



## Transporter, Caravelle and Multivan | Media / Launch



# Transporter and Group Image Portfolio



Transporter 1



Transporter 2



Transporter 3



Transporter 4



Transporter 5



Transporter 6



Transporter 7



Transporter 8



Group Shot 1



Group Shot 2

Dual Cab Image Portfolio

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Dual Cab 1



Dual Cab 2



Dual Cab 3



Dual Cab 4



Dual Cab 5



Dual Cab 6



Dual Cab 7



Dual Cab 8



Dual Cab 9

Caravelle Image Portfolio



Caravelle 1



Caravelle 2



Caravelle 3



Caravelle 4



Caravelle 5



Caravelle 6



Caravelle 7

# Multivan Image Portfolio



Multivan Highline 1



Multivan Highline 2



Multivan Highline 3



Multivan Highline 4



Multivan Highline 5



Multivan Highline 6



Multivan Highline 7



Multivan Highline 8



Multivan Highline 9



Multivan Highline 10



Multivan Highline 11



Multivan Highline 12



Multivan Highline 13



Multivan Highline 14



Multivan Highline 15



Multivan Highline 16



Multivan Highline 17



Multivan Highline 18



Multivan 1

## **The New Transporter, Caravelle and Multivan – Australian Launch, Newcastle, March 2010**

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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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## **Transporter, Caravelle and Multivan**

New common rail TDI engines significantly reduce consumption, emissions and costs

The new front section follows the stylistically sharpened Volkswagen design DNA

New infotainment and assistance systems optimise comfort and safety

New ESP generation incorporates hill start as standard

The extensively perfected new edition of the Transporter, Caravelle and Multivan is on the starting grid right now. Referred to as T5 within the company, the range is even more frugal, clean and cultivated in the latest generation, and offers greater active driving enjoyment than ever before. Once again, the Volkswagen Transporter bestsellers from the Volkswagen Commercial Vehicles brand are adopting the position of technological leadership in their particular segments.

### **Updated design**

Optically, the three basic versions are now following the new Volkswagen design DNA. The front section of the series bears witness to this even more obvious statement of virtues. Clear, horizontal lines make the series look even better in terms of quality and make a timeless impression.

### **New, extremely frugal generation of TDI engines**

The driveline technology has taken a quantum leap. Background: all turbodiesels (TDI) have been replaced by a completely new generation of Euro 5 engines with the latest common rail injection. In total, there are three new 2.0 l TDI four-cylinder engines with output values of 75 kW, 103 kW and 132 kW. Across the board, they offer significantly greater dynamic torque characteristics and improved acoustics.

The new high-end TDI develops a remarkable maximum torque of 400 Newton metres. Thanks to a newly developed pump, the power-assisted steering works more efficiently. This is because unlike the so-called constant pump of conventional design, the new energy-saving pump delivers hydraulic fluid according to demand, so the quantity delivered is always optimal for aiding steering. And this reduces the power consumption of the steering pump and, consequently, fuel consumption.

#### **High-tech campaign**

The new generation of this popular van offers numerous further technological highlights. Take the gearbox, for example: instead of the previous option of an automatic gearbox, the Volkswagen Transporter will now be available with the option of a significantly more efficient dual clutch gearbox (DSG). Take the traction distribution, for example: on request, it is possible to order a new, electronically controlled four-wheel drive system (4MOTION with a fourth generation Haldex clutch) that achieves a further improvement in active safety and makes sure that the Transporter derivatives can keep going off road when necessary. The most powerful 4MOTION version (TDI with 132 kW) will also be available with DSG for the first time.

#### **On the move with uncompromising safety**

Furthermore, the safety features have been perfected further by having the latest generation ESP fitted as standard (including hill start), a new hazard flash function for the brake lights (emergency braking warning display), optional assistance systems such as Side Assist (warning of vehicles in the blind spot).



Also, a completely newly developed Servotronic system ensures significantly improved steering precision and is a standard feature of the Multivan Highline.

**Comfort at the highest standard in the class**

What is more, the interior now awaits with new, higher quality instruments and steering wheels, a new generation of radio navigation system, fresh fabrics and seats with an even better ergonomic balance.

## **The Volkswagen Transporter has become an icon**

The European market leader can trace its history back to 1947

More than one million of the fifth generation have been sold

Transporter, Caravelle and Multivan – these are the three basic versions of a worldwide bestseller, millions of which have been built. Amongst their fans – service providers and tradespeople, families, business people and globetrotters – these virtuoso vehicles represent an attitude towards the world in automotive form, and are synonymous with unrestricted mobility and variability.

### **Tradition – the Transporter is held up as an icon**

Retrospective: The roots of the Volkswagen series originally called "Type 2" within the company reach back to the early 1950s – the "Type 1" was the legendary Beetle which initially served as the basis for the "Type 2", or the "Transporter", as it was known. In fact, the Transporter enjoyed a career comparable to that of the Beetle and became established as a firm feature of almost all markets in the world. The name Ben Pon is intrinsically bound up with the genesis of this vehicle. His family firm, "Pon's Automobielhandel" had been the official Volkswagen importer for the Netherlands since 1947. That very year, Ben Pon had the idea of offering a transporter based on the Beetle. He sketched out a design for the car on his notepad and used it to convince the then Volkswagen boss Heinrich Nordhoff of his Eureka moment. This drawing now enjoys legendary status. It was the start of a unique career as a bus and delivery van series – of the Transporter. To date, more than 8 million units of the Transporter and all its derivatives have been sold.

The first generation of the model called T1 within the company – standing for Transporter 1 – was launched in 1950 and became the automotive symbol of the Economic Miracle in Germany, as well as of the global hippie scene. The T2 came out in 1967, followed by the T3 in 1979, the T4 in 1990 and T5 in 2003.

**Success beyond limits – more than one million Transporters have been sold already**

Since 2003 alone, more than one million units of the current generation of the “T5” with its visual and technical upratings have been sold. In 2008, 178,000 customers worldwide chose one of the models.

**Traditionally, the T5 comes from Hanover**

The T5 is built at the headquarters of Volkswagen Commercial Vehicles in Hanover. All the closed-body variants, from the panel van to the Multivan, are built here. The open Transporter version (dual cab) is produced at the Poznan plant in Poland.

The success of the series is attested to not only by the sales figures, but also by the bulging awards cabinet at Hanover. It cannot be disputed that: from its inception to the present day, the series has performed spectacularly in all kinds of national and international awards. The Transporter has won prizes such as "Van of the Year", "Transporter of the Year", "International Van of the Year", "Car of the Year", "Four-wheel drive Car of the Year", "Camper Van of the Year" and "Classic of the Future".

### **As you like it**

The most recent edition that is being presented once again cuts an equally grand figure as a people carrier (Multivan), a bus version (Caravelle) and an all-rounder for tradespersons and service providers (Transporter), whatever type of mobility job is called for. Whether as a panel van, dual cab or van with normal or long wheelbase – every mobility requirement is met.

Even if, from a logical standpoint, the current model in its fifth generation shares no technical commonalities with its ancestor, the T1 – the basic product philosophy linking the two remains the same. Then as today: robust and reliable as well as versatile in use the Transporter family from Volkswagen Commercial Vehicles is extremely durable and holds its value well thanks to its high build quality.

### **Economical – excellent cost of ownership**

These convincing basic characteristics are more relevant now than ever before. This is because the most recent stage of evolution has been provided with a new design, new Euro 5 engines and new safety features. As a result, the series is now even more frugal, even more economical and even more environmentally friendly. And even more appealing to craftspeople and businesses.

## Three new common rail TDI engines and DSG

The new TDI generation is significantly more frugal, quieter and more responsive

All TDI-engined vehicles with front-wheel drive consume fewer than 8.4 l/100 km

The bestselling T5 series has been perfected in all departments. The development teams achieved a real quantum leap in terms of drive systems, however. The new, extremely quiet four-cylinder diesel engines with common rail injection allow the series to score top marks for economy and ecology.

The transversally installed TDI engine (1968 cc) is installed with an eight degree forward angle and is available with 75 kW, 103 kW and 132 kW. Up to the power level of 103 kW, a turbocharger with variable turbine geometry provides the thrust in each case; two-stage controlled turbocharging is used in the 132 kW version. Furthermore, the acoustics of the TDI engines have been improved thanks to the multiple injection of the common rail system with its extremely variable control features. The new 132 kW version, for example, is four dB(A) quieter with its exterior noise of 70 dB(A) and the 103 kW version is even five dB(A) quieter. *(The human ear perceives this difference to be about the same as a halving in noise emissions).*

### TDI efficiency – up to 20 percent less consumption

All three TDI engines are being used for the first time in a series from Volkswagen Commercial Vehicles; the common rail four-cylinder engines replace all of the previous four and five-cylinder engines with unit injectors, across the board. This achieves consumption savings of up to 20 percent compared to the previous engines. Taking the average across the engine range, CO<sub>2</sub> emissions and consumption values have been lowered by an impressive ten percent.

The consumption and CO<sub>2</sub> spectrum – taking the example of the frontwheel drive version of the Transporter with manual gearbox – spans 7.5 l/100 km / 198 g/km CO<sub>2</sub> (75 kW), 7.7 l/100 km / 203 g/km CO<sub>2</sub> (103 kW) and up to 8.4 l/100 km / 205 g/km CO<sub>2</sub> (132 kW).

The beneficial consumption figures are even more apparent when the New Transporter is equipped with a dual clutch gearbox (DSG) that is now being used for the first time in a Transporter from Volkswagen Commercial Vehicles: the consumption of the 132 kW front wheel drive version has dropped to 7.8 l/100 km (205 g/km CO<sub>2</sub>).

## TDI dynamics

During development, work focused on achieving a noticeably more agile response as well as making significant consumption and emissions reductions. And this objective has been reached by making a complete change to the torque characteristics.

These torque profiles with values rising steeply and remaining constant over a wide engine speed range are also reproduced in the three more powerful TDI engines. The 75 kW variant develops a constant maximum of 250 Newton metres between 1500 and 2500 rpm. The 103 kW TDI reaches a powerful 340 Newton metres between 1750 and 2500 rpm. The 132 kW TDI exerts a mighty 400 Newton metres on the crankshaft from 1500 rpm onwards to 2000 rpm.

### **TDI with 132 kW**

The highlight of the engine range is without doubt the new 2.0 litre biturbo with 132 kW. As far as customers are concerned, this means maximum power with minimum consumption. The highest performance of 132 kW is reached at 4000 rpm. At engine speeds as low as 1500 rpm, the biturbo delivers an impressive maximum torque of 400 Newton metres which remains constant at this level up to 2000 rpm. Considering these figures, the average diesel consumption of 7.8 l/100 km (manual) also represents a very low level. As described, the 132 kW TDI can be ordered as a front-wheel drive version with manual gearbox or DSG. Both types of gearbox can also be combined with 4MOTION four-wheel drive.

### **TDI with 103 kW**

The second new TDI engine in the pack develops 103 kW, therefore corresponding to a power level that has been used highly successfully in the Tiguan and Passat models, for example. This common rail turbodiesel also develops a mighty torque of 340 Newton metres, at the same time as offering significantly improved torque characteristics compared to its predecessor (96 kW for the same 340 Newton metres). Both engines reach their maximum torque at 2000 rpm, with the new TDI keeping this peak value constant up to 2500 rpm instead of only 2300 rpm, however.

When combined with the standard 6-speed manual gearbox the 103kW engine has an average consumption of just 7.7 l/100 km diesel (CO<sub>2</sub>: 203g/km).

### **TDI with 75 kW**

The 75 kW TDI engine combined with a 5-speed manual gearbox is even more frugal. Its direct injection system injects an average of only 7.5 litres of diesel into the combustion chambers for every 100 km; CO<sub>2</sub> emissions are similarly reduced to 198 g/km.

Like the 1.9 l TDI used in the previous model, this TDI also develops a maximum torque of 250 Newton metres, but in this case right from 1500 rpm. And it remains constant up to 2500 rpm.



## **Optional DSG and new generation of the 4MOTION**

### **four-wheel drive**

The new DSG is available in conjunction with the 103 kW and 132 kW TDI engines

For the first time, DSG can also be combined with four-wheel drive (4MOTION) on 132kW engine

To coincide with the new 2.0 litre TDI engines for the Transporter, Caravelle and Multivan, the dual clutch gearbox (DSG) is celebrating its premiere in the Transporter, Caravelle and Multivan. The 7-speed DSG combines the comfort levels of a conventional automatic gearbox with the efficiency of a manual box. The new DSG has been developed by Volkswagen and is built in its component factory at Kassel in Germany. It is suitable for vehicles with front or four-wheel drive.

It is used in the light commercial vehicle series in conjunction with the 132 kW and 103 kW diesel version. And there is yet another innovative feature: for the first time, Volkswagen Commercial Vehicles is going to be offering the Transporter and Multivan in the combination of automatic (DSG) plus four-wheel drive (4MOTION), something which many customers have been demanding.

There is no doubt: The DSG is as economical as it is convenient, and opens up a new dimension in gearshift agility. Gearshifts are performed within a few hundredths of a second, without any interruption in traction. More consistently than any other automatic gearbox before it, the DSG squares the circle between apparently contradictory aspects such as sustainability, sportiness and comfort. In other words: no other automatic gearbox operates so efficiently, quickly and precisely.

The seventh gear of the new DSG has been designed as an overdrive – which means it has a particularly long ratio. On the motorway above all, this reduces engine speed and therefore consumption, emissions and noise. The maximum speed is reached in the sixth gear in each case. The consumption advantage compared to the former five-cylinder TDI with 6-speed automatic is nothing less than amazing. In the case of the 132 kW biturbo engine, it can make do with just 8.1 l/100 km.

#### **New 4MOTION four-wheel drive with electronic control**

The improved 4MOTION four-wheel drive in the new Transporter series represents the state of the art. The latest generation of the multi-disc clutch with its optimised friction properties manufactured by the Swedish system partner, Haldex, sets new standards in terms of traction, safety, comfort and efficiency. Four-wheel drive is available in conjunction with the most powerful TDI engine (132 kW), and can even be combined with the DSG in the case of the top engine variant.

It is a special feature of the new, fast, sensitive and quiet Haldex system that it has an electronic control system instead of the mechanically controlled Haldex module used previously. Within the multi-disc clutch, the oil pressure responsible for distributing torque to the rear wheels is no longer established by the speed differential between the front and rear axle, but instead by an electric pump which supplies an oil pressure reservoir with 30 bar. At the same time, the oil pressure accumulator allows the electric pump to be switched off from time to time, thereby reducing fuel consumption.

An electronically controlled valve enables the pressure stored in this accumulator to be passed on to the clutch discs – where the power flow to the rear wheels can be varied precisely and infinitely variably by means of the pressure level.

The clutch itself carries out the commands from the electronic control unit extremely rapidly. Not only does this improve traction on rough and slippery ground, it also contributes to a general improvement in active safety. For example, if the wheel sensors register slip on the front axle, drive torque is sent to the rear axle even before understeer can set in. In total, the electronic control unit processes almost 40 different signals, including the steering angle, yaw rates, accelerator pedal setting and engine speed. Loss of traction on individual wheels is prevented by the electronic differential lock (EDS) by means of active braking. As an option, Volkswagen Commercial Vehicles also offers a mechanical differential lock for the rear axle of the 4MOTION system to provide maximum traction even when driving off-road. The advanced development of ESP means that the system is now no longer deactivated when the rear axle differential is engaged.

## **New ESP generation and assistance systems**

Expanded range of functions of ESP is unparalleled in this class

Side assist and reversing camera optional

The current fifth generation of the Transporter achieves outstanding levels of safety with a host of new driver assistance and protection systems. These systems include not only ESP which is now standard in all model variants, but also Side Assist and a reversing camera (RVC Plus).

### **Side Assist**

The optional side assist provides a warning when the turn signal is activated, in case there are vehicles located at the side in the blind spot, or which are approaching quickly from behind. For this purpose, a radar system scans the area to the sides and rear. If Side Assist detects a critical situation, an LED system in the exterior mirror housing gives an indication of potential danger at the corresponding side of the vehicle. Side assist is activated at speeds in excess of 30 km/h, and is available for all T5 variants with closed bodies, short wheelbase, flat roof and medium-high roof.

### **Static cornering light**

The static turning light integrated in the fog lights provides additional safety and convenience at junctions as well as when parking. It is activated by steering movements and/or the turn signal in appropriate situations at speeds below 40 km/h when the driving lights are switched on. The system illuminates the turning area out to a distance of several metres at an angle of 35 degrees, thereby facilitating the recognition of pedestrians and cyclists by the driver. The turning light is standard equipment in the Multivan Highline.

### **Reversing Camera (RVC Plus)**

A reversing camera also provides additional comfort and safety. It is available as an option in all versions with tailgate in conjunction with the RNS 510 radio navigation system. Rear Assist is activated when reverse gear is engaged, and supplements the acoustic parking distance control with an image shown on the screen of the radio navigation system. Special feature: dynamic guidance lines indicate the selected track depending on the steering wheel angle. This enables particularly accurate parking, and also provides a real benefit when hitching up trailers.

### **Light and Sight package: Coming home / leaving home**

The "coming home / leaving home" function illuminates the area around the vehicle when it is dark. This involves the dipped beam and tail lights as well as the number plate lighting being switched off with a time delay when the driver leaves the Transporter, Caravelle and Multivan, or alternatively these lights are switched on in advance when the remote control is used to open the central locking. This feature forms part of the optional "Light and Sight" package which also includes the rain sensor, automatically dimming anti-dazzle rear-view mirror and dusk sensing headlights.

### **Latest generation ESP**

The electronic stability programme ESP is now a standard feature in all Transporter, Caravelle and Multivan models. Its range of functions has been enhanced yet again to create a network of security features that remains unparalleled in this vehicle segment. For example, the braking effectiveness in off-road conditions has also been improved.

What is more, in emergency braking the rapidly flashing warning brake light alerts following traffic to the dangerous situation. At the same time, the effectiveness of ESP for vehicles with a high payload has been optimised. Not only that, but ESP now also counteracts the danger of tipping over during highly dynamic driving manoeuvres and high levels of transverse acceleration. The control unit compares the engine torque against the actual acceleration, and thereby calculates the current vehicle load situation (unladen, semi-laden, fully laden), allowing it to control the ESP intervention point with optimum effect.

The integral components of ESP now, for the first time, include not only ABS and EDS, but also the hill-start dynamic parking brake auto release function as standard as well as the traction control system TCS.

## **Multivan and its stable mates are following the new Volkswagen design DNA**

The front section displays its affinity to the Volkswagen car models

New range of wheels with 16, 17 and 18-inch dimensions

Transporter, Caravelle and Multivan are German design classics. The body design for the series has been sharpened, but with the care and attention that such a classic deserves. The current design follows a new design DNA developed by Walter de Silva which makes precise use of typical Volkswagen stylistic features from the past six decades.

### **Front section**

Optically, the new generation reveals itself with a completely modified front section, amongst other features. Clear, horizontal lines make the series look even better in terms of quality and appear more timeless. However, there are fine differences between the four basic models as well as individual body and equipment versions. The bumpers of the Transporter and Caravelle are in dark plastic: their counterparts in the Multivan are painted in body colour. The cross-slats of the radiator grille are kept in black throughout. They are matt black in the Transporter and Caravelle. On the other hand, the Multivan has high-gloss black cross-slats, each with a chrome strip. The uppermost of these strips is extended to contact the redesigned headlights as an optical flourish. The fog lights in the bumper have also been redesigned, and can be used for the first time as static turning lights (standard on Multivan Highline, optional on other models).

### **Rear section**

The rear section of the Caravelle and Multivan differs from its predecessor in terms of the rear lights which have been newly designed and now also concord with the current design DNA. Furthermore, the nomenclature used for the engine designations has been reorganised. In the 103 kW TDI version, in contrast, the letter "I" is painted red, whilst for the 132 kW TDI the red letters are the D and I. On 75 kW models the TDI on the rear section is in silver.

### **Silhouette**

The striking silhouette details now include the aerodynamically optimised exterior mirrors. For the first time, they house the entire aerial system for receiving radio, telephone and GPS signals. A further innovation in this segment: optional Side Assist. This optional side assist features an LED light in the exterior mirrors to provide a warning about vehicles that are located in the blind spot on either side or are approaching from behind.

Furthermore, there is a wide choice of newly designed rims to be eye-catchers in the side sections. The 132 kW engine versions, for example, feature a 17-inch steel rim with a high-quality, classic design. Exceptions: the 132 kW Multivan Comfortline, however, has the new and elegant 17-inch "Neva" alloy wheel; Multivan Comfortline vehicles with the 103 kW engine receive the "Cartagena" 16-inch alloy wheels (seven-spoke design, 215 tyres). The Multivan Highline will be supplied in all cases with the new 17-inch "Neva" alloy wheel (ten-spoke design, 235 tyres). The optional 18-inch "Canberra" alloy wheel available on Multivan Highline, is a particularly sporty option (15-spoke design, 255 tyres).



### **Multivan Highline**

A particular highlight of the Multivan Highline (which is the top version): the additional décor strip for the radiator grille. Together with additional chrome strips for the rear and side sections as well as the fog lamp ring, this forms part of the chrome package that is a standard feature in this instance.

## **New instruments, new infotainment and optimised ergonomics**

New instruments now with gearshift recommendation as standard

New generation steering wheels and radio navigation system

The interior of the series has also been revised. Not only are there individual seats with optimised comfort characteristics, there are also three-spoke steering wheels and numerous new electronic components. The instruments have been redesigned, and now feature white backlighting with a chrome outline. Each model in the new generation is now fitted as standard with a gearshift recommendation in the instrument cluster, as a means of saving fuel. At the same time, the entire range of radio and navigation systems has been updated. The new blue-chip unit is the RNS 510 with touchscreen and hard drive navigation.

### **Climatic and Climatronic**

Furthermore, the controls of the air conditioning system have been updated (semi-automatic Climatic and fully automatic Climatronic).

Climatic: The semi-automatic system now replaces the manual air conditioning system with immediate effect. Advantages of the semiautomatic system: The temperature is controlled automatically depending on the setting. This means it is now necessary to adjust only the air distribution and the blower manually. Operation is entirely intuitive. There is one dial for the temperature (left), a second for the blower (centre) and a third for the air distribution (right). The buttons for features such as the heated rear window, recirculating air function and off/on ("AC") have been integrated above these. Caravelle and Multivan are now also equipped with an air-conditioned headlining as standard, and these vehicles also have air nozzles in the rear.

Climatronic: The Climatronic fitted as standard in the Multivan Comfortline and Highline provides optimum climatic conditions. Compared to Climatic, it offers even greater convenience in operation because it is necessary to select only the temperature. All other parameters, including the blower, are controlled by Climatronic automatically if required. Furthermore, the temperature can be controlled individually on both sides of the interior.

There is one dial switch on the left and another on the right, by means of which the driver and front passenger can select separate temperatures in one degree steps (dual selection is also possible). Meanwhile, the seat heating can be activated by buttons integrated in the dial switches. The set temperature is displayed on the outside of the dial surround and the temperature is also shown on the unit display. The selectors for the main operating modes of Climatronic ("Auto", "AC" (On), "Off", "Rest" and "Rear") are located between the dials, which is also where the blower speeds are set. Buttons for the ventilation types as well as the heated rear window and recirculating air functions are arranged in the top part of the control.

The automatic air conditioning in the Multivan is a three-zone Climatronic system. This means individual climate settings can be made for the rear area separately from the front left and front right areas. This is either done from the front (after pressing the Rear button) or using a corresponding control module in the rear.

Another new feature is the ability to counteract window fogging of the side windows in the passenger compartment.

For this purpose, the responsible engineers have developed four special nozzles for the versions with a two-shell comfort headlining (Multivan and Caravelle) by means of which air flowing through an ingenious system of ducts with individual temperature settings is directed over the rear windows. The windows are demisted automatically in vehicles fitted with Climatronic.

#### **Optimised seat comfort**

The contours of the back and seat cushions have been optimised in the front and individual rotating seats. Result: seat comfort improved even further. The seat optimisation in detail: The driver's seat backrest now features significantly improved ergonomics in the back area. As a result, driving fatigue is reduced, especially on long distances. At the same time, elevated seat side cushions improve lateral hold and provide secure support for the upper body even when driving at speed on bendy roads. Two-zone foam with the side cushions made firmer and the centre panels softer assists in this ergonomic configuration.

Like the front seats, the individual seats in the passenger compartment have also been given new contours. The backrests have been redesigned in order to provide a more harmonious contact with the back surface and a design which is ergonomically shaped according to the natural profile of the spine; more pronounced side cushions also increase lateral hold.

There is now also a storage compartment with two cup holders, pen holder and writing surface, which can be folded out from the centre backrest of the front passenger double seat bench. This feature for the Transporter has been specially designed for business vehicles.

#### **Instruments and fittings**

Operating comfort at the highest standard is provided by the thorough reworking of the on-board electronics in the new Transporter, Caravelle and Multivan. This has allowed numerous new electronic features to be used in this series. The functions of several control units that were previously distributed throughout the vehicle have now been combined into one computer unit, referred to as the Body Computer Module (BCM).

#### **Infotainment systems**

Just like the latest Volkswagen cars, the model change now also entails the T5 series featuring a completely new generation of radio and navigation systems. From now on, the radio CD navigation systems comes with standard touchscreen control. The new unit is the RNS 510 with 6.5-inch screen, 30 GB hard drive and DVD player. This unit can be combined with a hands-free system. The RNS 510 also has the Premium mobile telephone provision available, thereby allowing up to three mobile phones to be connected via Bluetooth. The telephones can also be operated by voice control, using the touchscreen display or the new three-spoke multifunction steering wheel.

CDs with MP3 data can be played using the players of all units. The RNS 510 system can also be combined with an external MP3 player via the AUX-IN interface.

## Transporter, Caravelle and Multivan in detail

Multivan for private touring and lifestyle

Transporter and Caravelle as all-rounders when there is a job to do

Volkswagen Commercial Vehicles is also offering the new edition of the best-selling "T5" in the basic versions of Transporter, Caravelle and Multivan. Each of these versions has its own history, its own clientele, its main areas of application and its special design aspects. An overview:

### **Multivan – the people carrier in the series**

Many manufacturers claim to have invented the people carrier. What is true, however, is that even back in March 1950, the Transporter, dubbed the "Kombi" by people with big families or a wide circle of friends, had already established itself as the transport solution bar none. Even then, after all, it combined room for up to nine people with the comfort and convenience of a car. Historic versions such as the particularly airy "Samba Bus" which started life with 23 windows are now just as much prized possessions as valuable veteran cars.

Almost six decades later, the new Multivan is maintaining this tradition. It is the classic van in the portfolio of the T5 series: With a comparatively compact exterior length of 4.89 metres, it offers a space that can be used flexibly to provide a group of up to seven travellers and their luggage with very generous and spacious conditions. For example, the 3-seat bench can be moved forwards and backwards on a system of rails fitted as standard. The Comfortline and Highline equipment lines are factory-fitted with two rotating individual seats.

In either version, the widely opening tailgate provides access to the flat-bed luggage compartment which, thanks to its low load sill, is also practical and easy to use with bulky objects.

Multivan Comfortline: The seven-seater Multivan Comfortline will attract buyers with its even greater travel comfort and stylish equipment details. These are immediately apparent to the eye: the radiator grille is enhanced by two elegant chrome strips. 16-inch alloy wheels in "Cartagena" design with wide 215/65 R 16 tyres (on 103kW TDI) emphasise the dynamic appearance. This is continued in the interior with aluminium décor applications, fabric inlays for the side trim and interior roof trim.

Furthermore, there are convenient features such as the "Climatronic" air conditioning, sun blinds in the passenger compartment, footwell lighting, a tonneau cover. The standard equipment also includes a 3-seat bench as well as two individual rotating seats.

Multivan Highline: Luxurious style and correspondingly high comfort are features that characterise the Multivan Highline. It can be identified from the exterior by design cues such as an additional chrome décor strip for the charge air grille, fog lights with chrome embellishers and a new turning light function, as well as 17-inch "Neva" alloy wheels. The dual sliding doors open and close at the push of a button thanks to electric power.

The interior offers a particularly high-class ambience – ranging from the standard leather seat coverings to décor with real wood, and velour floor mats as well as an alloy load sill protector. Whilst on the subject of the tailgate: it is particularly easy to close thanks to the electric power closing feature. Extremely practical: the adjustable multifunction table. The standard equipment of the 7-seater also includes a fully automatic air conditioning system (Climatronic), cruise control system and front seat heating.

The Multivan Highline is equipped as standard with the newly developed Servotronic system; this speed-dependent power steering makes for perfect comfort when driving at speed as well as when manoeuvring.

#### **Caravelle – bus with room for nine people**

The Caravelle is the professional bus variant in this range of models. It is suitable for up to eight passengers and a driver, and is ideal for use as a hotel shuttle, in airport courier services or for travelling to that away game. Robust and reliable, ingenious and high quality. And thanks to the highly modern 103kW TDI engine, it is also convincingly frugal and therefore especially economical.

The Caravelle will appeal with a total of nine seats and not only front airbags for the driver and front passenger, but also optional side airbags in the front seats. The ESP has been improved yet further and is a standard feature.

#### **Transporter – the vehicle of the Economic Miracle**

The Transporter is the versatile beast of burden in the series, and its extensive range of models makes it ideal for use in industry, by tradespersons, public authorities and people working for service companies. All of its variants are available with two different wheelbases, and the LWB panel van comes with two different roof heights.



What is more, the chassis can be ordered with a dual cab. Here again the following applies: the powerful TDI engines (103 kW and 132 kW) can be ordered with the 7-speed DSG as an alternative to the standard manual gearbox. As for the 132kW TDI, the newest generation of 4MOTION four-wheel drive can be ordered. New, easy-care fabrics are used in the interior, which are particularly robust to boot.

Panel van: The panel van offers an impressive load bed of 4.3 m<sup>2</sup> even in the basic version (3.0 metre wheelbase and normal roof), making for a cargo volume of 5.8 m<sup>3</sup>. The medium-high roof is 27.6 cm taller, and increases this volume to 6.7 m<sup>3</sup>. Furthermore, the panel van is optionally available with a 40 centimetre longer wheelbase, giving a total length of 5.29 metres and a load bed area of 5.0 m<sup>2</sup>. In the version with a normal roof, this adds up to a cargo volume of 6.7 m<sup>3</sup>, or 7.8 m<sup>3</sup> in conjunction with the medium-high roof.

**For further information:**

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# The Transporter Van

## Pricing

### Transporter Van SWB

75kW TDI 5-speed manual	\$36,490
103kW TDI 6-speed manual	\$37,990
103kW TDI 7-speed DSG	\$40,990
132kW TDI 6-speed manual	\$41,990
132kW TDI 6-speed manual 4MOTION	\$45,490
132kW TDI 7-speed DSG	\$44,990
132kW TDI 7-speed DSG 4MOTION	\$48,490

### Transporter Van LWB

75kW TDI 5-speed manual	\$38,490
103kW TDI 6-speed manual	\$39,990
103kW TDI 7-speed DSG	\$42,990
132kW TDI 6-speed manual	\$43,990
132kW TDI 6-speed manual 4MOTION	\$47,490
132kW TDI 7-speed DSG	\$46,990
132kW TDI 7-speed DSG 4MOTION	\$50,490

## The Transporter Van

### Pricing

#### Options

Metallic paint	\$1,190
Medium roof in white	\$1,190
High roof in white	\$2,390
RCD 310	\$890
Rear wing doors	\$490
Double bench seat front	\$590
Side Assist	\$2,890
16" Alloys "Cartagena"	\$1,290
17" Alloys "Thunder"	\$2,490
Fixed partition w. fixed window	\$590
Body coloured bumpers	\$1,090
Head and thorax airbag	\$690
Full side trim in cargo area	\$490
2nd sliding door	\$1,190
PDC with RVCplus	\$1,890
Cruise control	\$490
Fog lights w. corner function	\$590

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

## The Transporter Dual Cab

### Pricing

#### Transporter Dual Cab Chasis LWB

132kW 6-speed manual	\$44,990
132kW 6-speed manual 4MOTION	\$48,490
132kW 7-speed DSG	\$47,990

#### Options

Metallic paint	\$1,190
RCD 310	\$890
Double bench seat front	\$590
17" Alloys "Thunder"	\$2,490
Body coloured bumpers	\$1,090
Head and thorax airbag	\$690
Cruise control	\$490
Fog lights w. corner function	\$590

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

# The Caravelle

## Pricing

### Models

103kW 7-speed DSG	\$49,990
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### Options

Metallic paint	\$1,590
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Power sliding doors	\$2,490
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SatNav RNS 510	\$3,990
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16" Alloys "Cartagena"	\$1,690
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Body coloured bumpers	\$1,390
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Head and thorax airbag	\$890
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PDC with RVCplus	\$1,290
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Cruise control	\$590
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Fog lights w. corner function	\$790
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# The Multivan

## Pricing

### Models

Comfortline 103kW 7-speed DSG	\$49,990
Comfortline 132kW 7-speed DSG	\$56,990
Comfortline 132kW 7-speed DSG 4MOTION	\$60,990
Highline 132kW 7-speed DSG	\$73,990
Highline 132kW 7-speed DSG 4MOTION	\$77,990

### Options

Metallic paint	\$1,590
Power sliding doors (standard on Highline)	\$2,490
"Good Night" package	\$790
18" Alloys "Canberra" (only on Highline)	\$1,990
Side Assist	\$2,190
Multifunction table (standard on Highline)	\$350
Sliding/pop-up sunroof	\$1,990
Power foldable exterior mirrors	\$390
PDC w. RVCplus (only w. RNS510)	\$1,290
Fog lights w. corner function (standard on Highline)	\$790

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