 20 milliseconds and absorbs – in conjunction with the seatbelt and front airbag – a significant share of the energy to be reduced in the pelvic area. The driver is integrated into the vehicle’s deceleration early via the thighs and pelvis, and the steering wheel airbag cushions the driver’s chest and head at the optimal angle in the resulting, gently introduced upper body movement.

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Front, side and head airbags

The driver and front passenger airbags (the so-called front airbags), together with the knee airbag and safety belt system, form a precisely coordinated front restraint system on the new Golf.

As before, the side airbags are still integrated in the seatbacks of the front seats. They protect the chest, abdomen and pelvis and have been optimally tuned to the car's more rigid lateral structure. By integrating the side airbags in the seatback, optimal positioning of driver and front passenger in relation to the airbags is assured.

Furthermore, Volkswagen Golf has standard head airbags that help to prevent high biomechanical loads on the head. Specifically, these airbags cover the side window area from the A pillar to the C pillar and from the roofliner to the door window sill. The result: maximum protection at all seating positions regardless of body size. That is because protection over a large area prevents the head and extremities from swinging out and prevents objects from penetrating the car's interior. Due to the long holding time of the head airbags, they largely remain effective even in secondary collisions such as those occurring in the case of a rollover accident.

WOKS – Head restraints work against whiplash trauma

Accident-related hyperextensions of the cervical spine are known internationally as "whiplash syndrome". Volkswagen counteracts these types of injuries by coordinating the motions of the head and upper body as synchronously as possible via the seatbacks and head restraints in the event of a crash.

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This is called the “Whiplash Optimised Head Restraint System”, or WOKS for short. The latest generation of WOKS is now being implemented as standard equipment on the Golf.

To reduce the risk of injury, excellent protection is obtained by achieving defined deceleration velocity of the upper body via the seatback, coordinated deceleration of the head via the head restraint, and balanced motions of head and upper body. The special contour of the head restraints and seatbacks as well as the hardness of the foam material used are crucial. The contoured shape of the head restraints is being patented by Volkswagen. On related studies, WOKS has demonstrated a level of protective potential that is substantially better than the biomechanical values attained by many active systems.

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The New Golf -

Material quality in interior to set standards in the Golf class

New interior design with uncompromising quality and ideal ergonomics

Instruments and air conditioning system were derived from the Passat CC

Byron Bay, February 2009. In the changeover from the third to fourth generation Golf, an enormous leap was made with regard to materials used in the interior. Thanks to its high-end image, the fourth Golf essentially nullified class distinctions in the opinion of many experts. Now, on the sixth generation Golf, Volkswagen has succeeded in making a similar leap in terms of customer value.

This high value is a common thread that runs through the redesigned interior, setting new standards in the Golf class with its refined surfaces and features, especially in the cockpit area. The touch and look of the materials, details such as brushed chrome accents and the round instruments and steering wheels leave the impression that one is actually sitting in a vehicle of the next higher market segment. And this not only applies to the upgraded Golf equipment version “Comfortline”, but also to the “Trendline” entry variant.

The ergonomics of the interior also reflect advanced development. The Golf “simply fits”. All functional components are even easier to operate. These include controls for the dual zone automatic climate control system, as well as the switch array for power windows and outside mirrors that is now arranged further forward in the driver’s door panel, making it easier to reach.

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Intuitive controls have always been one of the Golf's great strengths. To make further progress in this area, one of the tools that Volkswagen is relying on is the RAMSIS 3D computer-human model. This simulation model enables checking of all conceivable person-constituent combinations. When car drivers sit in a new Golf today, with every hand movement they have the feeling that the car is personally customized to them, and a good part of this can be traced back to advanced development technologies such as RAMSIS.

Sometimes it is the smallest of details that have the greatest effects. Take the example of leather seats: for the first time on the Golf a new more robust leather is being used. Or the example of steering wheel adjustment: length and height adjustment of the steering column was redesigned: the lever for steering wheel adjustment was moved from the centre of the steering column to the left side, where it is now intuitively easier to reach.

Cockpit

The instrument panel of the Golf was completely redesigned. This has resulted in a clear, well-organized geometry that offers uncompromisingly ease of operation and a high level of timeless elegance. On initial contact with the new Golf, one is immediately impressed by the luxurious soft materials of the upper cockpit area and door trim that complement the design of the instruments.

The instruments of the Golf exhibit styling that is similar to instruments presented on the Passat CC. Prominent here are the two round instruments with brushed chrome bezels in the base equipment version; the tachometer is on the left, and the speedometer on the right.

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Also designed as a round instrument is the gauge for engine coolant temperature; it is integrated in the lower part of the tachometer. Its counterpart on the speedometer is the fuel gauge. Gauge scale markings are backlit in white (regardless of whether the headlights are on or off); while turn signal indicators are in red. Also now designed in white are the graphics of the Multi Functional Display – arranged between the tachometer and speedometer – that is always standard equipment. Another new design is the light switch. Like the main gauges, ventilation system vents near the instrument cluster also have brushed chrome surrounds. There is one vent at the outer limits of the driver and passenger sides, and two in the centre console. In addition, a vent for the side windows is integrated in each of the A-pillar trim panels. Complementing the chrome bezels, the upper and lower arrays of instruments are separated by accents in light silver ("Titanium") on the "Trendline" version. In the "Comfortline" equipment version the accents are glossy black ("Black pyramid").

Centre console

All of the controls arranged on the centre console are readily and equally accessible to driver and front passenger. Right at the top is the hazard flasher switch, optimally located between the air vents. On the level below this is the audio or radio-navigation system. The third level of controls interfaces to the climate control system. Control buttons here are also designed with brushed chrome bezels or – in the case of the rotary switch – in brushed chrome.

Another set of switches is located directly in front of the gearshift lever; it activates or deactivates ESP and some optional features like "Park Assist".

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If the Golf is ordered with a dual zone climate control system, a newly developed set of controls is used. To the left and right there is a rotary switch that the driver and front passenger can use to select temperatures separately in one degree increments. And they can activate optional seat heating too. Naturally, the temperature for the two sides can also be controlled together. The set temperature is displayed outside in the surround of the rotary switch, and if a RNS 510 radio-navigation system is installed, it is also shown in that unit's display. In the area between the control knobs, the main operating modes ("Auto", completely "Off", "Dual", "AC") and the blower levels are set. Arranged in the upper area are the controls for ventilation modes, rear window heating and recirculation functions.

Further down the centre console, at the height of the parking brake lever, is the familiar storage compartment and an AUX-IN port that can be used to connect devices such as an MP3 player. The optional Media Device Interface (MDI) can also be integrated in the storage compartment of the centre armrest. This USB port makes it possible to interface to a wide variety of memory sources for the audio system. For example, with a suitable cable an iPod, including its special control functions, can also be integrated in the system as a music source.

Door trim panels

The door trim panels were also completely redesigned. The quality of materials and ergonomics were improved here too. For instance, the driver's door switch array for the power windows and outside mirror adjustment was located further upward and forward. All Golf versions have accents in the door trim that serve as a quasi extension of the chrome door handles.

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Complementing the chrome bezels, the upper and lower instrument areas are separated by accents in light silver ("Titanium") in the Trendline. In the "Comfortline" equipment version, the accents are glossy black ("Black Pyramid").

Seats

Volkswagen is offering the new Golf in three different seat configurations, depending on the equipment line. The "Trendline" entry version already has excellent contoured seats in the "Roxy" fabric design. The comfort seat of the Golf Comfortline has been designed to be more ergonomic. The cross-stitched fabric of the seat and seatback surfaces creates a clear visual contrast to exterior areas. The fabric pattern is named "Scout / Merlin".

In addition, Volkswagen is offering a special sport seat on the new Golf. Optionally it comes with black Vienna leather, individually heated front seats and electric lumbar adjustment.

The sixth generation of the bestselling five-seater offers exceptionally spacious conditions in all versions. Essentially, its dimensions are very similar to its spacious predecessor. In front, the head room is 987 millimetres (965 with optional sunroof). To accommodate the wide range of heights of Golf drivers, male and female, the seat can be adjusted 310 millimetres longitudinally and 61.5 millimetres vertically.

The rear seating area head room of 979 millimetres (978 with optional sunroof); leg room in the so-called extended position of the driver's seat is 45 millimetres. Also contributing to the car's good comfort and ergonomic properties is the appealing seat height of 279 millimetres in front and 321 millimetres in back.

The interior of the Volkswagen is 1,447 millimetres wide in the area of the front armrests, and up to 1,420 millimetres in the rear. These dimensions underscore how the Golf continues to offer sufficient space for five people – even on long drives – despite its compact exterior dimensions.

Cargo area

The optimal cargo area package of the fifth generation of Golf cars was transferred 1:1 to its successor. When all five seats are utilized, the cargo area is 828 millimetres long and has a cargo capacity of 350 litres. When the standard 1/3 to 2/3 split rear seat bench is folded down, cargo capacity increases to 1,305 litres and the usable length to 1,581 millimetres. The smallest width between the wheel housings is 1,006 millimetres.

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The New Golf -

Lower fuel consumption with TSI plus DSG

Power range from 90 kW to 118 kW

TDIs of the new Golf have been converted to common rail technology

Byron Bay, February 2009. At its Australian market introduction, Volkswagen is offering the new Golf with two different petrol engines and one diesel. The power range extends from 90 to 118 kW. All three engines are charged by supercharger and/or turbocharger. For the first time on the Golf, the latest generation of common rail turbo-diesel (TDI) is being used. These engines are replacing the Pumpe Düse engines offered previously, and they make a considerable contribution toward attaining the Golf's pioneering acoustic properties.

Furthermore, the petrol and diesel engines of all power levels are more fuel efficient than comparable engines on the previous Golf. Fuel savings – and therefore emission reductions – are enormous in some cases. Making an especially strong appearance here is the alliance between the latest TSI petrol engines and dual clutch transmissions (DSG).

Petrol – more fuel efficient than ever before

The two petrol engine variants that are being offered in the launch phase will output 90 kW and 118 kW. Starting at 90 kW, TSI engines with supercharger and/or turbocharger are used. The fact is that the petrol engines are pioneers in fuel efficiency too. The optimized 90 kW entry-level engine with DSG transmission consumes just 6.2 litres of premium unleaded petrol per hundred kilometres (143 g/km CO2). Once again, the TSI engines are taking the stage as prime examples of efficiency: at 118 kW the new Golf 1.4 TSI manual consumes just 6.2 litres premium unleaded petrol per hundred kilometres (150 g/km CO2).

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1.4 TSI with 90 kW

The 1.4 TSI with 90 kW, will also be used in the new generation of this model. This turbocharged TSI is one of the most advanced petrol engines in the world. In the new Golf, the four-cylinder direct injection engine requires just 6.4 litres of fuel per 100 kilometres (149 g/km CO2). Standard in this case is a six-speed manual transmission. Even more fuel efficient is the Golf, when it is shifted via the optional 7-speed DSG; this combination yields an average fuel consumption of 6.2 litres (143 g/km CO2).

This contrasts with excellent driving performance. The Golf 90 TSI at this power level is moving at 100 km/h after just 9.5 seconds, shifted by manual transmission or DSG. Its top speed in both cases is 200 km/h.

This highly praised and award-winning engine develops its peak power of 90 kW at 5,000 rpm. The engine's maximum torque of 200 Newton-metre is available over a wide speed range extending from a low 1,500 to 4,000 rpm. Even at 1,250 rpm – which is barely above idling speed – 80 percent of the maximum torque is already available.

Technology of the 90 kW TSI engine in detail

Technically, petrol direct injection, engine charging and reduced displacement are some of the most efficient measures for significantly improving fuel economy and – just as significantly – driving dynamic properties. That is why Volkswagen is taking precisely this approach with its TSI engines. Reducing engine displacement, which simultaneously reduces friction and charge changing losses, makes it possible to attain lower specific consumption and better efficiency.

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With its very high specific torque of 144 Newton-metre per litre, over a broad range from 5,000 to 6,400 rpm, the strong TSI delivers exceptionally agile response; and there is no ‘turbo lag’ either. The 90 kW TSI is a 16-valve four cylinder of the EA111 engine generation with 1,390 cm^3 displacement, electronically controlled gasoline direct injection, mapped ignition with cylinder-selective anti-knock control, turbocharger and intercooling.

The turbocharger is designed to be compact and weight-optimized. In keeping with the overall engine concept, the focus was on the best possible dynamic behaviour and fuel economy. It is thanks to the very quick response of the charger and the low-profile design of intake and exhaust cams together with intake cam adjustment, that the mentioned 80 percent of maximum torque of 200 Newton-metre is already available at 1,500 rpm. Another special aspect of the 90 TSI is its water-cooled intercooler located directly in the induction pipe. It is part of a low-temperature coolant loop that is independent of the engine coolant system. Advantage: the charge air system exhibits a lower volume than is the case in conventional approaches using a front intercooler. This considerably shortens the time required to reach a charge pressure of 1,800 millibar in the induction system. The results: a dynamic response due to minimal delay times until the maximum combustion chamber charge is reached. This dynamic response is available even with the fuel saving features on the new Golf 90 TSI.

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1.4 TSI with 118 kW

As the most powerful petrol engine on the new Golf to-date, Volkswagen is implementing a four cylinder that is both turbo-charged and supercharged and has a power of 118 kW (at 5,800 rpm). Of special interest here is the engine's specific power: the 1.4 litre engine attains 84.3 kW per litre of displacement. Its maximum torque of 240 Newton-meter is already available at a low 1,750 rpm. Like the 90 TSI, this engine is also exceptionally fuel-efficient. The 118 TSI achieves a top value in savings at 6.2 litres of fuel per 100 kilometres. When the 118 kW TSI is paired with 7-speed DSG, fuel consumption is at 6.5 litre (144 g/km CO2).

The Golf 118 TSI DSG can also accelerate to 100 km/h in just 8.0 seconds with either manual or DSG transmission; its top speed is 220 km/h.

Technology of the 118 kW TSI engine in detail

For integration in the Golf, advance development of this TSI engine was comprehensive. A newly designed induction channel made it possible to eliminate gate switching to control the charge air movement. Noticeable results: optimized torque curve in the lower and middle engine speed range. Furthermore, Volkswagen is implementing a new generation of high-pressure injection valves; thanks to broader atomization of the fuel this leads to improved mixture homogenization and finally to optimized emissions.

Especially interesting from a technical perspective is a look at the complementary interaction of supercharger and turbocharger. The supercharger, mechanically driven by a belt, increases the TSI torque at low engine speeds.

This is a charging unit based on the Roots Principle. A special aspect of the supercharger that is used is its internal gearing that enables high supercharger performance even at low engine speeds.

At higher engine speeds, the exhaust gas driven turbocharger (with wastegate control) kicks in. Then the supercharger and turbocharger work in series. The supercharger is actuated by a solenoid clutch that is integrated in a module within the water pump. A control gate ensures that the flow of fresh air required for the operating point reaches the turbocharger or supercharger. In pure turbocharger mode the control gate is open. Then the air takes the familiar path of conventional turbocharged engines via the front intercooler and throttle valve and into the induction pipe. Starting at an engine speed of 3,500 rpm the supercharger turns all of the work over to the turbocharger.

Diesel – common rail

On the new Golf, Volkswagen is converting the bestseller's entire range of TDIs over to 16-valve common rail engines. Initially, Volkswagen is offering the Golf with a 2.0 litre displacement common rail TDI; it outputs 103 kW. It has a standard six-speed manual transmission. Besides its economy and agility, the new TDI engines also distinguish themselves by their quiet operating properties. Two balancing shafts also put an end to undesirable vibrations. In addition, a newly designed engine bearing ensures that the engines are better isolated from the car body. Volkswagen is offering the 6-speed DSG as an option.

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2.0 TDI 103 kW

The 103 kW version of the new TDI is also exceptionally fuel efficient. Driven by this engine, the Golf 2.0 TDI only needs 5.3 litres of diesel to cover a hundred kilometres (139 g/km CO2). This contrasts with a top speed of 209 km/h and an acceleration time of 9.3 seconds for the sprint to 100 km/h. In addition, the TDI shines at practically every engine speed with categorically high torque, since it already provides its maximum torque of 320 Newton-meter starting at 1,750 rpm.

Technology of the 103 kW in detail

Fuel induction in the 1,968 cm^3 displacement direct injection turbo-diesel is handled by the latest generation common rail system. Up to 1,800 bar injection pressure and special eight-hole injection nozzles deliver especially fine atomization of the diesel fuel. Control of the eight-hole injection nozzles is achieved by the latest generation of piezo in-line injectors. Electrically-controlled piezo crystals, assisted by a hydraulic element, inject fuel in fractions of a second. Compared to conventional solenoid valves, piezo technology enables more flexible injection processes with smaller and more precisely metered fuel volumes. This provides a very quiet and pleasant smooth running engine, exceptionally spontaneous response behaviour and low fuel consumption and emissions.

Also affecting acoustics in a positive way is the completely maintenance-free toothed belt drive of the camshaft. Thanks to the conversion to common rail technology and numerous other acoustic measures such as a noise-damping film in the windshield (see also “Body” section), the Golf TDI is among the quietest diesel models of its class.

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Transmissions – DSG

Any of the petrol and diesel engines may be paired with Volkswagen's direct shift gearbox/dual clutch transmission (DSG). Depending on the torque of the engine, the Golf either gets a 6-speed or 7-speed DSG.

Both DSG versions are characterized by maximum economy and shifting dynamics, which has never been attained to this extent before. Besides having different numbers of forward gears, another way in which the DSGs differ technically is in their clutch types. While two dry clutches are used in the 7-speed DSG, the dual clutch of the 6-speed DSG runs wet in an oil bath. True of both transmissions: even the most experienced professional drivers cannot even approach a shifting speed of the DSG versions. Compared with more conventional automatics, the dual clutch transmissions have the potential to reduce fuel consumption and thereby emissions.

Meanwhile, both DSG variants are application-specific specialists. While the 6-speed DSG shines when paired with torque-strong engines (up to 350 Newton-metre), the 7-speed DSG is especially effective in combination with smaller engines (up to 250 Newton-metre).

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The New Golf -
First Golf with adaptive chassis and cruise control

Adaptive chassis control perfects handling and comfort

Byron Bay, February 2009. For more than three decades, the Golf has mirrored technological progress. Numerous technologies – especially safety systems such as ABS, the airbag and ESP – were made available to millions of car drivers when they were introduced on the production Golf. The transfer of high-tech to high-volume production has been seamlessly advanced on the sixth generation Golf. This is especially evident in the large number of driver assistance systems now available in this class.

Volkswagen will be offering the new Golf, for the first time, with "Adaptive Chassis Control", the parking assistant "Park Assist" and Rear View Camera. Also new aboard the Golf is a generation of ESP that has finer response, counter-steering boost and trailer stabilization.

Further optimized on the Golf is the dynamic safety chassis. In front, a familiar MacPherson suspension is used with helical springs and telescoping dampers. In the rear, the new Golf – with its innovatively designed multi-link rear suspension – also ensures that ESP seldom needs to actively intervene.

Adaptive chassis control

"Adaptive Chassis Control" was introduced globally for the first time on the Passat CC. Now there is an Adaptive Chassis Control that has been adapted to the Golf. Adaptive Chassis Control from Volkswagen continually reacts to the roadway and driving situation and modifies damper characteristics accordingly to significantly improve comfort.

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Thanks to the system's high damping force potential, it was also possible to optimise comfort by specific tuning of the springs and stabilizers. To obtain an ideal system layout in the Golf, the chassis was lowered by ten millimetres together with Adaptive Chassis Control.

Alternatively, at the press of a button it changes over to a sport chassis and boosts dynamic aspects of the new Volkswagen.

System functions

Adaptive Chassis Control continually (up to a thousand times per second) adapts damping, individually for each wheel, to the specific roadway based on signals from the body and wheel displacement sensors. In accelerating, braking or steering operations, damping is stiffened in fractions of a second to optimally meet dynamic driving requirements and reduce pitch and roll motion. To do this, damper control evaluates signals from the electro-mechanical power steering, engine, transmission, braking system and driver assistance systems, and uses these to compute damping forces.

In performing this automatic adjustment, it enables better dynamic roll behaviour (e.g. when changing lanes quickly), and – in situations that are less challenging in terms of driving dynamics – it offers significantly enhanced comfort. The result is that the Adaptive Chassis Control is able to resolve the conflict in goals between driving dynamics and driving comfort.

So that drivers can also modify system behaviour according to their wishes, besides the "Normal" program with a medium base setting for damping (in which all control functions are fully active) Adaptive Chassis Control also offers the "Sport" and "Comfort" modes.

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These modes are activated by an additional button on the centre console. If the “Sport” or “Comfort” program is active, this is indicated by the pushbutton switch itself, and – depending on the equipment line – by the instrument cluster as well. The last selected mode is saved and is automatically reactivated the next time the Golf is started.

“Sport” mode

The basic setting of suspension damping is significantly stiffer in “Sport” mode. In this mode, steering boost is adjusted to the preferences of the sport-minded driver.

“Comfort” mode

This mode is tuned for maximum driving comfort and is especially well suited for poor roadway conditions as well as city driving and long stretches of freeway.

System components

Accelerometers and wheel displacement sensors continually measure the motions of the car body and wheels. Signals from these sensors are processed – together with other CAN bus data from steering, engine, transmission and braking system based on a newly developed control algorithm – in a powerful control module, which sends its commands at millisecond intervals to the four map-controlled dampers. They are capable of widely varying damping forces within fractions of a second – in both “hard” and “soft” directions – thereby enabling optimal system behaviour.

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Park assist – the Golf handles the steering

Another high-end technology is the parking assistant "Park Assist" being offered for the first time on the Golf. The system is capable of nearly automatic reverse parking in parallel parking spaces. The driver just needs to operate the accelerator pedal, brake and clutch; meanwhile, the Golf steers into the space that has been pre-measured by sensor-based control. Whenever the steering process is interrupted by manual steering, "Park Assist" is deactivated. If the new Golf is ordered with "Park Assist", the front and rear parking sensors as well as Optical Parking System are also on board.

The intuitively operated system is activated by the press of a button. The function key is located in front of the gearshift knob on the Golf.

While driving down the road at speeds up to 30 km/h and a distance of 0.5 to 1.5 meters to other parked cars, an ultrasonic sensor detects all parking spaces aligned with the roadway on either the left or right (depending on the turn signal direction that is set), and a control module computes the ideal parking path. The starting position is communicated to the driver via the multi functional display. The driver then shifts to reverse gear.

The message "Steering control active! Watch your surroundings!" will appear on the display. The driver only needs to accelerate and apply the clutch and brake during the rest of the parking process; the steering is handled by the Golf. When the "Parking Sensors" switch to a continuous signal, this indicates that the optimal distance to the next vehicle has been reached (approx. 20 centimetres).

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If the speed is too great and/or the driver makes any sort of steering wheel movement, “Park Assist” is momentarily deactivated. Generally, the entire parking process after shifting to reverse gear takes only 15 seconds.

Rear View Camera (RVC) – integrated in Volkswagen logo

The new generation of the Golf will be available for the first time with a Rear View Camera. The camera is located in the Volkswagen emblem on the tailgate. As soon as the reverse gear is engaged, the Volkswagen logo swivels upward, and with it the camera, to monitor the space behind the Golf from this position.

The system can be ordered only in conjunction with the new touchscreen radio-navigation system RNS 510. Camera images are transmitted to the touchscreen as real-time images. On this screen the path steered is also shown together with orientation lines. Even the smallest of obstacles are easy to recognize with the Rear View Camera, and the tightest of parking spaces can be mastered with millimetre accuracy.

The camera itself has a wide-angle lens. Horizontally, it acquires an angular range of 130 degrees, and vertically a range of 100 degrees. Moreover, a processor in the camera mirrors the image so that “left” on the Golf’s touchscreen corresponds to the “left” side.

Optional optical parking system for Golf

If the Golf is ordered with “Park Assist”, the optional parking system, it is possible to access a visual display that is new on the Golf. This perspective shows a silhouette of the vehicle on the display and symbolically highlights potential obstacles in the front and rear areas at their locations.

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The New Golf -
Trendline and Comfortline significantly upgraded

Trendline: Entry version of Golf always with ESP

Byron Bay, February 2009. The new Golf is packed with more high-end features than any previous generation of the bestseller. The names of the equipment lines are already familiar: “Trendline” as the entry version and “Comfortline” is the top version.

Golf Trendline – more than just an entry car

The entry version already offers considerably extended standard features. The new model is distinguished from its predecessor in Germany by additional standard features such as the Multi Functional Display (trip computer), visible tailpipes, “Titanium” decor inserts, knee airbag on the driver’s side, dual-tone horn, door handles and outside mirror housings painted in car colour and the semi-automatic air conditioning.

Golf Comfortline – exclusivity from the factory

The differentiating features are even more distinctive on the new Golf Comfortline. Above and beyond the “Trendline” items, the new generation is identified by features such as new 16-inch alloy wheels, comfort seats, a chrome light switch, new decorative inserts (“Black pyramid”), chrome frames around the radiator cross louvers dual zone automatic climate control as well as leather multi-function steering wheel, gearshift knob and parking brake lever.

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Golf Trendline – summary of standard equipment

Exterior features

- B-pillar trim, glossy
- Heated rear window
- Electrically adjustable / heated outside mirrors with laterally integrated flasher lamps
- Halogen headlights with integrated turn signal lights and integrated daytime running lights
- Tailgate with integrated rear spoiler
- Radiator grille screen, black; black air inlet screen
- Rear fog lights
- Visible tailpipes
- Mirrors and door handles in car colour
- Steel wheels size 6J x 15; tyres size 195/65 R15
- Front bumpers completely painted in car colour
- Tinted glass, green
- Two-part bumper cover in rear, with integrated reflectors, diffuser, black, textured

Interior features

- Storage compartment in roof liner, storage bins in doors
- Accents in instruments area and door trim panels in “Titanium” decor
- Cup holders in front (2), cup holders in rear (2)
- Chrome rings around air vents

- Three-spoke steering wheel made of foamed plastic, gearshift knob made of plastic
- Cargo area: folding cover, cargo area lighting
- Glove box, illuminated and cooling feature
- Centre console with closing storage compartment
- Non-smoker features in front
- Normal fabric seat (“Roxy” design), driver’s side with manual height adjustment; folding seat back in rear, split 1/3 - 2/3
- Centre armrest in front with storage box, air vents (2) and cup holders in rear (2)

Functional features

- Dimming rearview mirror
- Outside mirrors, power, separate heat control, aspherical on driver’s side
- Outside temperature display
- Dual tone signal horn
- RNS310 Radio system
- Window lifts, front and rear, power
- RF remote control for central locking; folding RF keys (2)
- argo area lighting
- Rear window wiper with intermittent switch
- Interior lighting in front with shutoff delay and contact switches in all doors

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- Child lockout function
- Semi-automatic air conditioning system with dust and pollen filter
- Steering column with height and length adjustment
- Reading lamps in front (2)
- Make-up mirrors in sun visors
- Multi Functional Display (MFD)
- Reflectors in front and rear doors
- Windshield wipers in front with intermittent wipe switch
- Power steering, electro-mechanical, speed-dependent control
- Sun shades (2); folding grab handles on roof frame
- Tie-down eyes in cargo area (4)
- Warning buzzer if light not switched off
- Central locking

Safety equipment

- Airbags for driver and front passenger
- Knee airbag
- Head airbag system for front and rear passengers, incl. side airbags in front
- Three-point automatic safety belts in rear (3)
- Three-point automatic safety belts in front with height adjustment and belt tensioner
- Third brake light integrated in rear spoiler

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- Electronic stabilisation program (ESP) incl. Brake Assist, steering pulse, ABS, EDL and ASR
- Child seat anchor points mounted on back of rear seat
- Head restraints (5), front restraints are safety optimised (WOKS)
- Disc brakes, front and rear, internally ventilated in front
- Warning buzzer and light when front seatbelts are unbuckled
- Electronic immobilizer

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Golf Comfortline – summary of additional standard equipment compared to the Golf Trendline

Exterior features

- Radiator grille screen in black with chrome inserts
- Alloy Wheels (“Celveland”), size 6.5J x 16 with 5-spoke wheel covers in alloy look, tires size 205/55 R16

Interior features

- Storage compartment with lid in roofliner
- Storage pockets on backs of front seats
- Decor inserts in “Black Pyramid”
- Load-through feature in rear bench seat, including rear centre armrest
- Cargo area trim with additional compartment on right
- Comfort seats, front, with seat covers in “Scout/Merlin” pattern
- Lumbar support, front
- Rotary light switch in chrome look
- Bag hooks in cargo area

Functional features

- 12-V outlet in cargo area
- leather steering wheel, gearshift knob and parking brake grip in leather
- Reading lamps, front (2) with chrome bezels and rear (2)
- Make-up mirror, illuminated, in sun visors

Infotainment systems

Volkswagen will be offering the new Golf with two radio systems and one radio-navigation system as well as a sound system. Standard equipment on the Golf is an AUX-IN port for an external MP3 player. The Golf can also be supplemented with a USB port Media Device Interface (MDI).

All radio and radio-navigation systems have a MP3-capable CD player. A Rear View Camera integrated in the tailgate can also be interfaced to the RNS 510. The RNS 510 includes a 30 GB hard drive for navigation and entertainment.

Dynaudio Excite sound system

The sound system developed for the Golf by Volkswagen and the Scandinavian hi-fi specialist Dynaudio can be paired with both radio (RCD 510) and radio-navigation (RNS 510) systems. The Dynaudio Excite sound system offers pure high-tech sound: the four 168 millimetre woofers – made of a magnesium-silicate membrane, a very light 74 millimetre voice coil and an internal magnet design in a stiff plastic basket – provide for precise and powerful bass with high pulse fidelity in the doors and in the rear side panels. The 50 millimetre and 60 millimetre tweeters in the door and side trim supplement this sound with exceptionally clear transparency and complex sound impressions.

The loudspeaker system is supplied by a newly developed, digital 300 Watt amplifier; it consists of eight Class AB output amplifiers. The capabilities offered by the digital sound processor (DSP) for so called propagation time correction (goal: to make a correction so that sound waves from all loudspeakers reach listeners' ears simultaneously, regardless of their locations in the vehicle) and frequency equalization guarantee a sound experience of the highest level.

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