



Commercial  
Vehicles

# The Amarok Dual Cab Auto & Single Cab

Media Launch | Press Release



Amarok Image Portfolio



Amarok \_1



Amarok SingleCab\_1



Amarok SingleCab\_2



Amarok SingleCab\_3



Amarok SingleCab\_4



Amarok SingleCab\_5



Amarok SingleCab\_6



Amarok DualCab\_1



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Amarok Trayback\_1



Amarok Trayback\_2



Amarok Trayback\_3



Amarok Trendline\_1



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## **The Amarok Auto and Single Cab – Australian Launch, Flinders Ranges, SA July 2012**

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#### Important:

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## **Innovative 8-Speed Automatic Transmission and Single Cab Variant to Strengthen Volkswagen's Amarok Range**

- New TDI420 engine
- Single Cab – the 'workhorse' among pick-ups

Volkswagen has increased the appeal of its award-winning Amarok range with the introduction of an innovative 8-speed automatic transmission on dual cab models, powered by the new TDI420 engine. Meanwhile, a single cab Amarok also makes its Australian debut, expanding Volkswagen's existing dual cab ute range.

The Amarok is the first ute in Australia with an 8-speed automatic transmission. The additional gearing provides a greater spread of transmission ratios than a conventional five or six-speed automatic gearbox, affording very positive effects: the TDI engine is more effective in every rpm range, while being more fuel efficient and agile.

The 8th gear is configured for overdrive, reducing engine speed and saving fuel, while the low first gear is designed for off-road use and towing. This versatile set-up means the auto-equipped Amarok with permanent 4-wheel drive is just as capable in all-terrain use as the manual version, without the need for additional reduction gearing.

The benefits of the automatic system, however, go further than just the gearing. The new transmission provides a high degree of ride comfort while off-roading and offers a fuel consumption figure of just 8.3 l/100km – up to 1l/100km less than key competitors.

The low rpm speeds generated also have a positive effect on engine noise, keeping volumes within the cabin comfortable at all times. In order to isolate the drive train as effectively as possible from engine vibrations, enhanced torque converters with optimised vibration dampers are also used.

The automatic transmission is combined with permanent 4-wheel drive and a new engine specification: the 132 kW 2.0-litre twin-turbo TDI420. This has a maximum torque output of 420 Newton metres, producing exceptional performance and a relaxed ride. When towing a trailer, the ute can handle up to 3,000kg of trailer load with 300kg of downball weight.

## **Amarok Single Cab**

Completing the Amarok range is the new single cab version with large cargo bed. The Amarok Single Cab enjoys the same vehicle length and wheelbase as its Dual Cab cousin, yet provides a cargo bed that is 2,205 millimetres in length (an increase of 650 millimetres) and also maintains ample cabin space for the driver, passenger and storage space behind the seats.

The cargo bed comfortably takes two pallets loaded sideways, one behind the other, and still leaves a further 60 centimetres of the length clear. With an unchanged loading gap of 1.22 metres between the wheel-arches, the cargo bed provides a total load area of 3.57m<sup>2</sup>, while six load-lashing rings, fitted as standard, enable even large and bulky items to be transported safely.

Pick-ups with a single cab are regarded as the classic 'workhorse' for tough jobs in the manual trades, construction and agriculture. What counts above all else in these areas of work is the size of the load space. However, Volkswagen engineers have also focused on providing ample space for the vehicle's occupants, as well as room enough to easily store items behind the two front seats without compromising the seating position.

The vehicle's exceptional interior dimensions make it the most spacious in its class. The vehicle's finely tuned ergonomics are typical of Volkswagen Commercial Vehicles and the Amarok. Easy entry, a generous seating layout and lots of head room characterise the workspace behind the wheel.

Under the bonnet Volkswagen employs the same high-torque 2.0-litre engines found in the existing dual cab manual range: the TSI300, TDI340 and TDI400. Customers can choose rear-wheel drive or the selectable 4MOTION 4-wheel drive with low range (TDI400 only) – in each case coupled to a six-speed manual transmission.

The Amarok single cab's fuel consumption is very low: the rear-wheel drive TDI340 version needing just 7.3 litres per 100 kilometres, CO<sub>2</sub> emissions of 189 g/km. Meanwhile the two-level regulated bi-turbo charging system of the TDI400 provides a remarkably low average consumption of just 7.8 litres of diesel per 100 kilometres.

In addition to the standard electronic differential lock, a mechanical differential lock on the rear axle comes standard on 4MOTION models and is available as an option on 2WD versions. The heavy-duty suspension enables the vehicle to carry a payload ranging between 1,174kg and 1,394kg depending on model. When towing a trailer, the ute can handle up to 3,000kg of trailer load with 300kg of downball weight.

## Amarok Range

Safety remains as ever a top priority across the Amarok range, with standard equipment including ABS and ESP, as well as front airbags for both driver and passenger on all models. Exceeding the market standard, the single cab Amarok is also equipped as standard with side and thorax airbags, mirroring its dual cab counterpart. Also included, of course, are height-adjustable head restraints and three-point safety belts at all seating positions. In front, the belts have belt tensioners and on the driver's side a visual and acoustic belt warning system.

Numerous other features guarantee a high level of active safety on all Amaroks. For example, the Electronic Stability Program (ESP) with Brake Assist is standard equipment. Another feature contributing to safety is "Off-Road Mode" – activated by the press of a button – which is enabled up to a vehicle speed of 130km/h. In this mode, the ESP system, electronic differential locks (EDL), anti-slip regulation (ASR) and anti-lock braking system (ABS) are all tuned for challenging off-road conditions.

The ABS system can reduce braking distance both off-road and on gravel road surfaces, often significantly depending on the road composition. When "Off-Road Mode" is activated while the ute is driven at less than 30km/h, Hill Descent Assist is also activated; it holds driving speed constant on steep descents by means of targeted brake actuations. When Hill Descent Assist is activated the driver can individually adapt the vehicle's speed to a driving situation by accelerating or braking, including in the neutral gear position.

Amarok comes fitted with Heavy Duty suspension as standard, affording a GVM of 3,040kg for maximum carrying capacity. Meanwhile, those who do not use their Amarok for carrying heavy loads can opt for Comfort springs at no extra charge.



While this option provides a much more comfortable ride, the GVM is reduced by just 220kg to an impressive 2,820kg.

Volkswagen Commercial Vehicles has also taken the introduction of these new models as an opportunity to update the Amarok's equipment, with highlights including stainless steel sports bar and side steps now as standard on the Highline model, Bluetooth mobile phone connectivity, cruise control and a multi-function leather steering wheel as standard across the entire 4MOTION range.

A style pack is also available for the Single Cab that includes body-coloured front bumper, 16-inch alloy wheels and fog lights.

Extending the flexibility of the range and affording greater opportunity for personalisation, both the base and Trendline Amaroks can now be ordered as a Cab Chassis set-up. This will be welcome news for rural and fleet customers who demand a ute that can be configured to their specific needs and requirements.

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## **The Amarok – Automatic and Single Cab Ute will increase versatility and boost appeal**

Fuel efficient Automatic ute updated

Single Cab builds on success of Amarok as classic workhorse  
in the mid-size ute market

Thanks to the Amarok's versatility and efficient drive technology, the Volkswagen Commercial Vehicles brand has staked its claim in the mid-size ute category. Now, with the option of the automatic transmission on the Dual Cab, and the introduction of a single cab variant, Volkswagen Commercial Vehicles is extending its appeal to a whole new segment of customers.

The Amarok is rugged and uncompromising in design, yet with its class-leading fuel efficiency and new automatic transmission, is now equally at home in the city as it is in a trade environment. What's more, the single cab variant makes the Amarok the natural choice for those customers needing even more space.

With its fuel efficient engine and advanced overall concept, the Amarok has become a trendsetter for this type of vehicle and, with the launch of the new model variants, promises to further strengthen its position in the market.

The Amarok is produced at the Pacheco plant near Buenos Aires, Argentina. The name, borrowed from the Inuit Indians of Northern Canada and Greenland, translates as 'The Wolf'.

The ute is a highly flexible type of recreational and utility vehicle that is extremely popular, especially in Australia, but also in the South American, African and Asian markets.

As the first mid-size ute from a high-volume European producer, this model series continues to play a key role in the Volkswagen Group's growth strategy.

Never before has there been a comparable model so fuel-efficient and low emitting, comfortable and safe. Amarok is paving the way in practical everyday use too: its load area is the widest and easiest to load in its segment. This versatility, together with highly advanced powertrain technology and the new innovative automatic transmission, gives it the potential to be a class leader in this vehicle category.

# Body Styling and Dimensions

## **The Amarok –**

### **Body has impressive styling and maximum utility**

Amarok Automatic Dual Cab with space for five

Single Cab with space for two and maximum payload area:  
best in class

The Amarok automatic follows the same four-door, dual cab configuration that has already become so popular since the Amarok's introduction to the Australian market last year, while the two person "Single Cab" version is an entirely new offering.

In concept and styling, the Amarok - at a length of up to 5.25 metres - is like a ute from a style guide: straightforward in design with a confident and rugged stature, the linearity of its styling makes it an especially classy vehicle. It is based 1:1 on the Volkswagen "design DNA" with design features also found on the latest Caddy, Transporter, Multivan and Caravelle.

Front end: One of the most distinctive features of this design, the horizontal lines that are distinctly emphasized at the ute's front end. This is especially visible on the upper radiator grille: its two black louvers extend across the front end like stacked blades. On the Amarok Trendline, Highline and Ultimate they are trimmed in stylish chrome. As graphic elements they span laterally to the very technically styled headlights, defining their essential layout. On each side of the front end, the upper line separates the integrated turn signals from the round reflectors of the running lights before curving upward.

The styling of the Amarok also generates excitement in its clearly organised, dynamically curved surfaces.

This is typified by the front spoiler with integrated lower cooling air inlet and round front fog lights (standard from Trendline), which in the Highline and Ultimate equipment lines have circular chrome surrounds.

The concave lower edge of the front bumper, sculpted in the form of an oil pan guard, emphasises the Amarok's ground clearance – a clear indication of the ute's excellent off-road qualities.

The highly compressed harmony of the styling is also reflected in the extremely taut engine bonnet. Styled with a broad and full surface, it is framed laterally by a wing contour that develops from the vehicle's front end and extends into the A-pillars with cleanly sculpted curves.

Side profile: Each line, each seam and each transition has a precise function and serves a clear purpose. For example, the shoulder line – one of its functions is to frame the row of side windows – originates at the front spoiler level and springs upward. This line is also worked into the upper border of the ute box's side wall, giving the Amarok an appearance of ruggedness and solidity that is very typical of utes – an impression further reinforced by the prominently shaped and generously sized wing flares. These are standard on the Highline and Ultimate equipment lines, but are also offered in combination with the optional 17, 18 or 19-inch wheels.

Powerful elegance defines the overall side profile of the four-door Amarok Dual Cab. It is based, first of all, on the contrasting black window frames of the B-pillar, which visually enlarge the glass surface area. Secondly, a line running parallel to the upper tornado line emerges in the lower door area. This line extends rearward like a sinewy muscle – interrupted just briefly by the rear wheel well – and finally merges into the rear bumper.

Rear: Styling does not stand on its own, rather it always supports functionality. An example is the two-part bumper at the rear of the Amarok. It enables lower positioning of the rear step plate, offering easier access to the load area. At the same time, precisely shaped body panels make it possible to swing the load-bearing tailgate down 90 degrees, forming a continuous level plane with the load area. On the Amarok model, without a rear bumper, the tailgate can also be swung 180 degrees downward for optimal loading.

The smooth surface of the closed tailgate reflects the high standards of its designers. It shows high value, and at its centre it sports a boldly sized Volkswagen logo. The rear lights on the sides have a distinctive signature that expresses a unique night look. They do not extend into the tailgate. This protects the lights from damage.

As already mentioned, with a bumper the Amarok is 5,254mm long. The ute's overall width is 1,944mm (not including wing mirrors); in the version with wheel arch flares the width increases to 1,954 mm. The Amarok's height is 1,834mm.

# Interior and Load Area

## The Amarok –

### Ute with interior of a top SUV and largest load area

Amarok Dual Cab and Single Cab offer excellent travel comfort

The Amarok Single Cab's load area can handle two Euro pallets loaded sideways

Just as welcome as the ute's durable materials are the excellent seating comfort and well thought-out controls in the rugged interior of the Amarok, both typical of Volkswagen.

The Dual Cab, offering the largest interior in its class, provides a pleasant ambiance for commercial users and private customers alike. Meanwhile, the Single Cab offers the same creature comforts up front, as well as ample storage space behind the seats for valuable items and equipment. Both offer good all-around visibility that makes it just as easy to manoeuvre the 1.94metre wide ute on tough off-road trails as in city traffic.

Comfort à la Amarok means that even stepping into the seat cab is exceptionally easy; not only does the new model benefit from its wide opening doors and practical grab handles on the A and B pillars (B pillars on Dual Cab only), the front seat height is just 83.8 centimetres above street level. The interior also sets new standards in the field for head and leg room. One reason is the ute's impressive wheelbase of 3.095 metres.

The height-adjustable front seats on all models also deliver a level of quality that goes far beyond the norm. The seats have contours on their side supports, and their comfort and ergonomic properties are optimised. In addition, the largest longitudinal seat adjustment range among the competition guarantees that drivers with body sizes beyond the norm also have a comfortable and safe seat position behind the three-spoke multi-function steering wheel. Speaking of safety; Specially designed head restraints on the front seats counteract whiplash trauma.

The Dual Cab Amarok serves up impressive space for 3 passengers on the rear bench. The rear bench seat is prepped with three child restraint location points, while the compact transmission tunnel assures sufficient foot room for the passenger on the middle rear seat. To optimise storage space within the cab, the seats can be folded up with a 1/3 to 2/3 split. The seatbacks can also be folded.

The cockpit meets very high standards for ergonomics and controls, as is typical of Volkswagen Commercial Vehicles. Two round instruments, designed for clear viewing and stylish looks, give information on vehicle and engine speed. On the Amarok Highline, they take on an elegant appearance with chrome bezels. At the centre of the instrument cluster, a large easy-to-read digital display shows additional information.

On manual transmission versions, auxiliary controls for the 4MOTION four-wheel drive and power transmission functions are located near the gearshift lever, where they can be operated intuitively and are easy to reach.

### **Powerful air conditioning, practical storage bins**

High up on the centre console and directly within the driver's view is the audio system. Located right under it is the heating or climate control panel. Passengers aboard the Amarok can individually control the flow of fresh air through four large air vents located in the instrument panel. On the Highline and Ultimate equipment lines, the round nozzles have stylish chrome surrounds. The gear lever also sports this type of surround.



The Amarok demonstrates a high level of everyday utility in its numerous interior storage options. Its clever design satisfies practically all needs. The large door bins can hold 1.5 litre bottles in the front doors and 1.0 litre bottles in the rear, for instance, and two cup holders are provided in the centre console.

There is also a sliding drawer under each of the front seats. 12-volt accessory outlets are located behind the gearshift boot on all models and in an easy-to-reach tray on the instrument panel on the Amarok Trendline and Highline. Also new is what is known as the multi-connect point (standard from the Trendline). It can be used to install a hands-free phone unit, ring-bracket cup holder, ashtray or other accessories.

Dual Cab models also offer two cup holders for passengers on the rear bench, as well as a storage compartment between the front seats with a cushioned cover that serves as an armrest too.

## **Class leading load area and payload**

Of course, one crucial aspect of a ute is its load area. Within the competitive field, the Volkswagen Amarok Dual Cab serves up a cargo space that definitely meets all of the relevant requirements for a class leading quality rating, setting new standards in the mid-size segment. This has to do with the sheer size of the load area as well as its flexible loading options and maximum payload potential.

Consider its dimensions: With a load area depth of 1,555 mm, the four-door Amarok sets a best value among its direct competitors; it also sets the top value for maximum load width (1,620 mm). The resulting load area of 2.52 square metres exceeds that of some competitors by nearly 25 per cent.

For those who demand even more space than the class-leading Amarok Dual Cab provides, the Single Cab is the answer. With an extended length of 2,205 mm (an increase of 650 mm), the load area is increased to a huge 3.57 square meters. All other dimensions are identical to the Dual Cab.

With respect to sidewall height, the Volkswagen raises the bar to 508 mm. This is made possible by the exceptionally low load sill height (780 mm), made possible by a special design feature of this attractive commercial vehicle: The leaf springs of the rear suspension were located next to the ladder frame instead of beneath as common in this segment. This saves on valuable build height and enables a low layout of the load area.

Consider its user friendliness: The Amarok is the first and so far the only ute in its class whose load area can handle a Euro pallet (1,200 x 800 mm) sideways, while a Single Cab Amarok can handle two – a clear plus in everyday use when it comes to loading flexibility. This advantage can be attributed to its generous distance between wheel housings of 1,222 mm. Four tiedown points make it easier to properly secure cargo to be transported – whether lawnmowers, quads, furniture or large crates. In addition, there is a 12-Volt accessory outlet on the load area (standard from Trendline).

Consider its maximum payload: With a gross vehicle weight rating of up to 3,040 kilograms in the Amarok with Heavy Duty suspension, it is not only able to transport especially bulky items, but very heavy cargo as well. Its rated payload capacity of up to 1.19 metric tons represents a top value in the segment. The Volkswagen exceeds some of its competitors by over 27 per cent here.

## Running gear options for optimal comfort or payload

Essentially, the Amarok Dual Cab is available in two running gear versions: At the rear axle, the optional comfort suspension consists of a 2+1 trapezoidal spring pack offering greater suspension comfort and lower noise – especially at higher vehicle speeds – and a 20 kilogram reduction in weight.

While comfort suspension provides a much more comfortable ride, the GVM is reduced by just 220kg to a maximum GVM of 2,820kg. The comfort suspension may be paired with the 2WD rear-wheel drive, permanent 4MOTION all-wheel drive system with Torsen differential or the 4MOTION version with selectable four-wheel drive.

As standard, all formats of Amarok are available in the Heavy Duty version mentioned previously. This version is offered together with the 2WD rear-wheel drive or selectable 4MOTION four-wheel drive. This package – consisting of a conventional 3+2 trapezoidal spring suspension similar to those typically used in many utes. Customers will benefit from its progressive force-displacement characteristic that assures a constant high level of driving comfort – whether the vehicle is driven empty or loaded. It also offers a high overload safety factor and suspension reserve when travelling on poor quality roads. In this version, the gross vehicle weight rating increases to 3,040kg. As mentioned, this gives the Amarok a payload potential of up to 1,197kg.

## The Amarok –

### Volkswagen ute brings sustainability to the market segment

Bi-Turbo TDI and permanent all-wheel drive with Torsen differential

CO<sub>2</sub> emissions just over 200 g/km

On the Amarok, Volkswagen Commercial Vehicles has transferred the most advanced engine and powertrain technologies to the internationally strong market segment of mid-size utes. Its range of high-tech four-cylinder engines with direct injection follows a downsizing strategy and impresses with hefty torque, rugged durability and uniform power development. At the same time, it offers a previously unknown level of efficiency to a broad range of customers, which is reflected in low fuel consumption values and CO<sub>2</sub> emissions.

That is because the Dual Cab Amarok automatic is equipped with the all new TDI420 common rail engine. The engine is a 132kW two-litre four cylinder, which – thanks to dual-stage control bi-turbo charging – develops a remarkably powerful torque of 420 Newton-metres at a low 1,500rpm. This new engine also helps afford high passenger car standards for acoustic comfort and smooth running.

The Dual Cab Amarok automatic comes with a Permanent 4MOTION all-wheel drive system.

The Single Cab Amarok benefits from the same choice of engines as the original Dual Cab manual transmission models: the TSI300, TDI340 and TDI400. The 2.0-litre TSI300 petrol engine delivers maximum power of 118kW between 3800 to 5500 rpm and 300 Nm of torque from just 1600 rpm. As a single-charged TSI engine, the TSI300 delivers excellent throttle response from low rpm and very competitive fuel consumption. Compared with its rivals, the TSI300 delivers exceptional performance and economy with the TSI300 using just 9.6-litres per 100 km on the combined cycle.

The TDI340 diesel engine develops 90kW and, as the name suggests, 340 Nm of torque from 1750 to 2250rpm. It is the most economical model in the range requiring just 7.4-litres per 100 km - ADR 81/02 combined cycle.

The TDI400 is a 120kW two-litre four cylinder, which – thanks to dual-stage control bi-turbo charging – develops 400 Newton-metres at a low 1,500 rpm.

Available in three drivelines, the Single Cab and Dual Cab manual Amarok covers all requirements for a broad range of uses, from personal driving to intensive commercial use. It is available as either a 2WD rear-wheel drive vehicle or one of two 4MOTION all-wheel drive systems: a permanent all-wheel drive with Torsen differential and a system with rigid-lock four-wheel drive and low off-road gearing.

The Amarok engine range shows perceptibly fast-paced performance which contrasts with fuel economy and emission values that set new benchmarks in its class. Take the Amarok TDI340 Dual Cab with 2WD rear-wheel drive, for instance: In combined mode it consumes just 7.4 litres diesel per 100 kilometres. This is equivalent to carbon dioxide emissions of just 194g/km.

When the TDI420 is paired with a 4MOTION 8-speed Automatic transmission, the Amarok exhibits a combined fuel consumption of 8.3 litres per 100km (219g/km CO<sub>2</sub>) – also remarkably low. All Amarok TDI models are rated Euro 5.

# Rear-wheel and all-wheel drives

## Driveline covers wide range of uses

The Dual Cab Amarok automatic benefits from the same permanent 4MOTION all-wheel drive system that was previously only found on the Amarok Ultimate. It has a Torsen differential which assures optimal engine power distribution between front and rear axles under all conditions to guarantee excellent vehicle dynamics and high traction on unpaved trails. Normally, the distribution ratio is 40:60; however, under rugged conditions, power distribution can be varied according to the properties of the road surface.

The Amarok also boasts an Electronic Differential Lock (EDL) which operates by automatic braking interventions that prevent wheel spinning on one side of the vehicle. Thanks to EDL, drive forces are always applied to the wheel with the best traction. Standard on all 4MOTION models, Volkswagen also offers a mechanical rear differential lock for challenging off-road duty.

The Single Cab Amarok meanwhile can be ordered with pure rear-wheel drive in the entry model, or rear-wheel drive with selectable 4MOTION four-wheel drive.

With 2WD rear-wheel drive, the ute appeals to customers who are primarily interested in the unique aspects of a ute body and the flexible cargo options it offers, but will predominantly drive their vehicles like a passenger car on paved roads.

## 4MOTION four-wheel versions with high off-road credentials

The Amarok from Volkswagen Commercial Vehicles cuts a good figure on the roads, yet when paired with either the permanent or selectable 4MOTION four-wheel drive and rear differential lock it is also ideal for serious expeditions on difficult off-road terrain.

This is already reflected in its remarkable climbing abilities: Even 100 per cent grades – corresponding to an incline angle of 45 degrees – are obstacles readily conquered. The same applies to the dreaded approach to an incline: With an approach angle of 28 degrees (front) and exit angle of 23.6 degrees (28 degrees for vehicles without a rear bumper) the Amarok masters steep inclines as well as deep holes, which it handles impressively thanks to a ramp breakover angle of 23 degrees. And it can even wade through water half a metre deep.

Electronic safety systems assist the driver in off-road situations too. Take Off-Road ABS, for example: Activated by a button next to the gearshift lever, it significantly reduces braking distance on loose roadway surfaces.

In conjunction with the ESP system, which is standard equipment, Hill Descent Assist is activated at speeds below 30km/h. On extreme descents it applies brake actuations to prevent unintentional acceleration of the vehicle. A technical innovation in this ute class: Even if the Amarok is in neutral, the driver can independently adapt the vehicle's speed to a given situation by actuating the brake and accelerator pedals. In the reverse situation, Hill Hold Assist ensures that the Amarok does not roll backwards on inclines when the brakes are released.

# Chassis and Running Gear

## The Amarok –

### Maximum active safety in the ute segment

Two running gear options with a focus on comfort or optimum payload

The Amarok satisfies customer wishes for different maximum payloads with two different rear running gear options. A comfort suspension is available as an option. It consists of a 2+1 trapezoidal spring pack that offers greater suspension, vibration and noise comfort. The gross vehicle weight rating is up to 2.82 metric tonnes. In the case of the Amarok 2WD, this corresponds to a maximum payload of 977 kilograms.

In conjunction with the standard Heavy Duty package, the ute truck can handle a load of up to 1,197kg and with a GVM of 3,040 kg. This package is standard on the rear-wheel drive version and on the Amarok with selectable 4MOTION drive; it consists of a very high-load 3+2 trapezoidal suspension with three primary and two additional spring packs – a proven and widely used construction method in the ute segment. It offers a continuously high level of driving comfort and overload safety factor, independent of payload, thanks to its progressive force displacement characteristic.

### On and off road: Rugged ladder frame defines standard

In its chassis, the Amarok combines safe on-road driving properties with remarkable off-road capabilities. Even the standard chassis together with a specially tuned, electronic braking system make this possible. The hardware: In the front, a dual wishbone suspension with cast pivot bearings is used. The spring displacement of 190mm gives it special off-road properties, yet also permits high loading.



The Amarok is based on an internally developed rugged ladder frame – a construction method typical in this segment. Choice application of high-strength steels gives this chassis an exceptionally high level of crash safety, and it redefines the standards in its class.

At the same time, the Amarok's ladder frame impresses with exemplary torsional rigidity, which is due to its closed box profiles of its side members and other cross-members with box sections. The latter pass through the side members and are welded to them; this is an optimal method for achieving maximum resistance to torsional forces.

The exceptional stability of the Amarok benefits from decoupling the cab from the frame, resulting in optimal torsional resilience. This is especially advantageous for the Amarok's driving behaviour on rugged roads, providing tremendous strength especially in the area behind the passenger compartment. The ute box is securely screwed to the ladder frame.

### **Electronic control of braking system optimises active safety**

The basic electronically controlled braking system includes an Electronic Differential Lock (EDL) that automatically acts on all driven wheels, increasing traction especially on surfaces where tyre grip differs on the two sides of the vehicle. In this way, drive power is always directed to the wheel with the best traction.

Anti-Slip Regulation (ASR) and engine drag torque control (MSR) are implemented in the versions with 2WD drive and selectable four-wheel drive. They improve the active safety on an Amarok with 2WD drive system. That is because ASR and MSR only apply as much torque to the rear wheels as the tyres can transfer to the road surface based on their grip.

The ESP system that is standard equipment also attains maximum stability and traction for the Ute's specific duty conditions. In this case, Hill Hold Assist makes it easier to drive up inclines. Rollback of the vehicle is prevented by maintaining braking pressure and metering its release as a function of the vehicle's starting torque.

When the "Off-road mode switch" is activated, ASR and ESP adapt to the changing road conditions. In addition, Off-Road ABS and Hill Descent Assist are activated. The ABS system can reduce braking distances significantly, depending on the situation, since specially modified ABS control is used to build up a type of braking wedge of the specific road surface material. Meanwhile, Hill Descent Assist supports the driver on steep descent sections at speeds below 30 km/h: If the vehicle speeds up, automatic brake actuations at all wheels keep momentary vehicle speed constant.

Many ute fans especially value their vehicles for their qualities as towing vehicles. Here too the new Amarok offers excellent performance. All versions can tow braked trailers up to 3 metric tons (750kg unbraked) with a maximum downball weight of 300 kilograms (up to twelve per cent grade) – this means that it can even handle very heavy horse trailers. The gross weight of the vehicle-trailer combination may reach up to 5.5 metric tons. An advantage of the factory-installed towing prep package: An extra large engine cooling system ensures that the temperature of the four cylinder engine always stays in the green zone during trailer towing, even under difficult conditions.

As in conventional ESP control of the curve driving limit, the control module throttles down the engine and initiates braking in a highly complex process. All four wheels are decelerated in a relatively restrained manner: Mildly at the beginning, and if necessary more vigorously later.

To achieve stability, braking begins precisely when the trailer passes through the “neutral” or zero position in its swaying motion. The ESP control module counteracts the transverse forces transmitted to the towing vehicle by applying different amounts of braking force to the front wheels in an alternating sequence.

# Standard and Special Equipment

## The Amarok –

### Features span range from commercial vehicle to lifestyle ute

Four equipment lines, attractive accessories program,  
functional extras

Safety is standard with driver/front passenger and head/  
thorax airbags

Just as diverse as the Amarok auto's many uses are the options offered on the various equipment lines with which the ute is available. The equipment lines range from the entry model – designed for rugged duty as an uncompromising workhorse – to the very comfortably equipped Trendline and the luxuriously appointed and very classy Amarok Highline and Ultimate. In addition, there is a full lineup of audio and navigation units, attractive alloy wheels up to 19 inches as well as special equipment and functional packages that can be selected as options. The Single Cab version is available exclusively in the entry 'Amarok' line.

A uniformly high level of standard safety features is provided in all versions of the Amarok. It protects its occupants with a driver airbag and front passenger airbag, but also head/thorax airbags. Special sensors at the vehicle's front end and in its side body reliably trigger preventive protective measures in an offset crash scenario. The telescopic steering column is designed to absorb crash energy, and this reduces risk of injury to the driver. Naturally, basic equipment includes three-point belts (driver's seat also has visual and acoustic belt warning) as well as height-adjustable head restraints at all outer seating positions. Rear seating in the Dual Cab models is also prepped with child restraint location spots on all three seats for mounting child seats.

The Volkswagen Amarok was officially the first ute in its class to be awarded a 5 Star rating by ANCAP (The Australasian New Car Assessment Program), making it one of the safest dual-cab utes in Australia. To achieve an ANCAP 5 Star rating, the Amarok had to achieve the highest internationally recognised standards in all test categories.

This result reflects the outstanding safety features that come standard across the entire Amarok range. With standard driver and front passenger airbags, front head/thorax side airbags, Electronic Stability Program (ESP) with Brake Assist as well as Off Road ABS/ASR and EDL, the Amarok is a leader amongst its competitors.

## Entry model of Amarok impresses with rugged charm

It all starts with the Amarok model. This equipment line will primarily appeal to commercial customers who essentially want their vehicle to be a reliable tool – i.e. tradespersons, landscapers, foresters or architects. A profile with challenging requirements that is satisfied by the exceptionally rugged entry model. The windows and the heated outside mirrors – which house the audio system antennas as a standard feature – are electrically powered, and central locking by RF remote control is also on board. To prevent the bumps with foreign objects that are often unavoidable over the course of a hard workday from having visual consequences, the bumpers, door hands and outside mirrors are unpainted and have tough textured black surfaces. Also strictly functional are the 16-inch steel wheels and standard load area lighting.

The utility-oriented approach continues in the modern styling of the interior. It is reflected in its materials, for example, which are high-end and very durable, and in its newly designed rugged floors covered in a tough plastic material that can stand up to the demands of tough everyday use. Contrasting high-gloss black accents on frames for the air inlets and gearshift lever also create a stylish interior appearance. On the other hand, height-adjustable front seats and the well thought-out layout of controls guarantee an ergonomically ideal workspace, and the high performance Climatic air conditioning with its electronic temperature control complements the Amarok's standard equipment. Additionally, the variable folding rear bench simplifies flexible use of the Dual Cab for additional cargo space.

All Amarok models equipped with 4MOTION now also come with Bluetooth mobile phone connectivity, cruise control and a leather covered multi-function steering wheel as standard.

# Amarok Trendline

## Amarok Trendline – ideal for both recreation and work

The Trendline equipment line of the Volkswagen Amarok appeals to customers who use their ute both professionally and personally and those who value convenience, comfort and appearance. These needs are already visually met by the front spoiler, door handles and outside mirrors that are painted in body colour as well as a contrasting black rear bumper. Beautifully sculpted 16-inch alloy wheels (“Taruma”) and front fog lights – also standard features – further emphasise the bold appearance of this all-round vehicle.

The Trendline Amarok serves up some luxurious touches, starting with the RCD310 CD-radio system with four speakers mounted in the front of the cabin. Beneath the front seats, additional hidden storage bins provide space for other accessories. The cruise control system enhances driving comfort, especially on long journeys, while the multifunction display (MFD) on the instrument panel supplies helpful supplemental information such as the distance to the next refuelling stop.

As with the entry ‘Amarok’ 4MOTION, Trendline models also now come with Bluetooth mobile phone connectivity and a leather multi-function steering wheel as standard equipment.

# Amarok Highline

## Amarok Highline – lifestyle ute with luxurious details

The Amarok Highline combines design elements that are as extroverted as they are confident and elegant, with especially high-end interior and exterior details. The exclusive top equipment line fulfils the wishes of customers who are looking for a load-capable lifestyle ute with all of the practical advantages of a Volkswagen. At first glance, this variant already sets itself apart from the other two versions on its exterior, e.g. by its distinctive wheel arch flares, stainless steel sports bar and side steps, and coordinated 17-inch aluminium wheels. Chrome accents for the front bumper and the outside mirrors and dark tinted privacy glass in the rear highlight its elegant style, as does the chrome-plated, parking sensor equipped rear bumper.

Building upon the Trendline interior, the very luxuriously equipped interior of the Highline shines with attractive details. For example, chrome decorates the trim of the leather gearshift lever in the centre console, ring surrounds of the air vents and lower leather steering wheel spoke.

The RCD510 CD-radio with its large display and MP3 capability offers a refined acoustic experience through its six speakers in the Dual Cab. And the standard dual-zone automatic Climatronic air-conditioning system provides for a comfortably balanced climate aboard.



# Amarok Ultimate

## Amarok Ultimate – when only the best of the best is good enough

Above the Amarok Highline, the Amarok Ultimate caters for the true individualist relying on simply the highest standards. The Amarok Ultimate has significant visual and comfort features above and beyond the Highline equipment line.

Some of the features are standard leather seats, 19-inch 'Alstaro' alloy wheels, prominent side steps and stainless steel sports bars. Premium 'Ultimate' badging on the vehicle's exterior and interior give this model away as the top of the range.

The Amarok Ultimate is available in selectable four-wheel drive and permanent all-wheel drive 4MOTION.

# Special Options / Colours

## Multifaceted range of special features and accessories

The Volkswagen Genuine Accessories Range for the Amarok offers style, practicality and functionality. The stainless steel sports bar and the matching side steps transform the Amarok giving it a dynamic stance and appearance.

The hard or soft Tonneau covers give the rear tub added protection from the elements as well as covering the load. Protecting the tub load surface is achieved with the moulded tubliner or boot mats which are formed to the contour of the tub.

The easily installed towbar makes connecting trailers a breeze offering a removable tongue design for convenience.

## Special solutions for special duties

Volkswagen Commercial Vehicles offers special functional equipment packages for special duties. They include the comfort suspension package. The locking rear differential improves off-road travel on trails where traction differs for wheels on different sides of the ute. It is an option offered on the rear-wheel drive Amarok, but standard on all other models.

## The colour spectrum

With eight colour variations, including six metallic and pearl effect paints, Volkswagen Commercial Vehicles is offering an extensive palette of exterior colours. The selection begins with the non-metallic “Candy White” and “Ontario Green”. The Amarok has an even classier look in “Sand Beige Metallic”, “Reflex Silver Metallic”, “Natural Grey Metallic”, “Starlight Blue Metallic” and “Mendoza Brown Metallic” as well as “Deep Black Pearl Effect”.

# The Amarok

## Dual Cab Pricing

### Models

Amarok TDI340 2WD Dual Cab Chassis 6 Spd Man	\$30,490 *
Amarok TDI340 2WD Dual Cab Ute 6 Spd Man	\$31,990 *
Amarok TSI300 2WD Dual Cab Chassis 6 Spd Man	\$31,090 *
Amarok TSI300 2WD Dual Cab Ute 6 Spd Man	\$32,590 *
Amarok TDI400 2WD Dual Cab Chassis 6 Spd Man	\$32,490 *
Amarok TDI400 2WD Dual Cab Ute 6 Spd Man	\$33,990 *
Amarok TDI400 4MOTION Dual Cab Chassis 6 Spd Man	\$41,490 *
Amarok TDI400 4MOTION Dual Cab Ute 6 Spd Man	\$42,990 *
Amarok TDI420 4MOTION Dual Cab Chassis 8 Spd Auto	\$44,490 *
Amarok TDI420 4MOTION Dual Cab Ute 8 Spd Auto	\$45,990 *
Amarok TDI400 Trendline 4MOTION Dual Cab Chassis 6 Spd Man	\$44,490 *
Amarok TDI400 Trendline 4MOTION Dual Cab Ute 6 Spd Man	\$45,990 *
Amarok TDI420 Trendline 4MOTION Dual Cab Chassis 8 Spd Auto	\$47,490 *
Amarok TDI420 Trendline 4MOTION Dual Cab Ute 8 Spd Auto	\$48,990 *
Amarok TDI400 Highline 4MOTION Dual Cab Ute 6 Spd Man	\$50,990 *
Amarok TDI420 Highline 4MOTION Dual Cab Ute 8 Spd Auto	\$53,990 *
Amarok TDI400 Ultimate 4MOTION Dual Cab Ute 6 Spd Man	\$58,490 *
Amarok TDI420 Ultimate 4MOTION Dual Cab Ute 8 Spd Auto	\$61,490 *

Amarok Auto and Single Cab\_Australian Launch\_Flinders Ranges, SA\_July 2012 / VOLKSWAGEN /

## The Amarok

### Single Cab Pricing

#### Models

Amarok TSI300 2WD Single Cab Chassis 6 Spd Man	\$24,490*
Amarok TSI300 2WD Single Cab Ute 6 Spd Man	\$25,990*
Amarok TDI340 2WD Single Cab Chassis 6 Spd Man	\$27,490*
Amarok TDI340 2WD Single Cab Ute 6 Spd Man	\$28,990*
Amarok TDI400 4WD Single Cab Chassis 6 Spd Man	\$35,490*
Amarok TDI400 4WD Single Cab Ute 6 Spd Man	\$36,990*

#### Options

Metallic Paint	\$ 490
Pearl Effect Paint	\$ 490
Rear Differential Lock (2WD only)	\$790
Heated Front Seats (Ultimate only)	\$590
Park Distance Control – Rear ( Trendline only)	\$590
Cruise Control with Multifunction Display (2WD only)	\$590
16" Alloy wheels "Taruma" (Amarok)	\$990
17" Alloy wheels "Aldo" ( Trendline)	\$1,490
18" Alloy wheels "Durban" ( Trendline)	\$2,490

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