



AMAROK — V6

AMAROK V6

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Commercial
Vehicles

Amarok V6 –

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Volkswagen Amarok – now with V6 engine, new interior, infotainment and design

Six and a half years after its debut, the Amarok has been significantly updated, both technically and visually. The central element of the update can be found under the bonnet, where Volkswagen Commercial Vehicles has given the ute a new powerful, fuel-efficient 6-cylinder TDI engine. A more athletic front end and a new instrument panel emphasise Amarok's power. They give the vehicle a more upmarket feel, while the design is in line with the latest Volkswagen design DNA. Ergonomic, electrically adjustable seats, new infotainment functions and safety features such as the Multi-Collision Braking System are additional attributes of the new Amarok.

The new Amarok V6 is available in Australia initially in the high-spec Highline and Ultimate model grades; both offering the most powerful V6 engine available from the global Amarok range. The agile responsiveness and surging torque of the Amarok's V6 diesel engine satisfy customer demand for greater traction at low revs and combine this quality with surprisingly low fuel consumption. A maximum torque level of 550 Nm is available at less than 1,500 rpm, for example. The power level is 165 kW, providing sufficient propulsive and towing power for any situation. At higher speeds, the long top gears of the automatic transmission reduce the engine revs and lower fuel consumption, thus helping to cut vehicle noise and lower CO₂ emissions. The combined consumption of the new Amarok with 165 kW and the 8-speed automatic gearbox is 7.8 litres of diesel per 100 km*, which equates to an outstanding 204 grams of CO₂/km*.

At a length of 5.25 metres and a width of 2.23 metres, including the wing mirrors, the Amarok meets all the expectations of a classic ute. Striking features of the design and of the new instrument panel architecture include the emphasis on horizontal lines, the clear division of the surfaces and the precise folds and edges. The way the front section is divided is completely new. Doing away with round contours and concentrating on horizontal and vertical lines makes both the front and the interior appear more striking and pronounced.

They make the Amarok more attractive as a ute and also appeal to customers moving from the traditional SUV segment.

Both versions of the new Amarok have a high and uniform level of safety features. Occupants are protected, for example, not just with driver and front passenger airbags, but with side and thorax airbags as well. One example of the new features is the Multi-Collision Braking System, which comes as standard. Nearly a quarter of all accidents involving injuries are collisions with more than one obstacle. Volkswagen's multi-award-winning Multi-Collision Braking System can help to avoid follow-on collisions or reduce their severity. Within the limitations of the system, Multi-Collision Braking automatically applies the brakes after any collision, even before the driver is able to react. The severity of a secondary accident can thus be reduced and, ideally, subsequent collisions avoided. The driver is able to take back control of the vehicle at any time.

Despite its impressive size, getting into the Amarok is easy. Doors that swing open wide and grab handles on the A and B-pillars help passengers climb into the cab. A glance at the instruments reveals a consistently horizontal design. This is due, first and foremost, to the lacquer bar that stretches from door to door and divides the dashboard into two levels. At the very top of the centre console, and thus directly in the driver's field of vision, is the new infotainment system – equipped with features such as App Connect and DAB+ as standard. This allows smartphone apps to be integrated via a USB interface to enable them to be accessed via the infotainment system's touchscreen.

Inside, the Amarok has passenger car levels of comfort. Neither headroom nor legroom leave anything to be desired. This is, above all, thanks to the height-adjustable front seats, which can also be moved a long way back. They feature sporty contoured side bolsters that have been optimised to provide maximum comfort and ergonomic characteristics. The electric driver and front passenger seats, standard on the Amarok Ultimate, can be individually adjusted to suit personal body size. The seat height and longitudinal position can be adjusted at the push of a button, the degree and width of lumbar support can be changed and the backrest and seat cushion angle set and the seat depth can also be adjusted manually. Due to their ergonomic quality, which relieving strain on the back, these 14-way ergoComfort seats are recommended by the German Healthy Back Campaign (Aktion Gesunder Rücken e.V.) and have been awarded the 'AGR' seal of approval.

As with the current generation of four-cylinder Amaroks on sale in Australia, the four-door Amarok's cargo platform can accommodate a Euro pallet at right angles. With the addition of the new V6 engine, the new Amarok Highline and Ultimate models can tow an impressive 3 tons, and perhaps more tangibly, offers an immense 6000kg GCM.

The wheel designs of the different versions of the Amarok have been updated and boost the appearance of the power athlete. The Amarok Ultimate has 19-inch alloy wheels and, just as is with the Highline, is also equipped with a real-time tyre pressure measuring system and the Park Distance Control parking assistant, which is assisted by a reversing camera. In addition to the multifunction steering wheel with paddle switches, the 'Premium Color' combined display, the nappa leather seat covers and stainless steel pedal caps in the interior, the Ultimate's look is rounded off by a new-look sports bar with an integrated LED.

Amarok V6 Pricing

Amarok V6 Highline	\$59,990
Amarok V6 Ultimate	\$67,990

Options and Accessories

Metallic/Pearl Effect paint	\$590
Vienna Leather upholstery (includes front heated seats)	\$2,690
Alcantara upholstery (includes front heated seats)	\$1,890
20-inch 'Talca' alloy wheels (set of 5)	\$990



Engine and drive system

The 3.0-litre V6 engine, fitted in the Amarok for the first time provides the ute with a thorough upgrade in terms of performance, emissions and fuel consumption. The ute, which is equally at home on-road as it is off-road, generates 550 Newton metres of torque and 165 kW.

The fuel-saving BlueMotion Technology comes as standard.

Development objectives such as superior performance have also been implemented. An 8-speed automatic transmission in combination with permanent 4Motion all-wheel drive is also standard.

This family of V6 diesel engine, with a cylinder angle of 90 degrees, has been previously used in luxury SUVs such as the Audi Q7 and the Porsche Cayenne. That's reason enough to now put the latest version of the tried and tested and extremely reliable engine to work in the updated Amarok.

Thanks to a newly developed VTG turbocharger with flow-optimised turbine and adjustable vanes with less play, the engine promises smooth responsiveness under all load conditions and across the whole engine speed range. In combination with the highly advanced common rail injection system and the special combustion process, this 3.0-litre, six-cylinder engine now both meets the applicable emission limits and the acoustic comfort and quiet running expected in a passenger car. A first in the ute segment. As a result of a special cylinder bore honing process and a newly developed package of piston rings with less downforce, the frictional losses inside the engine have been reduced by around ten per cent. An optimised cooling system with two separate circuits and thinner walls permits a shorter warm-up phase, which in turn saves fuel.

Offered as standard for both the Highline and Ultimate models, the Amarok uses the 4MOTION with permanent 4x4 and Torsen differential system with an 8-speed automatic transmission. This configuration also has an electronic differential lock (EDL) by automatic application of the brake, which prevents the wheels spinning on one side. Thanks to the EDL, the power from the drive system is always delivered to the wheel with the best traction.

4MOTION: the 4x4 version is best suited for off-road use. As a thoroughbred all-terrain vehicle for the toughest of challenges, the Amarok is available with on-demand all-wheel drive. This is helpful when navigating complicated passages off-road and when scaling particularly steep inclines of up to 100 per cent (slope angle of 45°), which the Amarok is able to master, even when fully loaded.

Without pressing the button, the Amarok uses permanent 4x4 when driving on off-road terrain. In all operating conditions, its central Torsen differential ensures optimum distribution of the engine performance between front and rear axles to guarantee excellent driving dynamics on the road and high levels of traction off-road. Under normal conditions this is a ratio of 40:60.

Under more demanding conditions, the power distribution may vary, depending on the surface.

With its Amarok V6 already the most powerful vehicle of its type, Volkswagen is also pleased to announce that the class-leading twin cab ute also comes with an over-boost function.

Over-boost increases standard power from 165kW to 180kW. Torque delivery is also optimised with maximum torque delivery extended.

Kicking in at 70 per cent accelerator extension, optimal over-boost is delivered in 3rd or 4th gear from 50km/h and hangs in for 10 seconds. After a five second off time, over-boost can again be accessed.

Remarkably for a vehicle of its type, the Amarok V6 is capable of completing the 0-100kph sprint in 7.9 seconds and – in controlled conditions – of accelerating from 80-120km/h in 5.5 seconds. Uniquely among its segment peers, the Amarok V6 has disc brakes front and back.

"The Amarok V6 is not an over-hyped concept or a badge engineering exercise," Volkswagen Commercial Vehicles Director Carlos Santos said.

"It's real, it's almost here and it brings the world's best V6 turbo diesel, the same unit used by Porsche and Audi in luxury SUVs."

Gearbox: The V6 Amarok comes standard with an 8-speed automatic transmission, optimised for the high torque values. The large number of gears allows a greater transmission ratio spread to be achieved than with a conventional automatic transmission. This has some very positive effects: thanks to smaller transmission jumps, the TDI engine works even more efficiently in every rpm range, as well as being more fuel efficient and agile. The eighth gear has been designed to have lower revs and thus be a low-noise and fuel-saving shift stage. The first gear is configured for pulling away, for off-road use and when towing. With automatic transmission and permanent all-wheel drive, the Amarok thus becomes perfectly suited for rough terrain – without needing any additional reduction gearing.

With the right combination of the different options of engine, drive system and transmission, the Amarok cuts an equally good figure on- as it does off-road, as is demonstrated, for example, by its impressive climbing ability with the optionally engaged all-wheel drive and differential lock: even scaling 100 per cent inclines (slope angles of 45°) with a full load. The same applies to bumpy terrain: with slope clearance angles of 29° at the front and 24° at the rear, the Amarok scales steep inclines just as well as it copes with deep ditches, which – thanks to an off-road ground clearance angle of 23° – it negotiates with superior ease. And when driving through fords, it keeps wading through the water, even if the water is half a metre deep.



Interior, infotainment and cargo box

The key features of the interior of the new Amarok are the new ergoComfort seats for the driver and front-seat passenger – standard in the Amarok Ultimate, and a redesigned instrument panel: as always, the Amarok features materials that are both high-quality and hardwearing, as well as thought-out and ergonomic controls. The spacious double cab offers both commercial users and private customers a pleasant ambience combined with clearly laid-out instruments.

Despite its size, getting into the Amarok is easy thanks to doors that swing open wide and grab handles and steering wheel, which help you climb into the cab.

Once seated, you feel like you're sitting in a normal passenger car. Neither headroom nor legroom have been impaired, and this is, above all, thanks to the height adjustable front seats, which can also be moved a long way back. They feature sporty contoured side bolsters that have been optimised to provide maximum comfort and top ergonomic characteristics. The Ultimate's 14-way electrically adjustable driver and front passenger seats can be individually adjusted to suit personal body size. The seat height and longitudinal position can be adjusted at the push of a button, the degree and width of lumbar support can be changed and the backrest and seat cushion angle set and the seat depth can also be adjusted manually. Doing away with round contours and concentrating on horizontal and vertical lines makes not only the front, but also the interior appear more striking and pronounced. Both make the Amarok more attractive as a ute and also increase the new vehicle's appeal to customers who have been catered for by the traditional SUV segment in the past.

As is typical for Volkswagen Commercial Vehicles, everything in the cockpit is in just the right place. Ergonomics and ease of use are given top priority. Clearly laid-out and easy-to-read instruments, for example, provide information on speed and engine rpm. In the Amarok Highline and the Ultimate models, fine chrome frames further underline the classy look and feel. In the middle of the dashboard, a large, easily readable digital display shows additional information, which can be expanded in four levels of detail. The combined display comes with a standard Multifunction Plus display in the Highline, and the Multifunction Colour, with colour display as well as 3D navigation in the Ultimate.

In addition to this, the Ultimate also receives sports paddle shifters which the driver can change the gears of the eight-speed automatic transmission without taking their hands off the wheel.

In combination with the 165 kW engine and Premium Colour combined display, the Amarok now comes with the needle 'nodding' familiar from the GTI: when the driver starts the ignition before starting the engine, the needles of the combined instruments first briefly swing up as far as they will go, before then returning to their default setting.

A glance at the instruments reveals a consistently horizontal design. This is due, first and foremost, to the decorative lacquered strip that stretches from door to door and divides the dashboard into two sections. At the very top of the centre console, and thus directly in the driver's field of vision is the infotainment system.

The 'Discover Media' radio is equipped, with six 20 watt loudspeakers in the front (4) and rear (2). The capacitive colour display is 6.33 inches in size and has a proximity sensor. The display also supports swipe and pinch zoom gestures, as used on smartphones. There are also four buttons on the left and right of the touchscreen; which also provides access to the 'Phone' and 'Voice' (voice control) menu levels. It also has an SD card slot, USB port and AUX IN interface. On top of this, the App Connect function makes it possible to forward selected smartphone apps and controls to the touchscreen display in the vehicle.

App-Connect supports Mirror Link, Apple CarPlay and Android Auto. DAB+ is also standard. The 'Discover Media' navigation system, with an integrated navigation module, is the top-of-the-range infotainment system, available with navigation.

Included with 'Discover Media' is a digital voice enhancement function. This electric voice amplification makes communicating during the journey easier. The hands-free microphone amplifies the voice signals so that the driver no longer has to turn to face the back-seat passengers or raise their voice. Passengers on the back seat hear the person's voice amplified by the rear loudspeakers. This function can, however, also be deactivated.

Below the infotainment units are the controls for the heating and air conditioning systems. Climatronic is also standard in the Highline and Ultimate. Four large vents allow the ventilation to be adjusted to suit individual preferences.

The angular jets, like the round instruments, are surrounded by elegant chrome frames, as is the case for the gear lever surround. Off-road mode and Diff-lock functions are located around the gear lever, where they are easy to reach and can be used intuitively.

Numerous storage compartments in the interior enhance the Amarok's great suitability for everyday use. They satisfy practically every requirement thanks to their well thought-out positioning and shape. For example, 1.5-litre bottles can be stored in the front door compartments, while those in the back doors can hold 1-litre bottles. There are two cup holders on the centre console and another two positioned centrally on the 'Cardan tunnel' for the passengers in the back. The same applies to the storage bin under the padded armrest between the front seats. In addition to this, there is also a compartment under each of the front seats. There are 12-volt plug sockets and USB sockets for electrical accessories in an easily accessible storage compartment on the instrument panel, behind the gear lever knob. There is also a socket for back-seat passengers on the end of the centre console and even one on the cargo bed.

The comfortable rear bench seat provides ample space for up to three people. The two outer seats each also have ISOFIX anchorage points for child seats. To provide additional storage space in the cabin, the seats can also be folded up, with a 1/3:2/3 split, and the backrest can also be folded down. The Amarok Highline comes standard with cloth seat upholstery, while the Ultimate features standard Nappa leather trim. Vienna leather is available as an option for the Amarok Highline model.

In combination with the double cab, the cargo bed is 1.55 metres long and the cargo box is 1.62 metres wide, allowing a Euro pallet to be loaded transversely, unique in the Amarok segment. Arithmetically, the cargo box has a loading area of 2.52 square metres and there is a lashing ring for securing the load fitted in each corner. Two additional lashing rings can be added as an option. The half-metre platform gate height boosts the good cargo capacity. This is due to the low sill height, an exemplary 0.78 metres. With a maximum gross weight of 3,080 kilograms, the Amarok is not only able to transport particularly bulky loads, but very heavy loads as well. The maximum payload is over 900kg, and – with the addition of the V6's 550Nm on board – the gross combined mass is up to 6 tonnes.



Active and passive safety

The Amarok is based on a design that is typical of its segment, with the body, cargo bed, engine, gearbox and axles mounted on a central ladder frame. The specially developed ladder frame has an impressive, exemplary level of torsional rigidity, due to its closed longitudinal beam profiles and additional transverse beams with a closed cross-section. The latter are pushed through the longitudinal beams and welded into place, thus providing an optimum base for the greatest possible bracing against torsional forces. This also contributes to the Amarok's robustness and reliability.

Every equipment version of the new Amarok has a high and uniform level of safety features. Not only does it protect its occupants with driver and front passenger airbags, for instance, but with side airbags as well. Special sensors in the front of the vehicle and side of the body reliably trigger the protective devices in any scenario, including staggered impact. The telescopic steering column is designed to absorb energy, thus reducing the risk of injury to the driver in the event of an accident. Three-point safety belts, seatbelt pretensioner and height-adjustable head restraints are, of course, included as standard. In addition to this, the new, more powerful Amarok has disc brakes: 17-inch discs on the front axle and 16-inch discs on the rear axle.

The cab's great stability comes from the generously sized cross-sections of the A and C-pillars. The decoupling of the cab and frame also results in optimum torsional flexibility. This is particularly for how the vehicle handles on rough terrain and for the level of noise inside the cab. The front axle consists of a double wishbone structure with cast pivot bearings. The long spring travel gives the Amarok very good off-road characteristics as well as allowing a high loadbearing capacity, optimum driving dynamics and driving comfort.

The Amarok V6 comes standard with the Heavy Duty suspension setup, boasting a maximum permissible gross vehicle mass (GVM) of up to 3,080 kg. This setup consists of an especially durable 3+2 trapezoidal spring with three main and two auxiliary leaves – a tried and tested design used widely in the pick-up segment.

The advantage of this is that, regardless of load weight, its progressive force/displacement characteristic means that it provides a permanently high level of ride comfort and protects against overloading, thus giving it a payload of up to 911kg.

A new standard feature in the Amarok is the Multi-Collision Braking System combined with Electronic Stability Control, which also comes as standard. Nearly a quarter of all accidents involving injuries are collisions with more than one obstacle. Volkswagen's multi-award-winning Multi-Collision Braking System can help to avoid such follow-on collisions or to reduce their severity. Within the limitations of the system, Multi-Collision Braking automatically applies the brakes after any collision, even before the driver is able to react. The severity of any subsequent accident can thus be reduced and, ideally, avoided. The driver is able to take back control of the vehicle at any time.

Another new feature in the Amarok is the optional real-time tyre pressure monitoring system, which informs the driver of each individual wheel's current tyre pressure before and during the journey using a wheel sensor mounted on each tyre inflation valve. The wheel sends readings to the control unit by wireless data link to provide information on the pressure of each tyre. Each sensor has its own ID to enable each tyre to be localised individually. If the tyre pressure is too low or there is a sudden loss of pressure, the driver is warned by visual and/or audible signals from the instrument cluster. The permanent monitoring ensures maximum safety. Ensuring the right tyre pressure also prolongs tyre life and reduces fuel consumption.

The electronic trailer stabilisation system is a sub-function of ESC. The system recognises any vehicle instability caused by a trailer being towed at excessive speed. As a result, the brakes are applied to individual wheels and the engine's power output is reduced in order to stabilise the vehicle and trailer again. This allows up to 3,000 kilograms to be towed with maximum safety with a braked and 750 kilograms with an unbraked trailer with a tow bar load of up to 300 kilograms.

The off-road function can also be used to activate the off-road ABS: the braking distance is significantly shortened by the longer braking intervals than in normal mode on unpaved roads, as the ground material forms additional wedges in front of the wheels, and the Hill Hold Assist, which is also fitted, holds the vehicle when the foot brake is released to provide comfortable starting-off without rolling back.

Easily forgotten, yet so important; is load securing. The Amarok comes from the factory with four lashing rings fitted in each corner of the cargo bed as standard. Alternatively, six lashing rings are available as an option. Amarok Ultimate models receive the standard Durabed coating, which not only protects against scratches, but also ensures a higher friction coefficient.



Volkswagen Amarok V6 – Model Grades

Volkswagen Commercial Vehicles has introduced the new Amarok V6 in two highly specified equipment grades from the launch: the Amarok Highline and the Amarok Ultimate. The comprehensive equipment lines are supplemented by a wide range of audio and navigation appliances, attractive alloy wheels up to 20 inches in diameter, plus special equipment and optional function packages.

At a length of 5.25 metres and a width of 2.23 metres (including mirrors) the Amarok meets all the expectations of a classic ute. Striking lines and parting joints characterised by its purpose are typical design elements of a vehicle genre that ensures that man and materials get to where they are needed the world over. Although it is based on a solid ladder frame, it is, however, clear that the Amarok belongs to the Caddy, Transporter and Crafter family due to the common design language of the front end. Characteristic features include the emphasis on horizontal lines, the clear division of the surfaces and the precise folds and edges. The way the front section is divided is completely new: doing away with round contours and concentrating on horizontal and vertical lines gives the front an even more athletic and dominant appearance and makes the Amarok what it is: a workhorse dressed like an athlete.

That is underlined, for instance, by the polished stainless steel sports bar. This dynamic design element is an optical extension of the Amarok's cab to the rear, covering and flanking part of the cargo platform. The standard third brake light will in future be available for all equipment lines as an LED along with additional cargo bed illumination.

Highline: the new Amarok V6 model range begins with the highly-specified Highline model, and is aimed at customers looking for a vehicle in the broad SUV segment that combines maximum durability and robustness with the virtues of a traditional 4x4. To achieve this, the Highline combines extroverted, self-confident and upmarket design elements with particularly high-quality interior and exterior details.

On the outside, the Amarok V6 Highline makes an immediate, and formidable impact on the road with muscular front bumper and side mouldings, stainless steel sidesteps and 18-inch 'Manaus' alloy wheels.

Bi-Xenon headlights with integrated LED daytime running lights and chrome sill bars with integrated LED lighting to illuminate the exit area enhance the Highline's appearance .

The very well specified Highline interior also shines with attractive details. Chrome trim, for example, forms the cowling of the gear lever in the central console, the edging of the air vents and parts of the multifunction steering wheel. The 'Discover Media' radio with six loudspeakers provides upmarket acoustic comfort as standard. A Bluetooth hands-free system, App Connect and voice control are also included. The radio's screen relays the picture from the reversing camera, while the front and rear sensors warn of any obstacles with the customary beeps when parking. The fully automatic Climatronic air conditioning system, which comes as standard, is responsible for ensuring a pleasant climate on board. The comfortable seats featuring delicate 'Salipra' fabric design and the interior finish are both in black. Also available as options is Vienna leather or Alcantara trim, as well as the heated seats for the driver and front-seat passenger.

Ultimate: For customers who want more exclusivity in their Amarok V6, the high-powered ute is offered in the top-of-the-line Ultimate grade, which takes the V6 Amarok line-up to an even higher level. The most striking of these extras are the 19-inch 'Milford' wheels and an extended sports bar. The bed of the cargo box also has a matt black Durabed coating. In contrast, the B-pillar is gloss black, which – in combination with the tinted rear windows – forms a homogeneous side line.

The interior is no less exclusive. Electrically adjustable ergoComfort seats in premium Nappa leather, complemented by 'Ceramique' stitching dominate the interior of the double cab. On top of this comes a multifunction leather steering wheel with paddle switches, with which the driver can shift individually between the eight gears of the 165 kW V6 engine's automatic transmission. The 'Premium Colour' combined display with 3D screen and colour animations, which at the push of a button provides yet more informative operating data, always shows the best route to your destination. The Ultimate is also, of course, available with the Parkpilot automatic parking system with a reversing camera and sensors at the front and rear are also included. Stainless steel pedals, and floor mats bearing the Amarok lettering further enhance the interior of the top-of-the range model.

Accessories and additional options: Over and above the various equipment lines, Volkswagen Australia is also offering a wide range of extras and accessories for complete customisation of the Amarok. In addition to step-by-step upgrades with features from other equipment lines and specially bundled packages, other extras available include a variety of cargo bed covers, designer roll bars, various wheel rim designs and sizes (up to 20-inches in diameter) and hard tops.

Colours: Volkswagen Commercial Vehicles offers a comprehensive palette of bodywork colours. The selection begins with the plain colour 'Candy White', and then builds with 'Mojave Beige Metallic', 'Reflex Silver Metallic', 'Indium Grey Metallic', 'Starlight Blue Metallic', and 'Deep Black Pearl Effect'. The Ultimate model is also available in the new Ravenna Blue Metallic colour.

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