



New Touareg | Press Release



New Touareg Image Portfolio



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The New Touareg – Australian Launch, Noosa, Queensland, July 2011

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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 Touareg – The most technically innovative and economical Touareg in Volkswagen’s history

Style, sophistication, strength and symmetry – Volkswagen Group Australia is pleased to launch the second generation Touareg.

The Touareg is a luxury SUV that offers a high level of comfort, sporty driving properties, avante-guard styling, excellent quality and expedition capabilities – essentially the best of the passenger car and SUV worlds unified in one concept.

While the new Touareg maintains all the virtues of space, comfort, refinement and off-road and towing ability which made the first generation so popular, Volkswagen takes the model forward thanks to the use of lightweight construction techniques, more fuel-efficient engines and new technologies.

Clean new styling draws inspiration from the design direction established by the Golf and new Polo – the new Volkswagen Design DNA. Despite being lower and thus appearing sleeker, the new Touareg is larger than the previous model. It is almost 50 millimetres longer in wheelbase, its overall length has increased by 144 millimetres, yet it weighs up to 90 kg less and is up to 20 percent more fuel-efficient.

This drive in efficiency is further epitomised by the standard fitment of a remarkable new 8-speed automatic transmission.

A choice of sophisticated new options is also available including an advanced Driver Assistance Package which incorporates a range of features such as Lane Assist, Side Assist and ProActive Occupant Protection System.

All new Touaregs will feature BlueMotion Technologies including brake energy recuperation and Start/Stop functionality. Standard equipment across the range – nine airbags, ABS, EBD, Brake Assist, Auto Hold and Hill Hold Assist, ASR, EDL and ESP with active rollover protection function, EBC and Off-road Function with Anti-lock Braking System (ABSplus) and Hill Decent Assist. Entertainment and technology equipment fitted as standard includes coloured Multi-function Display and Bluetooth® connectivity.

Model Year 11 and Model Year 12 changes

In order to satisfy market demand within Australia, Volkswagen elected to introduce the next generation Touareg as early as possible. As such, Model Year 11 and Model Year 12 Touaregs will be available in 2011, both of which will have different specifications. Please refer to the Technical Specification sheet for more details.

The new Touareg range with more fuel efficient engines

The second generation Touareg offers a range of engines that are all significantly more fuel efficient than the previous model range. This, coupled with the extensive list of new assistance and safety systems, has strengthened the Touareg's position as the leader in the SUV segment.

V6 FSI consumes 2.3 litres less petrol per 100 kilometres

Consider the V6 FSI with BlueMotion Technology: A direct-injection petrol engine with 206 kW of power at 6200 rpm. The 3.6 litre engine with 360 Newton-metres of torque now consumes an incredible 2.3 litres less than the previous version. This combined fuel consumption is equivalent to CO² emissions of just 240 g/km which is more than 56 g/km less than before.

Optimised V6 TDI breaks the eight litre barrier

The 3.0 litre V6 TDI, available in two power outputs, is the most fuel-efficient Touareg engine: An advanced development of the successful V6 TDI with 176 kW and 550 Newton metres from 2000 rpm, now also with BlueMotion Technology, means the strong turbo diesel consumes a ground-breaking low 7.6 l/100 km combined cycle (equivalent to 201 g/km CO²). That is 1.7 litres less than its predecessor.

Model Year 12: Maximum power 180kW @ 4000 rpm, combined fuel consumption 7.4 l/100km, CO² emissions 196 g/km.

Economical 150TDI with BlueMotion Technology now available

Volkswagen Group Australia has introduced the 150TDI equipped with the 3.0 litre V6 TDI engine with BlueMotion Technology as an entry point into the Touareg range. Providing 150 kW of power at 4000 rpm and up to 400 Newton-metres of torque at 2000 rpm, the new entry model is both powerful and cost-effective. The combined fuel consumption is just 7.6 litres which is one of the most economical in the SUV class.

Model Year 12: Combined fuel consumption 7.2 l/100km, CO² emissions 190 g/km.

BlueMotion Technology

Key BlueMotion technologies will be progressively introduced across the Volkswagen range, all easily identified by the 'BlueMotion Technology' branding. The new Touareg is no exception. With each new Touareg made, a well thought out package of measures results in a significant reduction in fuel consumption and emissions. These include highly efficient FSI petrol and TDI diesel engines equipped with the Start/Stop system. Regenerative braking returns power released during braking to the energy cycle, reducing strain on the engine and resulting in additional fuel savings. The new Touareg with BlueMotion Technology also has intelligent thermal management which facilitates a faster, more targeted warming up of the engine and gearbox. As a result, the vehicle's operating temperature is reached significantly faster which further lowers fuel consumption.

8-speed automatic offers 20 percent larger gearing range

All new Touaregs will feature a standard 8-speed automatic transmission, a development of the previous 6-speed transmission. Due to the two extra gears, a 20 percent larger gearing range can be attained between first and eighth gears, meaning the engine can operate more efficiently and responsively across the vehicle's speed range. Seventh and eighth act as overdrive gears, leading to significant fuel savings and lower emissions.

With the previous transmission, sixth gear was effectively an overdrive. With the new gearbox, the car's top speed is reached in sixth. The lower engine speeds attained in this way have a positive effect on noise levels as well. If the engine speed required to reach top speed in sixth gear is considered 100 percent, this means that in eighth gear engine speed is reduced by 34 percent. To isolate the drivetrain from vibration generated by engine torque, further improvements to the torsional damping provided by the torque converter have been made.

Engineers have also used a low-friction transmission fluid (Automatic Transmission Fluid / ATF) and a newly developed heat exchanger, so further fuel economy improvements were achieved by lowering friction losses – especially in the cold running phase of the automatic transmission. The so-called plate heat exchanger has been mounted on the back of the transmission, and both coolant from the engine cooling system and ATF circulate through it. The heat exchanger serves two purposes: as soon as the ATF exceeds a predefined temperature, the heat exchanger is used to cool the oil. If further cooling is needed, an auxiliary ATF air heat exchanger in the front end is also activated. This ensures that optimal temperatures are maintained in the transmission even under extreme conditions, for example when off-roading.

To implement the Touareg's smoothly transitioning Start/Stop function in every driving phase, the transmission must be provided with sufficient oil pressure to ensure slip-free power transfer within the gear elements. Conventional automatic gearboxes only accomplish this once the engine has reached a specific idling speed, so that the mechanically driven transmission oil pump can build up sufficient oil pressure and flow rate. This is different in the Touareg's 8-speed automatic: here the system is supplemented by an electrically driven pump, which is able to maintain a stable oil pressure level within the hydraulic system during the engine's stopped phase.

All-wheel drive in two versions

Another element that has been modified in the quest for reduced fuel consumption is the Touareg's standard all-wheel drive. In the 150TDI, V6 TDI and V6 FSI models (4MOTION), the new generation Touareg's feature all-wheel drive with Torsen limited-slip differential (maximum gradability of 31 degrees). The Touareg also has an "Off-road Driving Programme" which, via a two position rotary switch, tunes the ABS (ABSPlus), EDL and ASR for off-road activity, activates Hill Descent Assist and adjusts the shift points of the automatic gearbox.

The V6 TDI 4XMOTION model features 4XMOTION four-wheel drive technology instead of a Torsen differential; it has an even more rugged transfer case designed for off-road driving. It includes reduction gearing, and centre and rear differentials, each with up to 100 percent locking (maximum gradability of 45 degrees).

These modifications include a locking centre differential with an electrically controlled multi-plate clutch and low-range reduction gearing (2.69:1) and a 100 litre fuel tank (15 litres more than a standard car). In normal operation, a slip-dependent and variable distribution torque occurs between the front and rear axles (38:62). The centre differential can also be locked.

The low-range can be electrically engaged via the switch on the centre console. This provides maximum tractive effort at low speeds and is how the V6 TDI 4XMOTION is able to claim the noted climbing gradient of 45 degrees.

To operate the different functions, the V6 TDI 4XMOTION has a rotary switch – similar to the one on the first generation Touareg – which the driver uses to adapt the car to driving conditions over five levels:

1. On-Road
2. Off-Road (like 'Off road' setting described above, plus automatic control of the mechanical locks)
3. Low (like 'Off road' plus activation of reduction gearing, higher shift points, no automatic upshift in manual mode)
4. Addition of centre differential lock
5. Addition of rear differential lock

The new lighter, stronger, more spacious Touareg

The first precondition for sustainability has been met in the Touareg's significantly more fuel-efficient engines.

The second precondition has been met as well. The new Touareg is considerably lighter than the previous; up to 87 kg when comparing the first generation 3.0 litre V6 TDI with the new model. Yet, the Touareg's body is stronger than ever before.

The third precondition has also been achieved: Designers attained a notably improved Cd value. It has been reduced by 0.3 from 0.38 to 0.35.

Along with aerodynamic refinement measures, another factor at work here is that the Touareg sits lower to the ground than the previous model. This, together with a front end in the style of the new Volkswagen Design DNA, results in a smaller, slicker-looking frontal area.

More space for everyone

Volkswagen has not only made the new Touareg lighter, more fuel efficient and an agile performer; it has become an even more versatile, all-round vehicle. The Touareg has always had an imposing kerbside presence thanks to its relatively low height and wide, dynamic stance.

This appearance has been reinforced in the new model which is even lower and wider. The new interior was made more functional, the seats more comfortable and legroom in the rear has increased thanks to an extension of the wheelbase to 2,904 millimetres.

Rear space is also enhanced by the new seating arrangement which allows the rear bench to slide through 160 millimetres to give extra legroom or bootspace as required and adjustable backrest angles.

The following table shows a comparison between the previous and new generation:

	New Touareg	Previous Touareg	Difference
Length	4898	4754	+144
Width	1965	1928	+37
Height (4XMOTION)	1732 (1742)	1726	+6 (+16)
Wheelbase	2904	2855	+49
Maximum luggage capacity			
rear seat upright, litres	580	555	+25
rear seat folded, litres	1642	1570	+72
Cargo space width	1350	1160	+190

(All measurements are in mm except where specified)

Exterior

The design team, led by Volkswagen design chief, Klaus Bischoff, set out to give the new Touareg a significantly more elegant appearance based on the Volkswagen Design DNA, a template or 'face' which debuted with the launch of the Scirocco. In the case of the Touareg, this applies as much to the new horizontally-aligned front end with its distinctive headlights, as it does to the rear section where the Touareg's typical and unmistakable rear light design combines with a leaner, more cohesive shape. The two together produce an SUV which features a timeless elegance and style with dynamic proportions and an imposing presence.

Key elements of the Touareg's frontal design are the black, high-gloss trim of the upper radiator grille with its continuous chrome strips, the headlights which are integrated into these distinctive lines, the middle level of the bumper which is body-coloured and a U-shaped lower air inlet which is framed almost completely in chrome forming the third level. The modulation of the V-shaped bonnet and the dominant shoulder line reinforce the rugged and powerful appearance of the Touareg.

Thanks to the Touareg's lowered body height, short overhangs, the dynamic line of the side windows and clean, simple surfaces, the car does not appear excessively large. Many of the design features – such as the tapering around the doors – are akin to those on a sports car and hence, give the Touareg an athletic and lean appearance. This character is reinforced by the precise edges of the wheelarches and the rear side section where the side windows seem to taper towards the rear of the car.

From the rear, the new model is immediately recognisable as a Touareg. This is not by chance: the designers deliberately based it on the appearance of the first generation and this evolutionary styling lends the model a timeless style and longevity.

Like the front end, the rear is also defined by horizontal elements. At the top of the tailgate is a spoiler which not only enhances aerodynamics but also visually extends the roof section. Parts of the rear lights have been integrated into the tailgate: these include a second rear light as well as the reversing light. The D-pillars house the remaining rear light units, incorporating the main rear lights, brake lights and indicators. These rear light clusters form a very distinctive 'L' shape which at night marks the Touareg out from other cars. A large Volkswagen logo is positioned between the light clusters, just above the boot opening. Finally, the lower edge of the rear bumper houses a pair of subtly sculpted triangular (oval for the V6 TDI 4XMOTION) exposed exhaust pipes which are finished in chrome.

Interior

Combining comfort and safety and in a package which is designed to provide not only the ruggedness of an SUV but also the ambience of a luxury vehicle, the Touareg's cabin is built to the highest standards. What's more, the new generation's extended wheelbase allows a substantially roomier design of the rear seating and cargo areas, so all five occupants have ample space.

Facing the driver is a clearly laid-out and high quality cockpit. All key information – including the tachometer, speedometer, engine temperature and fuel gauge – is displayed within the driver's visual field in the instrument cluster. These instruments have electroplated chrome bezels and illuminated red pointers; they are backlit by white LEDs and have a three-dimensional look showing a real attention to detail and giving a feeling of timeless elegance. They are all positioned behind anti-reflective glass covers, making them easier to read.

In the centre of these instruments is the clearly visible and intuitive-to-use colour Multi-function Display (MFD Premium). The MFD Premium offers a wide variety of display options without overburdening the driver with information. The driver can have specific information shown or hidden by selecting from self-explanatory and colour-coded menus: Navigation, Audio, Telephone, Vehicle, Assistants.

The Touareg's engine is started by inserting an oval-shaped key into the newly designed electronic ignition lock located on the left of the steering wheel, and turning it to the left or right.

The upper area of the centre console houses a neat storage compartment, and below, the new eight-inch colour touchscreen for the standard RNS 850 satellite navigation / radio system (available as an option with the 150TDI). This touchscreen gives access to all the car's key controls – Radio / Media / Nav / Traffic / Phone / Climate / Car / Setup – and they are clearly displayed in a bar along the lower border of the screen. Alternatively, they can also be controlled via a large rotary knob. Naturally this large screen also displays 3D mapping when in navigation mode, as well as the images transmitted by the car's optional Area View surroundings monitoring system or the Rear Assist rear-view camera.

Directly below the infotainment unit are the basic controls for the draft-free two-zone climate control system as well as integrated seat heating and optional ventilation switches.

The gear shift grip for the 8-speed automatic transmission is positioned ergonomically between the front seats featuring a leather gear knob with aluminium inserts, and behind it the dials for controlling the running gear and all-wheel drive modes. Integrated next to the gearshift lever are keys for the Start/Stop system and the switch for the Electric Parking Brake and Auto Hold function. Behind this is a two-part armrest with storage, allowing the driver and front passenger to position their armrests independently. Cup holders are naturally incorporated, while in the front doors it is possible to carry larger items including a 1.5-litre drink bottle (1.0-litre in the rear).

The new larger glovebox is cooled and lockable – plus it now also features a special compartment for glasses which is coated in a soft material to prevent scratching.

Throughout the cabin, the surfaces have clearly been manufactured using so-called ‘slush’ technology, meaning all plastics are high quality and soft to touch. Chrome, wood or aluminium highlights are also incorporated tastefully into the interior depending on colour choice and specification level.

Despite the vehicle’s reduced height, headroom has been improved in the front and rear, while all the additional wheelbase length has been translated directly into extra legroom. Versatility has also been improved with the introduction of a rear ‘bench’ seat which can slide forward or back by 160 millimetres to give extra rear cabin or boot space. The rear seat backrests can additionally be reclined in three stages.

The Touareg's maximum boot capacity ranges from 580 to 1,642 litres (to ceiling height) depending on the positioning and adjustment of the rear bench seat – significantly more than the previous model's figures of 555 and 1,570 litres. In addition, the variable boot floor creates a continuously level loading surface, while an increase in bootspace width of 190 millimetres to 1,350 millimetres has also been achieved.

The cargo management system, net partition plus cargo area mat and luggage net, make it possible to stow objects securely on the loading surface. All Touaregs have bag hooks and four load-lashing points.

Innovative new Touareg offers unparalleled safety

Volkswagen's intention with the first Touareg – and which naturally extend to later generations – was to set the highest possible standards for active and passive safety, and to prove that the safety levels of a luxury sedan can be replicated in a luxury off-road vehicle.

The strength of the Touareg's construction, its incorporation of the very latest in electronic safety features and the inherent stability of its all-wheel drive and traction control systems, raise standards to a significant new level.

Despite the significant weight reduction, the new Touareg has the highest static body rigidity in the segment of 24,800 Nm/°. Even compared to the previous model, this represents a rigidity gain of five percent. Comfort and crash behaviour benefit equally from this. Among other things, the use of tailored blanks contributed to another significant improvement in intrusion and structural homogeneity values attained in side crashes. Thanks to the form-hardened manganese steel also used in numerous other Volkswagen models in the body's side panels, lightweight construction progress was also realised in this crash-sensitive area.

Since the Touareg – equipped with up to nine airbags – is sold worldwide, it must fulfill all applicable international safety requirements. As a rule, the new SUV also exceeds legal requirements. Yet, for Volkswagen, the protection of non-occupants is also a key consideration. For this reason, Volkswagen has once again taken another important step beyond what is prescribed by law with regard to pedestrian protection. A new deformation element was added to the front bumper and thanks to this part, which is now made of plastic, significant progress has been made toward protecting the head region of pedestrians and cyclists.

Advanced features offer unrivalled convenience and state-of-the-art luxury

Exclusive radio-navigation system with the latest multimedia technology RNS850 (Optional for 150TDI)

Offering the latest navigation functions including 3D bird's eye view and integrated voice control, the RNS850 multimedia technology system allows for the simple operation of all functions by means of the touchscreen. An eight-inch multi-coloured TFT display touchscreen in piano finish is set in the centre of the dashboard offering both style and convenience. The system has an integrated 40GB hard drive for storing the navigation data including approximately 18GB to store music and video in various formats. Also equipped with DVD player, the RNS850 system can be used to play both audio CDs and audio/video DVDs.

RCD550 Audio System (Standard for 150TDI)

The new RCD550 audio system comes as standard equipment in the 150TDI. The audio system presents an integrated six disc CD changer, eight speakers, touchscreen technology, MP3/MP4 capability, SD card slot and AUX-IN socket.

New and uniquely designed remote locking/ignition key

Remaining oriented towards convenience, the new Touareg comes with a high-quality ergonomically designed three button radio remote control key. Inserting the key in the rotating ignition lock located to the right of the steering wheel, activates the radio / navigation system. Turning the key to the left or right issues the start signal and the engine starts. An emergency key has also been integrated in the radio remote control key.

Similar to the recently launched Passat, lightly pressing the Volkswagen emblem will activate the emergency key and the Touareg's doors can be unlocked.

Front and rear axles

For the second generation, Volkswagen has further developed the all-independent suspension system of the Touareg. The basic layout remains a double wishbone front and rear. Upper links are made from light alloy while lower links are steel, front and rear. The increased track widths compared to the previous model are 1,656 mm in front and 1,676 mm at the rear.

To ensure greater responsiveness and more precise steering, the elasto-kinetics were optimised, and the rigidity of the rear suspension joint was increased. Altogether, the Touareg's enhanced running gear offers good vibration control and ride comfort, a low roll angle, responsive handling, stability at speed and of course off-road performance.

Electronic parking brake with auto-hold function

A new electro-mechanical parking brake (EPB) is standard on all Touaregs. Thanks to electronic control and CAN networking with other in-vehicle control modules, the functional range of the braking system has been extended considerably. New functions include Hill Hold Assist and Auto Hold function.

Via an electronic function in the gearbox, the Hill Hold Assist prevents downhill movement before moving off. On very steep descents (more than 20 percent), when off-road mode is selected, Hill Decent Assist activates at speeds below 30 km/h (with ESP switched on) to maintain steady and safe downhill progress.

Braking system

The Touareg features internally ventilated fixed calliper disc brakes (330 millimetres diameter) on all four wheels, while its stopping systems are technologically advanced, featuring ABSPlus, EBD (Electronic Brake-pressure Distribution) and ESP (Electronic Stabilisation Program).

ABSPlus

ABSPlus was developed specifically for off-road vehicles and can reduce braking distance on loose surfaces such as sand or gravel by up to 20 percent.

To reduce braking distance on loose driving surfaces, the ABS must recognise the composition of the substrate and select the optimal control strategy via ESP sensors – and this is a complex task. Loose driving surfaces exhibit friction values ranging from $\mu = 0.4$ to $\mu = 0.65$.

On these loose substrates, maximum deceleration is achieved with all wheels locked. In this condition the vehicle is unstable and cannot be steered. This is where ABSPlus intervenes. When the Touareg is in off-road mode; and taking into account various parameters including pedal effort, wheel speeds and vehicle deceleration; ABSPlus induces alternate phases of full locking of the wheels and wheel turning, making it possible to achieve reduced braking distance, braking stability and steering control. When the higher friction levels of on-road driving are sensed the system reverts back to a traditional programme where the locked phase is much shorter.

Electronic Stabilisation Program (ESP)

This is a sophisticated system that automatically senses any tendency for the car to slide. Should this situation occur, ESP reacts by applying the brakes to one, two, three or all four wheels and adjusts the engine's power. In this way, it is possible that a skid is corrected even before the driver is aware that one has started. This can be useful if a tendency to understeer or oversteer develops in a bend. In such circumstances ESP can help prevent the car skidding or spinning off the road and is particularly helpful in wet or icy conditions.

Rollover sensors

The Touareg's safety and ability off-road is boosted by rollover sensors. The system monitors vehicle acceleration, yaw angle and yaw speeds. Should the system detect that a rollover is imminent the head / thorax airbags are automatically deployed to reduce the risk of injury.

Optional Features

In addition to the high standard specification, there is an extensive range of optional equipment available for the Touareg. This includes items such as alternative alloy wheels (up to 20-inch), Bi-xenon headlights, 4Zone climate control, air suspension, and Driver Assistance Package (incorporating a number of safety and assistance features).

Optional Air suspension with adaptive damping control

Air suspension is offered as an option on the V6 FSI, TDI and TDI with 4XMOTION Touaregs. The system features an automatic ride height adjustment system as well as electronic damper control.

The air suspension guarantees comfort and class-leading dynamics on-road, plus enhanced off-road performance thanks to its variable ride height.

As an alternative to the standard 'Normal' mode (lower ride height for on-road driving with reduced aerodynamic drag) the driver can select 'Comfort' or 'Sport'. When 'Comfort' is selected, the system provides the best possible ride, while in 'Sport' mode, the ride height is lowered by 25 millimetres, reducing the vehicle's centre of gravity and optimising handling.

Compared to the previous model, the air suspension in the Touareg has been designed as a closed system. This reduces the air reservoir volume and permits the use of a smaller compressor. In turn, this reduces power consumption since the pressure difference to be overcome by the compressor is significantly lower than in an open system. These combined measures contributed towards reducing the weight of the air suspension by around 20 kg.

Optional Area View

Area View is a surroundings monitoring system which, via four cameras (in the tailgate, wing mirrors and radiator grille) transfers images of the Touareg's surroundings to the central touchscreen in the centre console. Through the use of a split screen, several images can be displayed at once.

The control module also creates a high-resolution composite image of the surroundings from the four individual camera images – from the bird's eye perspective of a virtual camera located above the vehicle. Depending on the selected view, static and dynamic auxiliary lines are shown. These auxiliary lines are used to help the driver better assess distances, to determine the best driving path based on the steering angle or to show a recommended driving manoeuvre.

In off-road driving, front and side cameras are used by Area View to transfer images from directly in front of and next to the vehicle – which is extremely useful for seeing low-lying rocks, trees or hidden ditches for example. Thanks to a 'Trailer View' mode, the movements of a trailer in response to steering inputs can also be displayed.

Also incorporated is 'Cross Traffic' view, a function made possible by the 180 degree wide-angle lens of the front and rear cameras, which lets the driver see 90 degrees to the left and right at points located at the very front and rear of the Touareg. It also allows the driver to view traffic situations that would otherwise only be perceptible by moving the vehicle – potentially into danger – for a better view.

Optional Panoramic sunroof

A stylish panoramic glass sunroof is available as an option on all Touaregs. Measuring 990 millimetres by 1,452 millimetres, the tilt/slide roof occupies almost the entire roof area above the occupants, and thereby conveys a unique feeling of open space.

In many cars, such a large opening – a full 350 percent larger than a normal sunroof – would have a negative impact on the car's rigidity. This is not the case for the Touareg thanks to its fundamental rigidity and a reinforcing subframe that is securely fitted with a high-tech adhesive joint. This reinforcing subframe offers the best combination of rigidity and crash performance with low weight construction. It consists of tailored blanks (sheet metal parts of different material grades) with symmetrical thicknesses, which elevate the so-called torsional rigidity of the Touareg with panoramic sunroof almost to the level of the full-roof variant without the need for reinforcements.

Optional Dynaudio Premium Audio System

Available as an option on the new Touareg is the Dynaudio Premium Audio System, an outstanding high-end sound system from Danish manufacturer Dynaudio. The system uses a digital 12-channel amplifier with 620 watts total power output. The Digital Signal Processor (DSP) ensures a brilliant and undistorted sound, while 12 low-resonance speakers harmonise the sound distribution offering optimum soundscape no matter where occupants are seated.

Optional Packages

The Touareg is available with a number of innovative driver assistance systems which make driving safer and easier. These include the Driver Assistance Package, Sports Interior Package and Comfort Package

Driver Assistance Package

Adaptive Cruise Control (ACC) with Front Assist and emergency brake function

Adaptive Cruise Control (ACC) automatically regulates the distance between the Touareg and the vehicle in front – in other words it is a cruise control function which not only accelerates but can also brake and, in emergency situations, slow the vehicle to a stop.

The space in front of the vehicle is monitored by two radar sensors which together have a range of 200 metres and a field of view of 40 degrees. For the first time at Volkswagen, the ACC system in the new Touareg is now – via the driver assistance package – not only networked with the surroundings monitoring system Front Assist, but also with an entire range of other systems as well.

On an open road, ACC can theoretically accelerate the car up to its maximum speed. If a slower vehicle appears in the car's own driving lane, the system automatically brakes to maintain the prescribed safe distance ahead. The driver can calibrate this distance within four levels and choose one of three driving programmes (Standard / Comfort / Dynamic).

If the vehicle in front decelerates to a stop, the Touareg also brakes and stops behind it. If the driver in front then drives off again within two seconds, ACC automatically follows (Stop&Go).

If the stopped condition lasts longer, by pressing the 'Resume' button on the steering wheel the driver can activate a longer time window of 15 seconds – during which the vehicle will automatically follow. This so-called 'closing-ranks' function is very helpful in a traffic jam, comfortably closing the gap to the car ahead.

Front Assist

Integrated into the ACC system is Front Assist which is designed to prevent the Touareg driver getting too close to the vehicle in front. If the driver has an insufficient safe stopping distance, Front Assist provides a two-stage warning. First there is a visual signal on the dashboard along with an audible warning. Second, there is a brief braking pulse to increase the distance between the two vehicles.

At the same time, the Touareg is prepared for possible hard braking with an increase in hydraulic brake pressure in case the traffic ahead has slowed considerably. If a collision is unavoidable, an emergency braking function is activated to reduce the severity of the accident. The hazard lights are also automatically activated.

Lane Assist

This new warning system helps to prevent drivers from drifting unintentionally out of their chosen lane. If the Touareg starts to leave the lane, the driver is warned about the situation by a steering wheel vibration. Road markings are monitored via a camera located in the rear-view mirror or rain sensor, and if at speeds above around 65 km/h, the system detects that the vehicle is leaving the lane, it helps it to stay in place by alerting the driver with audible and visible warning signals. The system is switched off as soon as the indicators are switched on and the driver can override the system at any time.

ProActive Occupant Protection system

By combining both active and passive elements, the ProActive Occupant Protection system is automatically engaged when one of the Touareg's driving dynamics control systems (e.g. Brake Assist and ESP) has been activated. The system detects critical situations with elevated accident potential early and assists in defusing them.

When the system detects a potential accident situation, the occupants and the vehicle are prepared for a possible accident. The system will automatically apply tension to the seat belts, securing the driver and front passenger in their seats to attain the best possible protective potential of the airbag and belt system. In case of high transverse dynamics, the side windows and panoramic sunroof are also closed, leaving just a small air gap. Closing of the windows offers optimal support to the head and side airbags which results in the best possible protection.

Side Assist, lane change assist

Two 24 GHz radar sensors scan the approaching traffic at the rear of the Touareg and LEDs in the door mirrors inform the driver when other vehicles are approaching, either in the blind spot (Blind Spot Detection) or extremely quickly (Lane Change Assist). If the indicator light is activated during this informational stage, this suggests an intentional lane change and therefore a potential hazard. The bright flashing of the LED in the door mirror signals the danger to the driver.

If the Touareg is equipped with Side Assist and ACC, the functionality of the cruise control is extended by combining data from the two systems. The ACC now networked with Side Assist assesses whether a rear-end collision can be avoided by acceleration, for example, provided that there is sufficient open space in front of the Touareg.

Sports Interior Package

- Multi-function leather steering wheel with gearshift paddles, heated
- Brushed aluminium dashboard, console and door trim inlays
- Aluminium finish accelerator and brake pedals
- Dark tinted rear side and rear window glass
- Door sill scuff plates with aluminium inserts

Comfort Package

- 4 zone automatic climate control dual air condition system
- Electrically adjustable door mirrors with memory function
- Electronically adjustable front seats with three position memory function for driver and front passenger
- Electronically height and reach adjustable heated steering wheel with memory and easy entry function
- Front seats with active climate control (Available with Black and Nature Brown Nappa leather seats only)

Equipment Specification Highlights

Exterior

- Chrome grille highlights
- Optional Bi-Xenon headlights with LED daytime driving lights
- Chrome lower air intake highlights*
- Front fog lights, mounted in lower bumper
- Chrome roof rails
- Chrome window surrounds*
- Body coloured bumpers, door handles and mirrors
- Black grained wheel arch extensions
- Chrome lower body side sill strips*
- Rear roof spoiler with integrated third brake light
- Optional dark tinted rear side and rear window glass (as part of the Sports Interior Package)
- Chrome rear bumper loading step*
- Dual chrome triangular exhaust tailpipes*

** The V6 TDI 4XMOTION has a specific styling package – less chrome, oval exhaust pipes, grey and silver body trim.*

Equipment Specification Highlights

Interior

- Uniquely designed steering wheel
- MFD Premium colour display
- Large colour touch screen display with radio or navigation system
- Decorative trim in console, dashboard and doors dependent on model/option
- Unique ignition and key
- Choice of upholstery colour also varies dashboard and carpet colour
- Front centre armrest – two-part separately adjustable
- Off-road and air suspension (optional) dials, engine Start/Stop deactivation
- Electro-mechanical parking brake and AutoHold
- Comfort seats with 12-way electric adjustment and electro-pneumatic side bolsters (V6 FSI, V6 TDI & V6 TDI 4XMOTION)

Production

The new Touareg, like the previous generation, is produced at the Bratislava plant, one of two sites which make up Volkswagen Slovakia in the Slovak Republic. The Bratislava site covers 1,780,058 square metres of which nearly 1,300,000 m² are occupied by buildings. Its production portfolio includes not only the Touareg, but also the Audi Q7, Škoda Octavia and car bodies for Porsche Cayenne.

Many components used at the Bratislava plant come from the other Volkswagen Slovakia site in Martin. Here, over 25 million components are produced each year. Founded in 1991 (Martin in 2000) and wholly owned by Volkswagen International Finance, Volkswagen Slovakia currently employs around 6,600 people, making it one of the biggest employers in Slovakia.

Production has steadily increased since the plant was established. In 1998 the company celebrated its 100,000th vehicle; in 2000 the number grew to 500,000. In 2007 the two millionth vehicle, a Touareg V6, rolled off the production line.

In 2008 Volkswagen Slovakia was awarded the National Productivity Award of the Slovak Republic for the second consecutive year, and in the same year was given a special prize by the Minister for the Environment.

New Touareg

Pricing

Models

Touareg 150TDI 8-speed automatic	\$62,990*
Touareg V6 FSI 8-speed automatic	\$77,990*
Touareg V6 TDI 8-speed automatic	\$77,990*
Touareg V6 TDI 4XMOTION 8-speed automatic	\$82,990*

Options

Metallic Paint	\$1,500
Pearl Effect Paint	\$1,500
Panoramic Electric Sunroof	\$3000
Air Suspension System (excluding 150TDI)	\$5,900
Bi-xenon headlights with dynamic cornering and LED daytime driving lights	\$3,500
Sports interior package (excluding 150TDI)	\$1000
Comfort Package (excluding 150TDI)	\$4,500
Anti-theft alarm system (150TDI)	\$900
Area view (150TDI)	\$2,500
Area view (excluding 150TDI)	\$1,100
20" Pikes Peak Alloy Wheels (excluding 150TDI)	\$4,900
Dynaudio 620W Premium Audio System	\$2,900
RNS850 Satellite Navigation System (150TDI)	\$4,900
Driver Assistance Package	\$5,400

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

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