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Volkswagen

The new Golf GTD

International Press Presentation

Munich, June 2013

Notes:

You will find this press information and image motifs of the Golf GTD online at: www.volkswagen-media-services.com. User ID: golfgtd | Password: 06-2013

Features and technical data apply to models offered in Germany. They may differ in other countries.

Contents.

New GTD is the long-distance express car of the Golf range

230 km/h Golf GTD with new TDI consumes just 4.2 litres fuel per 100 km

New XDS+ and new progressive steering perfect the car's handling

Wolfsburg/Munich, June 2013. GTD – these three letters say it all. They stand for "Gran Turismo Diesel" – the long-distance express car of the Golf range. Now there is a new Golf GTD. With 135 kW/184 PS, up to 380 Nm torque, a combined fuel consumption of just 4.2 l/100 km and CO_2 emissions of just 109 g/km, this sporty and sharply designed GTD is more powerful, fuel-efficient and lower-emitting than ever. Compared to the previous model, it offers 14 more PS, 30 Nm more torque, 0.9 l/100 km less fuel consumption and a 25 g/km improvement in CO_2 emissions. As an option, Volkswagen offers the GTD with an automatic dual-clutch gearbox (DSG); here too, a low fuel consumption value of 4.5 l/100 km (CO_2: 119 g/km) shows the diesel to be a highly efficient car. In both gearbox versions, the new Golf GTD conforms to the Euro-6 emissions standard that takes effect in 2014.

GTD efficiency – new 2.0 TDI

› **Stop/start system and 7.5 seconds**. This Golf is the first GTD to have a stop/start system on board as standard, and in battery regeneration mode it utilises deceleration phases to charge the battery. The 2.0-litre common rail turbo-diesel of the EA288 engine series was not only networked with these "BlueMotion Technologies"; it was also completely redesigned. The results: pure efficiency. The Golf GTD accelerates to 100 km/h in just 7.5 seconds. In fourth gear, this Volkswagen handles

the classic overtaking manoeuvre (80 to 120 km/h) in a safe 6.0 seconds. Its top speed of 230 km/h (DSG: 228 km/h) demonstrates that it is a genuine sports car as well. The same applies to its noted maximum torque of 380 Nm, which is available at a constant value from 1,750 to 3,250 rpm.

GTD Performance – XDS+ and progressive steering

› **Superior handling properties**. Attributes of its special position as a sporty car also include standard features such as the further advanced XDS+ vehicle dynamics function, progressive steering that is as direct as it is comfortable, sport suspension (15 mm lower) and 17-inch (“Curitiba”) wheels with size 225 tyres. This combination produces handling properties that advance into the range of high-class and high-priced sports cars.

› **Sound actuator and driving profile selector**. An optional sound actuator exclusively developed for the Golf GTD can add acoustic emphasis to the work of the TDI. Based on the engine speed and mode of the selected driver profile selector – an option that is automatically paired with the sound actuator – is controlled via CAN bus and generates either a comfort-oriented sound (“Normal” and “Eco” modes) or a powerful and sonorous timbre (“Sport” mode). The engine noise is routed over the actuator integrated in the engine compartment and into the interior via the windscreen, and from

there it is experienced as a sound generated from the outside via the exhaust system. However, it is actually inaudible outside of the car. The faster the GTD drives, the quieter the sound, so that long-distance comfort is unaffected.

GTD exterior – bi-xenon and LED rear lights are standard

› **Cornering lights in front spoiler**. Like the new Golf GTI, the Golf GTD also leaves the factory in Wolfsburg with bi-xenon headlights including cornering lights as standard. While the front end of the Golf GTI sports a red painted trim strip, the GTD glistens with a trim strip in understated and elegant chrome. This chrome trim strip extends into the headlights and divides the front end into an upper area with LED daytime running lights and bi-xenon elements and a lower section with the turn indicators. Beneath this is the bumper designed specifically for the GT models with (optional) LED fog lights integrated on the right and left as well as air guide elements painted in gloss black and the lower radiator grille insert with its black honeycomb structure.

› **Privacy glass for rear seating area**. At the rear, the smoked LED rear lights with integrated white trim strips at the height of the tornado line for the reversing lights, dual chrome tailpipes mounted on the left, GT-specific roof edge spoiler with lateral aerodynamic elements on the rear windscreen

and GTD badge all make this car out as the sportiest Golf ever with a TDI engine. For the first time on the “GT models”, it is also possible to order rear windows with factory-installed rear glass that has 90 per cent instead of 65 per cent tinting. As for the Golf GTI, the selection of standard body colours for the new GTD includes the three classic GT body colours “Tornado red”, “Black” and “Pure White”.

GTD interior – ergonomically perfect

› **Sport seats with style.** Passengers enter the passenger compartment over standard white illuminated stainless steel sill plates. The driver and front passenger sit down on sport seats upholstered with a classic GT tartan pattern fabric – which is called “Clark” in the GTD (and GTI). The seats of the GTI and GTD are identical in concept. In front, they are both equipped with height adjustment, a manual lumbar support and a pocket on the seatback. Their ergonomic properties are ideal. Visually, instead of the red coloured elements of the GTI, the GTD elements feature a melange of black, grey and white colour hues as well as chrome parts. A leather interior (“Vienna”) may be ordered as an option. A black roofliner rounds out the sporty ambience in an upward direction.

› **Touchscreen and ambience lighting**. Along with the automatic climate control system (Climatronic), Driver Alert System and Composition Touch radio system (including SD cart slot and AUX-IN interface), ambience lighting is also a standard feature. The pedal caps and foot rest made of brushed stainless steel, the three-spoke, multifunction leather-trimmed, flat-bottomed sport steering wheel (with aluminium accents), a GTD gear shift grip and the instrument cluster with extended adjustment options of the “Premium” multifunction display are all indicative of the exclusive-sporty flair aboard the new Golf GTD.

High-tech GTD – a systematic approach to assistance

› **Navigation with Google Earth™**. The sporty long-distance icon is the first Golf GTD to launch with technologies – in addition to such systems as XDS+ and progressive steering –that include the Driver Alert System and Post-Collision Braking System as standard. Meanwhile, optional high-tech features include Adaptive Cruise Control (ACC), the surroundings monitoring system Front Assist plus City Emergency Braking, Lane Assist lane-keeping assistant and the latest generation of DCC dynamic chassis control (including driver profile selector). Also new on-board is a 400 Watt sound system from Dynaudio that was customised for the model series. Another new option in the programme: Car Net for transmitting online information such as the Google Earth™ map service.

Golf GTD launches with entirely new TDI engine

New 2.0 TDI is the strongest engine of the new EA288 engine series

Variable valve control and dual-loop exhaust gas recirculation reduce emissions

Wolfsburg/Munich, June 2013. The GTD has been the long-distance express vehicle in the Golf programme for 31 years now – combining the performance of a sports car with the fuel economy of a sub-compact car in a fascinating way. Volkswagen is now launching a new GTD on the market that is based on the seventh generation Golf. It is the most powerful Golf turbo-diesel ever with a nominal power that has been boosted by 14 to 184 PS (or 135 kW, at 3,500 to 4,000 rpm). This “GTI among the diesels” is driven by an entirely new four-cylinder TDI of the EA288 series – a transverse mounted, charged two-litre engine with common rail direct injection. Its maximum torque is a substantial 380 Nm – a gain of 30 Nm compared to the previous model – which is available over a broad rev range between 1,750 and 3,250 rpm. The TDI has a compression ratio of 15.8:1.

Sports car performance. The new engine spurs the Golf GTD on to extremely sporty driving performance. It also lowers the weight-to-power ratio to 7.5 kg/PS (including driver) and sprints the base version of the Golf GTD, which is a lightweight 1,377 kg, from 0 to 100 km/h in 7.5 seconds (in fifth gear); the Volkswagen also sprints from 80 to 120 km/h in a short 7.5 seconds and reaches a top speed of 230 km/h. By comparison, the same data for the predecessor is: 8.1 seconds (0–100 km/h), 8.0 seconds (80–120 km/h) and 222 km/h.

Fuel economy of a compact. With a 6-speed gearbox, the TDI – that is equipped with a stop/start system as standard – has fuel consumption of just 4.2 l/100 km (CO_2 emissions: 109 g/km). Compared to the previous model, this represents a 0.9 litre reduction in fuel consumption per 100 km, which equates to a respectable 25 g/km CO_2 reduction. As an option, the Volkswagen also offers the Golf GTD in combination with a 6-speed dual-clutch gearbox (DSG) – here too, at 4.5 l/100 km (CO_2: 119 g/km) the diesel exhibits the fuel consumption of a highly efficient car (previous model: 5.4 l/100 km).

A short retrospective illustrates just how efficient the new 184 PS Golf is: the first generation of the Golf BlueMotion made its debut in 2007. The 77 kW/105 PS Golf consumed 4.5 l/100 km; at the time this value was celebrated as sensational. In the new GTD, Volkswagen is now launching a Golf on the market that has 79 PS more power and is 40 km/h faster, yet it consumes 0.3 litre less fuel. That is measurable progress.

Technology of the new TDI

EA288 engine series. As noted, the TDI of the Golf GTD comes from the new EA288 four-cylinder diesel engine series which covers engine displacements ranging from 1.6 to 2.0 litres. In the new Golf GTD, the most powerful extension level of the 2.0 TDI is used. Aboard the sporty Golf, the efficient engine conforms to the challenging Euro-6 emissions standard. In its design, the only parameter the new TDI engine series shares with the previous engine is its cylinder spacing (88 mm). To handle the much greater complexity of engine functions, Volkswagen also developed an entirely new software for the engine controller. The most important new features of the GTD engine include its variable valve timing (VVT), dual-loop exhaust gas recirculation (EGR), intercooler integrated in the induction pipe, the common rail system that now operates at 2,000 bar instead of 1,800 bar and a turbocharger designed for the higher power level.

Variable valve timing. Variable valve timing with a camshaft adjuster is the most important component for reducing internal engine emissions. The approach implemented in the GTD engine enables such benefits as highly effective compression during cold start and the hot running phase, low-emissions combustion with very good NO_x and particulate values and sustained strong chamber filling up to the full load range.

Dual-loop EGR system. The new dual-loop EGR system assumes high importance in attaining the lowest emissions. It consists of a cooled low-pressure EGR system (LP-EGR) on the exhaust side and an uncooled high-pressure EGR system (HP-EGR) on the induction side. Background: The stringent

requirements of the Euro-6 emissions standard make it essential to attain further significant reductions in emissions immediately after a cold start. The primary solution is to utilise an uncooled high-pressure EGR; its higher induction air temperature improves combustion behaviour and thereby ensures higher exhaust temperatures for accelerated response of the catalytic converter. The results: low engine-out HC emissions (hydrocarbons) with low NO_x values.

In addition, mixing uncooled exhaust gas (HP-EGR) during low-rev driving prevents cooling of emissions control processes that can even occur with a hot engine. Meanwhile, the low-pressure EGR system plays out its advantages in the usual driving ranges up to the full-load range to assure highly effective NO_x reduction even at higher load demands.

The HP-EGR loop is supplied via an integrated flange on the exhaust manifold; it routes the exhaust gas via a gas outlet in the cylinder head to the water-cooled HP-EGR valve, which is mounted on the outlet box of the intercooler integrated in the induction pipe. This direct component layout eliminates the EGR lines that were needed in the previous model. This arrangement also enables faster reactions to target value changes in the part-load range.

Common rail injection. A common rail system from Bosch is used in the new Golf GTD engine. The system pressure that is supplied here via a high-pressure pump was increased by 200 bar to 2,000 bar compared to the Euro-5 engines of the model series. Among other things, this permitted shortening the injection time. And in turn this allowed more flexible configuration of the combustion process. The injection quantities are metered by further developed injectors with solenoid valves; compared to the previous injectors, they are characterised by considerably faster response. An additional fuel volume in the form of a mini-rail in the injector body also minimises pressure waves on the nozzle needles, which has positive effects on the stability of the injection volumes. The nozzle needles used here also reduce CO_2 and HC emissions. Last but not least, just like the improved injector the nozzle optimises EGR compatibility; and that further reduces NO_X emissions.

Complex emissions control. To assure conformance to the Euro-6 emissions standard, a NO_X storage catalytic converter was placed upstream of the diesel particulate filter in the Golf GTD. The exhaust system also has two lambda sensors; one sensor handles control of the reduced-air operating modes of the NO_X storage catalytic converter. It also supplies the input variable for the model stored in the engine controller for determining the engine's NO_X and soot emissions. The second lambda sensor is used to determine the load state and aging state of the NO_X storage catalytic converter. Meanwhile, three temperature sensors also integrated in the exhaust system supply the input variables for controlling the regeneration operating modes and exhaust gas temperatures.

Balancer shafts for the GTD engine. The new diesel in the Golf GTD is not only very low in emissions, fuel-efficient and torque-strong; it is also very smooth running. This is achieved in part by the use of two balancer shafts with anti-friction bearings. They eliminate system-induced free inertial forces that occur in piston engines.

The Golf GTD shares its dynamic performance DNA with the GTI

New progressive steering resolves conflict between comfort and sportiness

XDS+ vehicle dynamics control leads to superior handling in bends

Wolfsburg/Munich, June 2013. As in the also new Golf GTI, the GTD also has an entirely retuned and technically modified sport suspension (15 mm lower ride height) as standard. In front, a MacPherson suspension provides for precise tracking; at the rear, there is the modular performance suspension. The new Golf GTD is making its appearance with extremely impressive handling properties, since it is equipped as standard with the further advanced XDS+ vehicle dynamic function and the new progressive steering system. For an even more dynamically tuned sport suspension, the latest generation of DCC dynamic chassis control is also available in the “Sport & Sound” pack (including driver profile selector, sound actuator and red painted brake callipers).

Vehicle dynamics. Drivers will notice that steering response is now even more agile than in the previous model thanks to more direct steering gear ratios. Maximum attainable speeds through bends were also increased, because of more neutral running gear tuning and optimisations of the XDS+ system. Neutral handling in bends goes hand in hand with very good vehicle stability right up to the maximum speed range, thanks to an innovative layout of all running gear components. Vehicle stability is especially noticeable during lane changes and during engine load changes. The development team also made a special effort to tune the new Golf GTD for harmonious and predictable reactions of the running gear.

Ride comfort. In parallel to improvements to vehicle dynamics, suspension comfort was also further enhanced; the running gear optimally absorbs loads when driving over small or large road bumps. The comfort levels realised in the new Golf GTD show that sporty handling does not necessarily involve unpleasant ride harshness. The described broad range of positive handling properties – direct, neutral and stable handling up to performance limits combined with a high level of ride comfort – make the car's driving properties exceptionally well-balanced.

XDS+. The XDS system that was first introduced in the Golf VI was further developed into the advanced XDS+ system for the new Golf GTD (as well as for the new GTI). Technically, the XDS+ electronic differential lock is a functionality that is integrated in the electronic stabilisation programme (ESC) for improved vehicle dynamics. XDS+ is an extension of XDS, which is familiar from the previous model; its functionality has now been extended to cover all unbraked driving states. The new system improves agility and reduces the need for steering angle inputs by targeted brake interventions at the wheels on the inside of the bend of both axles. In addition, XDS+ is effective over all conceivable road friction values; it results in more precise handling, even on snow. The well-known benefits of XDS – such as significantly reduced understeer and improved traction – were also perfected.

ESC Sport. In the Golf GTD, Volkswagen is offering the "ESC Sport" function for very experienced drivers. The system is activated by a two-stage switch on the centre console. If the driver pushes the button once briefly, it deactivates the ASR function (traction control). When the button is held longer than three seconds, Electronic Stability Control (ESC) switches to the "ESC Sport" mode. In very fast driving with lots of bends – such as on a race course – the ESC system reacts with a delay, which enables even greater agile handling properties. As an alternative to activation by the pushbutton on the centre console, ESC can now also be activated or deactivated by settings in the CAR menu.

Progressive steering. The new progressive steering system lets Golf GTD drivers make a turn of a given radius with smaller steering wheel movements and fewer turns of the steering wheel; they do not need to reach over the steering wheel as often in tight bends. With progressive steering, it takes 2.1 turns of the wheel (380°) to reach the end stop; in the standard steering system of the less powerful Golf models it takes 2.75 turns (500°). Background: Conventional steering systems operate with a constant gear ratio. The new steering of the Golf GTD, meanwhile, operates with a progressive steering gear ratio. This reduces steering work perceptibly when manoeuvring and parking. On country roads with lots of bends, and when making turns, the driver experiences a plus in dynamics due to the more direct layout.

Technically, progressive steering differs from the basic steering system primarily by the rack's variable tooth spacing and a more powerful electric motor. Its functional difference: Unlike with constant steering ratios, which by necessity always represent a compromise between dynamic performance and comfort, here the steering rack's toothing is significantly modified by the steering stroke. This results in more precise and relaxed driving in the middle steering range up to high speeds; due to the smaller steering input angles that are required, the system offers significantly greater agility and more driving fun on roads with lots of bends. At lower speeds, on the other hand, such as in city driving or parking situations, the Golf GTD is much easier to handle thanks to the lower steering input angles – offering a perceptible gain in comfort.

DCC dynamic chassis control. A second generation DCC dynamic chassis control system is at work in the Golf GTD. The system, which was specially tuned to the new GTD, offers the three driving modes "Comfort", "Normal" and "Sport"; these modes can now also be selected and displayed on the centre console touchscreen under "Driving profile selector". Besides offering a "Normal" mode, the DCC system now offers the "Comfort" mode as well; although it is comfort-oriented, it is still tuned for more dynamic performance than in the lower-powered Golf models. In "Sport" mode, especially agile handling is implemented. In the "Individual" driving profile, the DCC mode can even be configured with any other desired driving profile properties.

The DCC system adaptively regulates the damper valves via a further developed and refined Volkswagen control algorithm, which in turn sets the damper characteristic. In doing so, DCC evaluates input signals from wheel displacement sensors and accelerometers as well as vehicle bus information from the Chassis-CAN bus. It then computes the optimal damper force for every driving situation and adaptively adjusts this force. Different damping forces are applied to the four wheels individually. The adjustment valves of the dampers and transverse dynamics control were modified for further improved dynamic response.

GTD and GTI are like visual twins down to the smallest details

Precise lines, sharp proportions, charismatic front end

Golf GTD launches with wheels designed especially for the sporty diesel

Volkswagen Golf TDI BlueMotion (left), Volkswagen Golf TGI BlueMotion (upper middle), Volkswagen Golf GTD (lower middle), Volkswagen Golf GTI (right)

Wolfsburg/Munich, June 2013. The new Golf GTD is based on the new modular transverse matrix (MQB). This acronym MQB signifies a completely new design layout of the Golf (and of many other Volkswagen Group models). And this new layout is perceived as a very welcome present by Group designers, because they can now implement entirely new vehicle proportions. The Golf GTD is a superb example of this.

More dynamic proportions. Compared to the previous model, the wheelbase was extended 53 mm to 2,631 mm, but at the same time the front overhang was shortened 12 mm. In parallel, the A-pillar "wandered" further towards the rear, which makes the bonnet longer and visually shifts the entire vehicle cabin rearwards. This "cab-backward effect" makes the Golf GTD more of a premium class car than a compact class car. In addition, the height of the GTD was reduced 27 mm to 1,442 mm. The car's length grew 55 mm to 4,268 mm now, and the width grew 13 mm to 1,799 mm. Many values that add up to an important result: the proportions of the new Golf GTD made unmistakable gains in dynamics.

Volkswagen Golf GTI (left), Volkswagen Golf TGI BlueMotion (middle rear),
Volkswagen Golf TDI BlueMotion (right rear), Volkswagen Golf GTD (front)

Visually, the Golf GTD and the new GTI look like twins, with just a few individual nuances. The differentiating characteristics are the red trim strip on the GTI radiator grille compared to the chrome strip on the GTD, which now extends into the headlights. At the rear, meanwhile, the GTD can be made out by the dual tailpipes on the left side (in chrome); the GTI has one tailpipe on the left and one on the right. On the sides, the two sports cars differ in their alloy wheels. The Golf GTD is exclusively equipped with new 17-inch wheels in “Curitiba” design as standard; optional wheels include the new 18-inch wheels (“Nogaro” type) and the 19-inch wheels (“Santiago” type) that are also offered for the GTI.

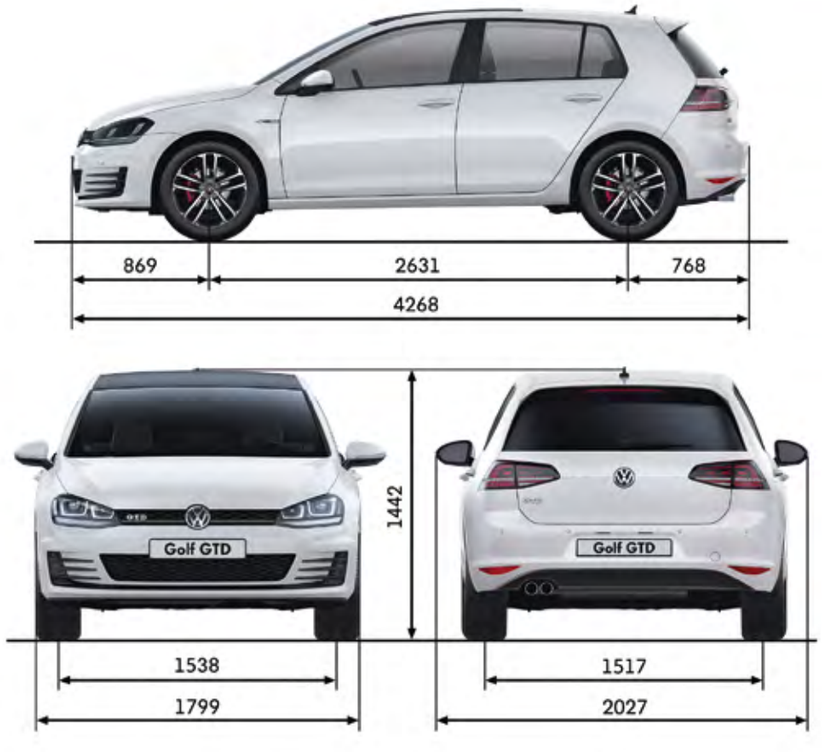
Typical of both models: the additional air inlet openings in the front spoiler; a honeycomb structure of the air inlet screens; vertical fog lights; xenon headlights with an unmistakable light signature; the larger rear spoiler.

Front end in detail. In the front area with its LED fog lights (optional) that were customised to the GTD, there is another strong and significant GTD element that was completely reinterpreted: the chrome line of the GTD radiator grille. In the latest GTD generation, this line terminates the lower edge of the radiator grille, but then it is further extended to the left and right into the housings of the standard bi-xenon headlights. So, the line runs across the entire width of the front end; as a horizontal element it runs parallel to the bonnet seam and the bumper.

At the very bottom of the bumper, beneath the cross panel painted in body colour, the black air inlet (with its honeycomb structure screen) is now no longer surrounded by another black area, rather by surfaces painted in body colour. In this way, the air inlet makes a stronger impression; simultaneously, the three lateral, high-gloss black aerodynamic fins beneath the headlights also terminate the front end. Another detail fitting in with the precisely contoured styling is the black splitter (lower edge of the front spoiler), which is familiar from motorsport.

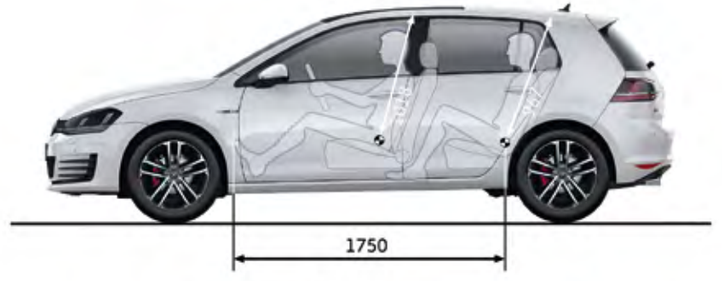
Side profile in detail. In a side view, the sportiest Golf diesel can be readily made out by the even longer look of its roof section due to the larger rear spoiler and by the alloy wheels specially designed for the GTD. Even in side profile, the light contours of the optional LED daytime running lights and the standard LED rear lights stand out.

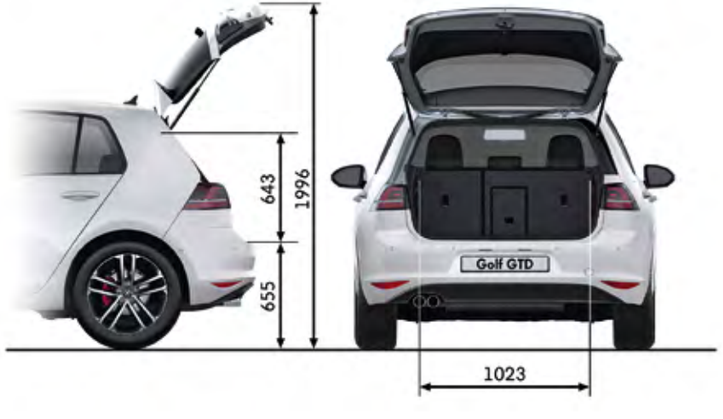
In addition, the car is marked by new dynamic proportions and styling that is more precisely formed than ever. Below the door handles, we have integrated the now clearly visible and very sharp character line.



While this line is interrupted by the wheel arches, it is otherwise continuous and is stylistically echoed in the chrome trim strips of the radiator grille and headlights and at the rear of the car in the white lateral trim strips of the rear light clusters. Set deep down all the way around, this line lowers the visual centre of gravity and gives the Golf GTD a more solid stance on the road in combination with the standard sport suspension. Another striking element is the new line along the side shoulder directly below the windows. This line begins at the front in the headlight, and then glides under the wing mirror, which is positioned right on the line, all the way through to the rear side window, underscoring the premium proportions of the Golf.

Just as characteristic of the car's side profile is the unmistakable C-pillar. On the previous model, the character line still cut through the C-pillar. This is no longer the case on the new Golf GTD. The C-pillar runs along one homogenous surface from the start of the roof all the way to the rear wheel arch. Above the wheel arch, however, it picks up more strongly the entire width of the car – and as a result, when viewed from behind or diagonally from the rear, the new Golf GTD looks more solid and powerful. For the first time, in addition to the GTD badges at the front and rear, the sporty Volkswagen also has badge plates with the GTD logo on the front wings at the height of the character line.





Rear section in detail. The new roof spoiler is specially designed for the GTD; it is considerably larger than its counterpart on Golf versions with less powerful engines; it is integrated to be flush to the boot lid and the body. The spoiler, painted in body colour, seamlessly transitions into black aerodynamic elements on the sides of the boot lid. Another feature that is designed in black, along with the aerodynamic elements and the front splitter, is the diffuser at the rear.

Comfort and quality of the Golf GTD redefine class boundaries

More space in the Golf GTD interior thanks to significantly larger wheelbase

Typical tartan upholstery for the GTD sport seats now combined with Alcantara for the first time

Wolfsburg/Munich, June 2013. Possibly one of the most important properties of the new Golf GTD – related to the interior – is the fact that once again this generation fits – as though cast to be ergonomic. The driver simply opens the door, sits down on the standard sport seat, adjusts it, adjusts the height and length of the sport steering wheel, buckles up, starts the engine, puts the hand on the gear shift lever in golf ball design (for a manual gearbox) and drives off.

Ergonomics benefit from MQB. Significantly more room and even better ergonomics define the GTD driver's area. Taller drivers in particular will welcome the seat position that has been shifted back by 20 mm; the steering wheel's adjustment range has also been modified. Pedal distances have been optimised as well thanks to the modular transverse matrix; the space between the brake and accelerator pedals, for example, has increased by 16 mm. Another ergonomic improvement: compared to the previous model, Volkswagen has raised the position of the gearbox controls by 20 mm; the gear shift grip now rests better in the driver's hand.

Legendary tartan covers in combination with Alcantara. The first GTI had it and naturally so did the first GTD – the legendary tartan pattern. The fabric in the previous model, known as "Jacky" has been redesigned and is now called "Clark". Naturally, the tartan pattern was retained. The top sport seats

offer exceptionally good ergonomic properties. In addition, the front seats have height adjustment and a manually adjustable lumbar support. Light grey decorative seams provide a sporty contrast; the black roofliner that is always part of the GTD emphasises the sporty layout of the interior.

It is also quite clear that the standard leather multifunction sport steering wheel with contrasting seams was upgraded, as was the gear shift gaiter. Accents on the dashboard are in “Checkered Black” and the same applies to the decorative inlays in the door trim panels and on the centre console. Also making a strong statement is the instrument cluster with a colour display and independent instrument graphics. The specific look of the interior is rounded out by ambience lighting, special trim strips and panels (trim strips in the front doors with ambience lighting), brushed stainless steel pedals and foot rest (on left), door sill entry plates in front with a stainless steel application and ambience lighting that is also integrated here.

Quality and image overcome class boundaries. It is the entirely new fundamental concept for the interior design of the seventh generation Golf that represents a breakthrough for the sporty and high-end interior architecture of the GTD: especially noticeable is the wide centre console that is oriented towards the driver; it is more characteristic of the premium class than the compact class. In

the middle of the centre console, beneath the switch for the hazard warning lights, is the five- to eight-inch infotainment touchscreen with its menu keys and dials. For the first time, Volkswagen is using a touchscreen generation here (as an option) that features proximity sensors and functionality that reacts to wiping movements of the fingers (wipe and zoom gestures as with a smartphone).

Located beneath the infotainment module are the well laid-out controls for the dual-zone automatic climate control system (Climatronic) that is standard in the GTD. This is followed by the lower section of the centre console that runs in a line up to the large centre armrest. To the right of the driver are the buttons for the new electronic parking brake and its Auto Hold function. Next to it, there is a closing storage compartment with integrated multimedia interfaces (AUX-IN, USB and optional Apple); the compartment is large enough to hold a smartphone.

There is a wide storage compartment hidden under the centre armrest that can be adjusted by up to 100 mm in length and five stages in height. This compartment is also of a good size. A new feature here in conjunction with the “Comfort” mobile phone interface is an inductive external antenna interface. The smartphone is placed in a universal holder in the stowage bin where the phone’s antenna is inductively “coupled” and connected to the vehicle’s external aerial. Sophisticated: the decorative

inlays of the GTD door trim panels exhibit, as mentioned, a light seam as part of the standard ambience lighting system.

More space over its length. Despite all of its dynamic aspects, the Golf GTD is more than just a sports car; it is an all-round talent. This would make it a good choice as a business car for any day of the year. Background: larger body dimensions in overall length and width, a larger wheelbase, optimised track widths and MQB-modified package all have a positive effect on comfort. The GTD interior is now 14 mm longer (1,750 mm), for example. In the rear seating area of the optional four-door Golf GTD, passengers enjoy 15 mm more leg room. In front, shoulder room has increased by 31 mm to 1,420 mm, and elbow room has now gone up by 22 mm to a width of 1,469 mm. In the rear seating area, shoulder room was also improved by an additional 31 mm and elbow width by 20 mm.

In addition, the rear seat bench folds and has a 60:40 split. When folded, a nearly level cargo floor is created with a length of 1,558 mm. The Golf GTD can also be equipped with a cargo opening at the middle of the rear backrest. The successfully implemented space concept of the new Golf exhibits many other improvements as well. Cargo capacity, for example, has grown by 30 litres to 380 litres; the variable cargo floor can also be lowered by 100 mm.

Bi-xenon headlights and progressive steering as standard

Golf GTD has sport suspension and unique 17-inch wheels as standard

Automatic climate control, radio-CD with touchscreen and multifunction steering wheel are standard

Wolfsburg/Munich, June 2013. The new Golf GTD – with standard features like the innovative progressive steering, Automatic Post-Collision Braking System, Driver Alert System, bi-xenon headlights, a radio-CD system with touchscreen and an automatic climate control system (Climatronic) – is one of the best equipped cars in its class. In addition, there are numerous unique “GT details” that make the new Golf GTD (just like the Golf GTI) an icon of sportiness in terms of its features as well.

Exterior features

On its exterior, unique standard features are its sport suspension (15 mm lower ride height), new progressive steering system, bi-xenon headlights with cornering lights, licence plate lighting in LED technology, dark red LED rear lights, the honeycomb structure of the air inlet screens that is typical for the GTD and GTI, a roof spoiler (in body colour) with side-mounted aerodynamic elements (high gloss black), GTD-specific bumpers, ParkPilot (acoustic and visual warning signals), tyre pressure monitoring indicator, GTD logos on the front wings (sides of body in area of A-pillars) and chrome tailpipes. In the chassis electronics area, on-board features also include the extensively reengineered XDS+ electronic differential lock.

Colours and wheels. The new Golf GTD is available in the colours typical of this model series: “Tornado Red” and “Black” and “Pure White”. As a special feature, the new Golf GTD can also be ordered in one of these seven metallic or pearl effect paints: “Carbon Steel Grey Metallic”, “Reflex Silver Metallic”, “Tungsten Silver Metallic”, “Limestone Grey Metallic”, “Night Blue Metallic”, “Deep Black Pearl Effect” and “Oryx White Mother of Pearl Effect”.

Volkswagen has redesigned its standard GTD wheels named “Curitiba”. The 17-inch wheels are fitted with size 225/45 tyres. In addition, new 18-inch “Nogaro” alloy wheels and 19-inch alloy wheels in “Santiago” design are available as options.

Interior features

Sport steering wheel and golf ball as gear shift grip. Along with its many standard features such as air conditioning (Climatronic), Driver Alert system and the Composition Touch radio system, typical GTD features also refine the interior. They include a special gear shift grip (with a manual gearbox it is once again reminiscent of a golf ball) and the new customised steering wheel with leather cover. The sporty flat-bottomed steering wheel with its three metal spokes and trim in high-gloss black is remarkably handy and easy to grip. On its two cross spokes it has multifunction keys as standard.

Instruments and ambience lighting. Also making a strong statement is the unique instrument cluster with a colour display and independent graphics of its instruments. It is no coincidence that it resembles high-end chronographs. The unique look of the interior is rounded out by ambience lighting, special trim strips and panels (trim strips in the front doors with ambience lighting), brushed stainless steel pedals and foot rest (on left), door sill entry plates in front with a stainless steel application and ambience lighting that is also integrated here.

Classic seat pattern now also in Alcantara. Also characteristic are the typical top sport seats with seat covers in the legendary tartan style. The style in the previous model known as “Jacky” has been redesigned and is now called “Clark”. Naturally, the classic tartan pattern was kept. An optional feature: the fabric sport seats in “Clark” design can now be ordered for the first time with side panels and head restraints in Alcantara. Moreover, the seats and door trim panels can also be ordered in “Vienna” upholstery. The front seats also offer height adjustment and a manually adjustable lumbar support. Electric adjustment of the driver’s seat is available as an option. Light grey decorative seams in the area of the seats and the gear shift trim provide a contrast, and the black roofliner emphasises the sporty layout of the GTD interior.

Other optional features

In addition, the Golf GTD can be customised with a nearly limitless range of optional features. Here is an overview of these features (in alphabetical order):

› Adaptive Cruise Control (ACC) with Front Assist and City Emergency Braking
› Anti-theft warning system plus
› Auxiliary heating
› Car Net (online information is directly transmitted to the GTD, including navigation with point of interest search, Google-Earth™ map service and Google Street View™, online traffic information)
› Comfort and Premium mobile phone interfaces and Nokia Asha 300 mobile phone
› Composition Colour radio
› Composition Media radio
› Cruise control system
› Digital radio reception: DAB+

› Discover Media navigation function for Composition Media radio
› Discover Pro navigation system
› Driver assistance pack (includes ACC, Front Assist, City Emergency Braking, anti-theft warning system, Dynamic Light Assist, automatic running light switching, vehicle stop function with DSG, speed limiter, automatically dipping rear-view mirror, dynamic cornering lights, rain sensor, Lane Assist)
› Driver's seat with electric adjustment
› Driving profile selector
› Dynamic chassis control (DCC) with driving profile selector
› Dynamic Light Assist dynamic main beam control
› DYNAUDIO Excite sound system
› Fire extinguisher
› Fog lights in LED technology
› Folding door mirrors with surroundings illumination and lowering of passenger's side mirror
› Keyless Access: keyless locking and engine starting system
› Lane Assist lane-keeping assistant

› Light and Sight pack (with automatic running light switching, leaving home and coming home function, automatically dipping rear-view mirror and rain sensor)
› Light Assist - main beam control
› MEDIA-IN with iPod/iPhone adapter cable
› MEDIA-IN with iPod/iPhone adapter cable and USB charging port
› Mirror pack (with folding door mirrors, surroundings illumination and lowering of passenger side mirror)
› Multifunction display "plusPlus"
› Panoramic tilt sunroof
› ParkAssist park steering assistant with ParkPilot
› PreCrash preventive occupant protection
› Rear Assist reversing camera
› Rear doors (including electric rear windows)
› Road sign recognition
› Side airbags and belt tensioners at rear seats
› Smoked side windows and rear windscreen absorb 65 per cent of light

› Sport & Sound package (includes 18-inch “Nogaro” alloy wheels, driving profile selector, red brake callipers, sound actuator, stiffer damping).
› Towbar unit (swivelling)
› “Vienna” leather upholstery
› Voice control
› Wheels/tyres, 18- and 19-inch
› Windscreen with wireless heating and infrared reflecting
› Winter wheels, 16- or 17-inch

New City Emergency Braking and Driving Profile Selector

Innovative assistance systems of the Golf GTD for ideal safety

Golf GTD has new infotainment generation and new Dynaudio sound system

Wolfsburg/Munich, June 2013. An entire armada of innovative assistance and convenience systems is at work aboard the new Golf GTD as standard or optional equipment. Standard systems in the Golf GTD include the Automatic Post-Collision Braking System, progressive steering, Driver Alert System and the further advanced XDS+ electronic differential lock. Available as options are the PreCrash preventive occupant protection system, the Adaptive Cruise Control system ACC plus Front Assist with City Emergency Braking, Lane Assist lane-keeping assistant, road sign recognition, the latest generation of the ParkAssist park steering assistant as well as the automated lighting functions Light Assist and Dynamic Light Assist. Other new technologies have been added such as a driving profile selector with up to five programmes (“Eco”, “Sport”, “Normal”, “Individual” and in combination with DCC plus “Comfort”), an electronic parking brake and a new generation of infotainment systems.

Assistance systems – automatic protection

Driver Alert system. This system, which is a standard feature in the Golf GTD, detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds. A visual message also appears on the instrument cluster recommending taking a break from driving. If the driver does not take a break within the next 15 minutes, the warning is repeated once. At the beginning of each trip, the system analyses a range of factors, including the driver’s characteristic steering behaviour. Once

under way, the driver alert system continually evaluates signals such as steering angle. If monitored parameters indicate a deviation from the steering behaviour recorded at the beginning of the trip, then visual and acoustic warnings are produced.

Automatic Post-Collision Braking System. Another standard feature in the Golf GTD is the Automatic Post-Collision Braking System which has already won a safety innovation award from Germany's largest automobile club (ADAC). When it is involved in collision, the Automatic Post-Collision Braking System automatically brakes the vehicle to significantly reduce its residual kinetic energy. Triggering of the Automatic Post-Collision Braking System is based on detection of a primary collision by the airbag sensors. Vehicle braking by means of the Automatic Post-Collision Braking System is limited by the ESC control unit to a maximum deceleration rate of 0.6 g. This value matches the deceleration level of Front Assist; it ensures that the driver can take over handling of the car even in case of automatic braking.

The driver can "override" the Automatic Post-Collision Braking System at any time; for example, if the system recognises that the driver is accelerating, it gets disabled. The automatic system is also deactivated if the driver initiates hard braking at an even higher rate of deceleration. In essence, the Automatic Post-Collision Braking System applies the brakes until a vehicle speed of 10 km/h is reached. This residual vehicle speed can be used to steer to a safe location after the braking process.

PreCrash preventive occupant protection. If the proactive occupant protection system detects a potential accident situation – such as by the initiation of hard braking via an activated brake assistant – the seatbelts of the driver and front passenger are automatically pre-tensioned to ensure the best possible protection by the airbag and belt system. When a highly critical and unstable driving situation is detected – such as severe oversteer or understeer with ESC intervention – the side windows are closed (except for a small gap) and so is the sunroof. Background: When the windows and roof are nearly closed, the head and side airbags offer optimal energy absorption and thereby achieve their best possible effectiveness.

Adaptive Cruise Control (ACC). This system uses a radar sensor integrated in the front of the car. The driver can set the car speed over a range from 30 to 160 km/h. ACC operates with either a manual gearbox or a DSG (dual clutch gearbox). In the Golf GTD with a 6-speed DSG, ACC comfortably brakes to a standstill when the vehicle ahead stops. After being enabled by the driver, ACC together with DSG can also automatically start off again. ACC maintains the vehicle speed preselected by the

driver as well as a predefined distance to the vehicle ahead, and it automatically brakes or accelerates in flowing traffic. The system dynamics can be individually varied by selecting one of the driving programmes or by the optional driving profile selector.

Front Assist surroundings monitoring system. Front Assist uses a radar sensor integrated in the front of the car to continuously monitor the distance to traffic ahead. Front Assist assists the driver in critical situations by preconditioning the brake system and alerting the driver to any required reactions by visual and audible warnings, and in a second stage by a brief warning jolt. If the driver fails to brake hard enough, the system automatically generates sufficient braking force to avoid a collision. Should the driver, meanwhile, not react at all, Front Assist automatically brakes the car to give the driver more reaction time. Ideally, this lets the driver avoid an impending collision, or it at least reduces the speed at impact. The system also assists the driver by an alert if the car is getting too close to the vehicle in front. The City Emergency Braking function is part of Front Assist.

City Emergency Braking. The City Emergency Braking function that is being introduced to the new Golf generation is a system extension of Front Assist. Using a radar sensor, it monitors the area in front of the car. The system works in the speed range below 30 km/h. If the car is at risk of colliding with a moving or stationary vehicle ahead and the driver fails to react, the brake system is preconditioned in the same way as with Front Assist. If necessary, City Emergency Braking then automatically initiates hard braking to reduce the severity of the impact. In addition, if the driver presses the brake pedal with insufficient force, the system assists with maximum braking power. Under optimal conditions, City Emergency Braking can avoid an impending frontal collision at the last second.

Lane Assist. In the Golf GTD this camera-based assistance system with steering intervention to maintain the car's position within the driving lane works with extended functionality: If desired, the system – being implemented for the first time in the Golf – can now also maintain continuous tracking support, which optimises comfort and convenience. Whenever necessary, Lane Assist also intervenes with a steering correction when it detects that the driver is leaving the driving lane or is driving over lane markings without setting the direction indicator. The system then gently steers in the other direction.

Convenience systems – technology assists and is fun too

Progressive steering. The new progressive steering system is a standard feature in the new Golf GTD. This steering system lets drivers make a turn of a given radius with fewer turns of the steering wheel. That is, the driver does not need to reach over the steering wheel as often in tight bends. With progressive

steering, it takes 2.1 turns of the wheel (380°) to reach the end stop; in the standard steering system of the less powerful Golf models it takes 2.75 turns (500°). Background: Conventional steering systems operate with a constant gear ratio. The new steering of the Golf GTD, meanwhile, operates with a progressive steering gear ratio. This perceptibly reduces steering work when manoeuvring and parking. On country roads with lots of bends, and when making turns, the driver experiences a plus in dynamics due to the more direct layout.

Technically, progressive steering differs from the basic steering system primarily by the rack's variable tooth spacing and a more powerful electric motor. Its functional difference: Unlike with constant steering ratios, which by necessity always represent a compromise between dynamic performance and comfort, here the steering rack's toothing is significantly modified by the steering stroke. This results in more precise and relaxed driving in the middle steering range up to high speeds; due to the smaller steering input angles that are required, the system offers significantly greater agility and more driving fun on roads with lots of bends. At lower speeds, on the other hand, such as in city driving or parking situations, the Golf GTD is much easier to handle thanks to the lower steering input angles – offering a perceptible gain in comfort.

XDS+. The XDS system that was first introduced in the Golf VI was further developed to the advanced XDS+ system for the new Golf GTD and Golf GTI. Technically, the XDS+ electronic differential lock is a functionality that is integrated in the electronic stabilisation programme (ESC) for improved vehicle dynamics. XDS+ is an extension of XDS, which is familiar from the previous model; its functionality has now been extended to cover all unbraked driving states. The new system improves agility and reduces the need for steering angle inputs by targeted brake interventions at the wheels on the inside of the bend of both axles. In addition, XDS+ is effective over all conceivable road friction values, and it results in more precise handling. The well-known benefits of XDS – such as significantly reduced understeer and improved traction – were also perfected.

Electronic parking brake. New Golf generation cars all feature an electronic parking brake, where instead of a handbrake lever, a control switch and an Auto Hold pushbutton are located on the centre console. The electronic parking brake offers numerous advantages: eliminating the conventional handbrake frees up more space on the centre console; in addition, the brake is automatically released when driving off. And that simplifies driving off up a hill. Last but not least, the Auto Hold function prevents unintentional rolling from a stopped position by automatically holding the Golf GTD in place. Waiting phases, such as a red traffic light, are made more comfortable, because it is no longer necessary to continually press the brake pedal.

DCC. A second generation DCC dynamic chassis control system is at work in the Golf GTD. DCC offers the three driving modes “Comfort”, “Normal” and “Sport”, which are now selected and displayed under “Driving profile selector” on the touchscreen of the centre console. Besides offering a “Normal” mode, the DCC system, which was specially tuned for the GTD, now offers the “Comfort” mode, which is indeed comfort-oriented but still reflects typical GTD properties. In “Sport” mode, especially dynamic and agile handling is implemented. In the “Individual” driving profile, the DCC mode can even be configured with any other desired driving profile properties.

The DCC system adaptively regulates the damper valves via a further developed and refined Volkswagen control algorithm which sets the damper characteristic. In doing so, DCC evaluates input signals from wheel displacement sensors and accelerometers as well as vehicle bus information from the Chassis-CAN bus. It then computes the optimal damper force for every driving situation and adaptively adjusts this force. Damping forces are selectively regulated at each of the four wheels.

In the new DCC generation, it is now also possible to fully independently vary rebound and compression damping for transverse dynamic manoeuvres – a significant benefit in optimising vehicle dynamics. The damper valves were also modified for further improved response.

Driving profile selector. A driving profile selector is now available for the first time in the Golf GTD. A total of four programmes are available, and in conjunction with DCC (dynamic chassis control) five driving programmes: Eco, Sport, Normal, Individual, and in combination with DCC the additional Comfort. In the Eco driving profile, the engine controller, air conditioning and other auxiliary units are controlled for optimal fuel economy. In addition, vehicles with the optional dual-clutch gearbox (DSG) have an additional coasting function in Eco mode; when the driver releases the accelerator pedal – e.g. when slowing down to a traffic light or in route segments with descents – the DSG disengages and the engine idles. This enables optimal utilisation of the kinetic energy of the Golf. In "Sport" mode, on the other hand, damping is increased (which further reduces movements of the body structure) and engine response and shift points of the DSG are configured to be even more dynamic.

Dynamic Light Assist dynamic main beam control. Via a camera on the windscreen this system analyses the traffic in front and the vehicles coming in the opposite direction. Based on this data, the main beam automatically comes on at speeds of over 60 km/h and stays on. This is how Dynamic Light Assist works: with the help of the camera, the main beam modules of the bi-xenon headlights with dynamic cornering lights are masked only in those areas that the system has determined could potentially disturb other road users. Technically, this function is implemented by a pivoting masking aperture between the reflector with the xenon filament and the lens. Along with lateral swivelling of the entire module and independent control of the left and right headlights, this additional aperture geometry is able to mask the light source and thereby avoid glare to traffic ahead or any oncoming traffic.

Light Assist main beam control. For Golf GTD cars with headlights that do not have dynamic cornering lights, the base version of automatic full-beam control is available in the form of Light Assist. Light Assist analyses traffic ahead and oncoming traffic – via a camera in the windscreen – and automatically controls activation and deactivation of the main beam (at 60 km/h and above).

Road sign recognition. In the new Golf GTD, this feature will be available in combination with a navigation system, because the traffic signs are also shown in the display of the active navigation window (map and/or pictograms). If the system detects any speed limit or 'No overtaking' signs via a camera (integrated in the windscreen near to the rear-view mirror), up to three of these will get shown

on the instrument cluster in front of the driver and on the navigation system display. This will also include all additional information and the signs will appear in a logical order: ones that immediately apply (e.g. a “130” km/h speed limit) get shown in first place, while signs that only apply at certain times (e.g. “80 km/h” “When wet”) appear in second place. If the rain sensor registers that it is starting to rain, the traffic sign that is now most pertinent, i.e. the “When wet” sign, moves up into first place.

Park Assist parking assistant. The latest version of the parking assistance system now facilitates not only assisted parking parallel to the carriageway, but also reverse parking at right angles to the road. In addition, Park Assist 2.0 is also equipped with a braking and parking space exit function. The system can be activated at speeds of up to 40 km/h by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If, using the ultrasound sensors, Park Assist detects a large enough parking space (a manoeuvring distance of 40 cm, front and rear, is sufficient), the assisted parking can begin: having put the vehicle into reverse, all the driver has to do is operate the accelerator and brake. The car takes care of the steering. Acoustic signals and visual information on the multifunction display assist the driver. If a collision is looming, the system can also actively apply the vehicle’s brakes.

More intelligent climate control. The new Climatronic of the Golf GTD regulates the interior temperature fully automatically via 2-zone temperature control (separate for driver and front passenger). The intensity of the climate control can be influenced by selecting a profile ('Gentle', 'Moderate', 'Intensive'). The fully automatic control unit operates with various sensors – a sun sensor, air quality sensor and new humidity sensor. The sun sensor detects the intensity and direction of solar radiation, and the system is controlled accordingly. The positive effects of the optional deluxe climate windscreen are considered in this control as well. When information from the air quality sensor indicates that the concentration of nitrogen oxides or carbon monoxide in the outside air has exceeded a defined limit, then the recirculation flap of the Climatronic system closes.

Deluxe climate windscreen. This new windscreen combines the advantages of conventional wire heating with those of heat-insulating glass. Wires are no longer used in the window. This was made possible by a very thin electrically-conductive layer within the glass laminate that can be heated. In the winter, this function prevents fogging of the window, and it accelerates defrosting. In the summer, the new windscreen results in less heating of the interior, because the extremely thin coating reflects most of the solar radiation. Along with an increase in thermal comfort, the environment also benefits, since the air conditioning does not need to supply as much cooling power due to the reduced heating. At the same time, this improves the fuel economy of the GTD.

Panoramic tilt/slide sunroof. A transparent system was developed here, which utilises a maximum roof area, offers optimal ventilation and opening functions, does not impair the torsional rigidity of the Golf GTD and has the visual effect of lengthening the windscreen. What is referred to as the light transparency area – the incident light in the closed state – was enlarged by 33 per cent compared to a normal tilt/slide sunroof. Incidentally, the tinted, heat-insulating glass reflects away 99 per cent of UV radiation, 92 per cent of incident heat radiation and 90 per cent of incident light.

Infotainment – always with touchscreen

Radio and radio-navigation systems. Volkswagen is equipping the Golf GTD with a new generation of radio and radio/navigation systems with completely new designs. All systems have a touchscreen as standard. The new device generation is available in three different display sizes: 5 inches, 5.8 inches and 8 inches. For the first time, Volkswagen is implementing displays that have proximity sensors (5.8-inch display and above): as soon as the driver or front passenger moves a finger near to the touchscreen, the system automatically switches from display mode to input mode. The display mode shows

a screen that is reduced to just the essentials. In the operating mode, on the other hand, the elements that can be activated by touch are specially highlighted to simplify intuitive operation. The displays also have a function that lets users scroll through lists or browse CD covers in the media library with a wipe of the hand.

“Composition Touch” radio (5-inch). The standard system on-board the Golf GTD is Composition Touch. It offers three buttons to the left and three to the right of the touchscreen that are used to activate the ‘Radio’, ‘Media’, ‘Car’, ‘Setup’, ‘Sound’ and ‘Mute’ menus/functions. It also offers a SD card slot, aux-in interface and two push dials (e.g. for on/off, volume, mute). This standard module also includes an FM/AM radio, loudspeakers (front), an interface for SD cards and an aux-in interface.

“Composition Colour” radio (5-inch). Similar to the Composition Touch in its device layout, the Composition Colour is also equipped with such features as a colour display, FM/AM radio as well as front and rear loudspeakers and a CD drive (MP3 compatible). The CD drive is located in the glove box along with the SD card slot.

“Composition Media” radio (5.8-inch). Equipped to offer even more extensive features is the Composition Media radio. Its capacitive colour display is 5.8 inches in size, and it is coupled with a proximity sensor that is integrated across the area beneath the display. The display also responds to wiping and zooming gestures, as used in similar fashion on modern smart phones. There are now also four buttons to the left and four to the right of the touchscreen; in contrast to the 5-inch systems they also enable access – depending on vehicle features – to the ‘Phone’ and ‘Voice’ (voice control) menu levels. The Composition Media radio is equipped with these features in addition to those of the Composition Colour radio: optional telephone preparation (Bluetooth) and a USB interface. The USB and aux-in interfaces, meanwhile, are integrated in a separate compartment on the centre console in front of the gear shifter; this compartment also offers storage space for a smart phone.

“Discover Media” navigation function (5.8-inch). The Composition Media radio can have a navigation module (Discover Media) added to it. The features and functions are identical except for the navigation system that is then integrated with European map data and the associated second SD card slot; the navigation computer is located in the glove box together with the CD player and SD card slot. The price for all units with a navigation module includes updates of the European navigation maps for a period of three years.

“Discover Pro” radio-navigation system (8-inch). The top radio-navigation system with a large 8-inch capacitive touchscreen is known as the Discover Pro. Features installed here – beyond those of the Discover Media – are a DVD drive instead of a CD drive (audio and video), extended premium voice control (base version is available as option for Composition Media and Discover Media), 3D navigation and a 64-GB Flash memory; a UMTS telephone module is available as an option. Integration of the Compact Disc Database from Gracenote also enables state-of-the-art playback and management of media.

In addition, the Discover Pro also operates as a WLAN hotspot (Internet access) for WLAN-capable mobile devices (smart phone or tablet). Until now, wireless interfacing of multimedia devices – for streaming music or telephoning – was only possible via the Bluetooth interface of the infotainment systems. Now this can also be done via WLAN. Here, the Golf GTD is networked with the Internet over a UMTS module. Data can be transferred via one of the coupled mobile devices or via a SIM card in the Discover Pro.

Mobile phone. For the Golf GTD, Volkswagen is offering the two mobile phone interfaces “Comfort” and “Premium” as well as a smartphone (“Nokia Asha 300”) integrated via the hands-free unit. The “Comfort” and “Premium” mobile phone interfaces can be ordered together with the “Composition Media” (only “Comfort”), “Discover Media” and “Discover Pro” audio/navigation systems. The “Comfort” interface offers such features as an inductive external antenna interface to a newly designed charging cradle on the centre console, an additional charging function via USB interface, voice control and the use of phone contact and address data for inputting a destination in the navigation system. The “Premium” interface omits the external antenna interface from the charging cradle; instead it offers a GSM/UMTS transceiver with a dedicated SIM card slot and a WLAN hotspot.

Car Net. Car Net is offered for the Golf GTD in conjunction with the Discover Pro radio-navigation system and the “Premium” mobile phone interface. It consists of a set of new mobile online services. For example, Car Net lets drivers integrate highly up-to-date traffic information into dynamic route guidance and input online any conceivable Points of Interest (POI) into the navigation system. It also integrates the 360-degree panoramic street perspective images of Google Street View. Realistic photographic satellite images can also be displayed, which are based on the Google-Earth™ map service (Google Maps).

Especially innovative is the implementation of online traffic information. This information is supplied by the data provider INRIX. What is referred to as a Session ID is assigned to the GTD. This ID is then used to exchange relevant information between the car and provider – the Golf GTD sends its momentary position or travel destination; then INRIX sends the relevant traffic information back to the vehicle. Update times are shorter than for TMC or TMCpro, and the information density is greater as well. Updating is performed every two minutes during active navigation, and every three minutes without navigation. The greater information density is attained from the movement profiles of the mobile phones registered with INRIX. They are used to determine traffic flow speeds and for active route guidance via the navigation system.

Dynaudio Excite sound system. New in the Golf – and therefore in the GTD as well – is a sound system from Danish hi-fi specialist Dynaudio. This system makes the GTD a concert hall on wheels with its eight high-end loudspeakers plus subwoofer, a digital 10-channel DSP amplifier and 400 watts of system output power. The system can be customised by choosing from four sound characteristics (“Authentic”, “Dynamic”, “Soft” and “Speech”) which are tuned to the interior of the Golf and four seating configurations (“Driver”, “Front passenger”, “All occupants” and “Rear”) for the audio output.

Key aspects in alphabetical order

AUTOMATIC GEARBOX:
› 6-speed DSG

CARGO CAPACITY:
› 380 litres to 1,270 litres

CD VALUE:
› 0.315

CHARACTER:
› The marathon sports car

COLOURS (EXCERPT):

› Standard colours “Tornado Red”, “Black”, “Pure White”
› Optional colours “Carbon Steel Grey Metallic”, “Reflex Silver Metallic”, “Tungsten Silver Metallic”, “Limestone Grey Metallic”, “Night Blue Metallic”, “Deep Black Pearl Effect” and “Oryx White Mother of Pearl Effect”

DIMENSIONS:

› Length – 4,268 mm
› Width – 1,799 mm without mirrors, 2,027 mm with mirrors
› Height – 1,442 mm
› Wheelbase – 2,631 mm

DRIVE SYSTEM:

› Front-wheel drive.

DRIVER ASSISTANCE AND HANDLING SYSTEMS:

› Electronic Stability Control (ESC) including ABS, brake assistant, traction control, electronic XDS+ differential lock, engine braking control, counter-steering assist and trailer stabilisation (standard)
› ESC Sport (ESC mode, e.g. for race courses)
› Driver Alert System (standard)
› Automatic Post-Collision Braking System (standard)
› Progressive steering (standard)
› ParkPilot (standard)
› Tyre pressure monitoring indicator (standard)
› Adaptive chassis control : DCC
› Adaptive Cruise Control (ACC) plus surroundings monitoring system Front Assist with City Emergency Braking
› Dynamic main beam control: Dynamic Light Assist
› Driving profile selection
› Light Assist main beam control

› Cruise control
› Park Assist park steering assistant
› PreCrash preventive occupant protection system
› Rear Assist
› Lane Assist lane-keeping assistant
› Traffic Road sign recognition

ENGINES – PETROL:
› 2.0 TDI with 135 kW / 184 PS

EQUIPMENT LINES:
› GTD

FUEL TANK:
› 50 litres; theoretical driving range: up to 1,190 km

INFOTAINMENT:
› Standard “Composition Touch” radio (5-inch screen)
› “Composition Colour” radio (5-inch screen)
› “Composition Media” radio (5.8-inch screen)
› “Composition Media” radio with navigation function “Discover Media” (5.8-inch screen)
› “Discover Pro” radio with navigation system (8-inch screen)
› Dynaudio sound system
› Car-Net (online services)

MARKET LAUNCH, EUROPE:
› May 2013

PRICES (GERMANY):
› Golf GTD – from 29,700 euros
› Golf GTD with DSG – from 31,625 euros

PRODUCTION LOCATION:
› Wolfsburg plant

RUNNING GEAR:
› Front: MacPherson strut suspension
› Rear: modular performance suspension
› Progressive steering

STANDARD GEARBOX:
› 6- speed manual gearbox

TURNING CIRCLE:
› 10.9 m

WHEELS:
› Standard wheels: 17-inch alloy wheels (“Curitiba”)
› Optional wheels: 18-inch alloy wheels (“Nogaro”) and 19-inch alloy wheels (“Santiago”)

Golf GTD		135 kW (184 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI CR BlueMotion Technology
Effective displacement	cm^3	1,968
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	135 (184) 3,500 - 4,000
Max. torque	Nm at rpm	380/1,750 - 3,250
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	5.6 / 7.5
Top speed	km/h	230
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.2
Emissions (CO_2)	g/km	109
Efficiency label		A
Exhaust emissions classification		Euro 6
Power transmission		
Gearbox		Six-speed manual gearbox

Exterior dimensions		
Number of doors		2
Length/width/height	mm	4,268/1,790/1,442
Wheelbase	mm	2,631
Track, front/rear	mm	1,538/1,517
Luggage compartment		
Length, rear seat raised/folded down	mm	839/1,558
Volume by VDA measurement: rear seat raised/folded down	l	380 -1,270
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,377
Permitted gross weight	kg	1,850
Payload	kg	548
Perm. axle load, front/rear	kg	1,030/870
Perm. trailer load up to 12%, braked/unbraked	kg	1,600/680
Capacities		
Fuel tank	l	50

Golf GTD		135 kW (184 PS)
Engine, electrics		
Type of engine		4-cyl. 16V diesel engine TDI CR BlueMotion Technology
Effective displacement	cm^3	1,968
Valves per cylinder, drive		4 at an angle/indirect, roller rocker finger
Mixture formation		Diesel direct injection, common rail
Type of charging and pressure		Turbocharger/charge pressure
Power output	kW (PS) at rpm	135 (184) 3,500 - 4,000
Max. torque	Nm at rpm	380/1,750 - 3,250
Performance (at curb weight + 200 kg)		
Acceleration 0–80/100 km/h	s	5.6 / 7.5
Top speed	km/h	228
Fuel consumption (99/100/EC)		
Fuel type		Diesel min. 51 CN
Combined cycle	l/100km	4.5
Emissions (CO_2)	g/km	119
Efficiency label		B
Exhaust emissions classification		Euro 6
Power transmission		
Gearbox		Six-speed direct shift gearbox (DSG)

Exterior dimensions		
Number of doors		2
Length/width/height	mm	4,268/1,790/1,442
Wheelbase	mm	2,631
Track, front/rear	mm	1,538/1,517
Luggage compartment		
Length, rear seat raised/folded down	mm	839/1,558
Volume by VDA measurement: rear seat raised/folded down	l	380 -1,270
Weights		
Unladen weight (EU, incl. 75 kg driver)	kg	1,395
Permitted gross weight	kg	1,880
Payload	kg	560
Perm. axle load, front/rear	kg	1,060/870
Perm. trailer load up to 12%, braked/unbraked	kg	1,600/690
Capacities		
Fuel tank	l	50

IMAGE SOURCES

WWW.PHOTOCASE.DE: Page 06: aussi97 / Page 07: Gortincoiel / Page 60: clermac / Page 80: aussi97 / Page 90: clermac / Page 105: ebob

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