



**Leading the way – the new Touareg
Technology Workshop in Hamburg**

March 2018

Notes:

You will find this press release and graphic motifs of the Touareg online at www.volkswagen-media-services.com. User ID: touareg2018; Password: WorkShop@18#

Features and technical data of production models apply to models offered in Germany. Details for other countries may vary.

All performance, fuel efficiency and emission figures mentioned in this press release are predicted figures, subject to official type approval, as of March 2018.

1 = This vehicle has not yet gone on sale, and therefore Directive 1999/94 EC does not apply.



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In brief

Leading the way – the new Touareg

Fusion of the latest systems paves the way to the future

'Innovision Cockpit': digital instruments and infotainment display that is the largest display of all SUVs merge to create the 'Innovision Cockpit'

'Night Vision' and 'IQ.Light – LED matrix headlights': thermal imaging camera and high-end lighting turn night into day in the Touareg

Interconnected technologies: assistance, comfort and driving dynamics systems enable new levels of safety and performance

Innovative layout: aluminium-steel body of the new Touareg weighs 106 kilograms less and yet offers 113 litres of additional luggage space

Overview – the new Touareg

- **Leading the way – the new Touareg:** Volkswagen introduces a new high-tech flagship with the third generation Touareg.
- **The digital way – digitalisation:** Volkswagen is moving the car interior into the future with the Touareg's 'Innovision Cockpit'.
- **The dynamic way – handling:** all-wheel steering and active roll compensation enable new levels of SUV performance.
- **The intuitive way – assistance systems:** drivers can utilise the potential of intuitive systems like Night Vision and Front Cross Traffic Assist.
- **The easy way – comfort and everyday convenience:** massage seats make long distances seem shorter, while Trailer Assist makes manoeuvring with 3.5 tonne trailers very easy.
- **The individual way – design and individualisation:** interior of the charismatic Touareg becomes an exclusive comfort zone with the new trim lines 'Atmosphere' and 'Elegance'.

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Short version – positioning and technology of the new Touareg

Wolfsburg / Hamburg, March 2018. Volkswagen is one of the highest volume production car brands in the world. The brand delivered around six million passenger cars to its customers in 2017 alone. Yet what distinguishes models with the VW logo from the cars of many other manufacturers of this production magnitude is their passionate pursuit of automotive perfection. Now a Volkswagen is making its debut which achieves a new and higher zenith of perfection: the new Touareg¹. The flagship of the brand. Equipped with the connectivity of a new era and a pioneering fusion of assistance, comfort, lighting and infotainment systems. In addition, the new Touareg is charging up the market segment of large SUVs with its pure design dynamism.

World premiere of the Innovision Cockpit. Volkswagen is presenting the fully digitalised Innovision Cockpit for the first time in the new Touareg. Here the digital instruments (Digital Cockpit with 12-inch display) and the top Discover Premium infotainment system (with 15-inch display) merge to form a digital operating, information, communication and entertainment unit that barely needs any conventional buttons or switches. Always-on, offering intuitive control and maximum personalisation – with the Innovision Cockpit, the Touareg provides the blueprint for tomorrow's digital interior today.

A focus on people. Drivers use the Innovision Cockpit to adapt the assistance, handling and comfort systems to their personal tastes; the car becomes 'their' Touareg. This opens up a world in which the driver and on-board guests no longer have to adapt to the car; rather the car adapts to them. Like a new smartphone, the Volkswagen is set up and tuned to personal needs. This is made possible by a new high level of connected systems and programmes – controlled via digital interfaces and the multifunction steering wheel.



Fusion of new assistance, handling and comfort systems. The Touareg is launching with the largest range of assistance, handling and comfort systems ever to be integrated into a Volkswagen. They include technologies such as the 'Night Vision' assistance system (detects people and animals in darkness via a thermal imaging camera), Roadwork Lane Assist (semi-automated steering and lane keeping, accelerating and braking up to 60 km/h), Front Cross Traffic Assist (reacts to cross traffic in front of the Touareg), active all-wheel steering (makes the Touareg handle like a compact car), new roll stabilisation with electro-mechanically controlled anti-roll bars and 'IQ.Light – LED matrix headlights' (dipped and main beam headlights controlled interactively via camera) and a 'Windshield Head-up Display' projected directly into the windscreen. The driver experiences these systems as a single unit in the new Touareg. They are simply there – interconnected via a new central control unit – working unnoticed in the background and making travel safer, more convenient and more intuitive than ever.

New dimensions and reduced weight. Compared to its predecessor, the third generation Touareg is a little wider and longer. The new dimensions have positive effects on both the vehicle's proportions and its amount of interior space. The increased overall vehicle length, for example, leads to a much larger bootspace volume. It has increased from 697 to 810 litres (rear bench seat up). Cargo there is protected from onlookers by an optional electrically extending and retracting luggage compartment cover. Despite its increased length and width, the car body is 106 kg lighter because of its mixed material construction of aluminium (48 per cent) and high-tech steels (52 per cent).

Launch with V6 engines. Volkswagen will be offering the new Touareg in 2018 initially with V6 turbocharged engines (3.0-litre displacement) that provide both high efficiency and superior performance. Take the example of Europe: there will be two V6 diesel engines available, delivering 170 kW / 231 PS and 210 kW / 286 PS (both EU6 AG) and starting this



autumn a 250 kW / 340 PS V6 petrol engine (EU6 AJ). They will be followed by a 4.0-litre V8 turbocharged diesel engine (EU6 AG) with a power output of 310 kW / 421 PS. This range of engines guarantees large maximum trailer weights. Also planned, initially for China, is a plug-in hybrid drive system with an output of 270 kW / 367 PS. The precise launch date has not yet been set for the European Touareg with the plug-in hybrid drive system.

Built as a technology platform. Even the first Touareg – presented and launched on the market in 2002 – was a technology platform. With the boost provided by this new top model, Volkswagen has developed into a leading global full-range brand – a brand that now successfully serves every key segment, from small specialist city vehicles all the way to high-end SUVs. The Touareg quickly became a best-seller. Nearly one million drivers chose either the first or second generation Touareg (the second from 2010). The third generation is expected to continue on this successful path – with a new high mark in technological innovations, an authentic dynamic SUV design and maximum everyday practicality. This includes a maximum trailer weight of up to 3.5 tonnes. The positioning of the Touareg has changed with societal trends over the past one and one-half decades. An expressive design has always been a core trait in all three generations. While an optimal synthesis of comfort and off-road properties was crucial for the first generation, in the second generation these parameters shifted to the highest possible level of comfort and convenience. Maximum comfort and convenience are of course still some of the obvious properties of the 2018 Touareg. Compared to the previous model, comfort properties were also further improved with innovative features such as the completely re-developed massage seats. The third generation vehicle is setting new focal points on the path to the future with the digital 'Innovision Cockpit', maximum connectivity and a fusion of the hardware and software of many different systems, which enable more semi-automated vehicle functions and significantly enhance vehicle dynamics – without sacrificing comfort.



Europe and China are core markets. Around 60 per cent of all Touareg owners in Germany and 40 per cent in Europe also use their Volkswagen as a towing vehicle – these are remarkably high figures. The SUV is also often used by active, sporty people who value maximum safety, excellent seating comfort and intuitive operation. In addition, its owners focus on optimal connectivity and high-end infotainment. The fact is that in all of the core markets of the Touareg – China, Europe and Russia – the vehicle is used by an above-average number of drivers who have their own companies or who work independently and are very tech savvy. Nonetheless, there are some slight demographic differences. In China, Touareg owners are 41 years old on average, while the figure is 43 for Russia and 55 for Europe. Accordingly, the share of Touareg drivers with younger children is higher in China (65 per cent) and Russia (47 per cent) than it is in Europe (31 per cent).

Volkswagen SUV campaign. The new 2018 Touareg is another milestone in the largest product campaign in the history of the Volkswagen brand. The brand's range of SUVs is also being expanded comprehensively. It currently consists of the new T-Roc, the Tiguan, the new Tiguan Allspace, the new Atlas (USA) and the Teramont (China), plus the now completely redesigned Touareg, Volkswagen's top SUV model. At the other end of the SUV range, Volkswagen will also be expanding its programme beneath the T-Roc with the compact T-Cross. Meanwhile a model with zero local emissions that is part of the SUV campaign is also firmly in the programme: the I.D. CROZZ – the first all-electric SUV from Volkswagen. It will arrive on the market in 2020.



Key aspects

Exterior design of the Touareg – tailor-made for freedom

Modular longitudinal matrix. Technically, the new Touareg is based on the Group's modular longitudinal matrix (MLB); it covers models with longitudinally mounted engines and gearboxes starting with the upper mid-size class. In contrast to the previous model, the third generation is moderately wider and longer, but a little lower. The new dimensions: 4,878 mm long (+77 mm), 1,984 mm wide (+44 mm) and 1,702 mm high (- 7 mm). The gains in length and width – in conjunction with the slightly reduced height – result in much more dynamic proportions.

Alternative to the establishment. Volkswagen chief designer Klaus Bischoff, together with his team, has transferred the design of the Touareg to a new time. The car's design and technology are a perfect match for one another. That is because, with the third generation Touareg, Volkswagen has sharpened the positioning of its flagship to make it an exclusive all-round vehicle. It offers an alternative to the establishment with its pioneering and innovative technologies, versatility, and its excellent comfort and dynamic properties. The Touareg's highly expressive design reflects its new positioning. Klaus Bischoff: "We had an opportunity to implement our ideal vision of a large, exclusive SUV from Volkswagen. And naturally we have consistently exploited this opportunity."

Dominant flagship. While the first generation of the SUV was marked by a dominant off-road DNA, this orientation changed with the second generation and now with the new Touareg: towards an increasingly progressive, contemporary and exclusive all-round vehicle. But it is still always ready to conquer the world's unpaved trails and reach any destination. Bischoff: "The design of the new Touareg makes it unmistakably clear that it is the dominant flagship of the brand. The power of the new Touareg resides in its amiability and elegance – this car does not need to force anything."

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Front end. The highly expressive front end in particular defines the Touareg's design. A glance at it evokes trust that is reinforced by the high quality of its detailing. The chrome of the solid grille looks as though it had been milled from solid metal, and it seamlessly weaves into the continuous lines of the light signature. Klaus Bischoff: "On this front end, we wanted to create something that had never been done before. In an intensive process, we joined the chrome elements of the front end and the Touareg's new LED lighting system, so that the transitions between design and technology would merge to create a new whole." Innovative, highly expressive and inimitable. "This front end", says Bischoff, "makes the new Touareg one of the most concise SUVs on the global market. Tailor-made for freedom. That was our objective – no more and no less."

Side profile. The taut side surfaces of the Touareg body look like sails with a tail wind. Accentuated wheel arches at the front and muscular shaping of the shoulder edges at the rear underscore the Touareg's dominance on any terrain. And that was the goal: to design the most dominant SUV of its class. Also defining the design on the sides are the window and character lines that run counter to one another. The roof line is also striking. It ascends in a flowing manner along a distinctive side line and terminates dynamically at the C-pillar that angles well forward. The gain in dynamism is also reflected in the line-up of wheel designs for the Touareg that is completely new. Their size now starts at 18 inches as standard instead of 17 inches, and ranges up to 21 inches.

Rear section. The broad shoulders above the rear wheels, which form a recessed greenhouse, lend a superlative presence to the rear. This dominance is emphasised by LED tail light clusters. They not only underscore the large overall width of the Touareg but also reference the LED graphics of the front end with their L-shaped light signature. The aesthetics of the form do not detract from functionality in any way. In fact, the opposite is true. Practically the entire width is filled out by the boot lid – but



the boot lid is barely visible. So, the only aspect the viewer recalls is the Touareg's dynamism.

Interior concept – interior space for the digital era

Innovision Cockpit as control centre. Interior designers have fully conceptualised the Touareg interior anew, and in doing so they have systematically tailored it for the digital era. Everywhere it makes sense to do so, digital surfaces have replaced conventional indicators and controls. The dominant centre of the interior space is formed by the wide and elegant dash panel with the Innovision Cockpit that can be integrated into it as an option – an alliance of digital instruments (12-inch Digital Cockpit display) and the Discover Premium infotainment system (with a 15-inch touchscreen). It is the digital control centre – the Touareg's interactive interface, in which information and settings for all key convenience, assistance and infotainment systems merge into a matrix. Thanks to its own eSIM (offered in 13 European countries at launch), the new SUV is also "always on". The "Innovision Cockpit" represents a watershed – because no other Volkswagen interior has ever been digitalised to such an extent, offering wider ranging connectivity to vehicle functions and the outside world.

Comfort, quality and exclusivity of the highest levels. As unyielding and demanding as the on-road and off-road stomping grounds of the Touareg might be, the interior of the Volkswagen SUV always remains a luxurious comfort zone. The screens of the Innovision Cockpit with their overlaid glass surfaces, elegant wood accents (genuine natural grain wood), vegetable-tanned leathers and aluminium and chrome details give the vehicle a look and feel that reveals its extraordinarily high quality. For example, in the new 'Atmosphere' trim line, a narrow wing of 'Curbed beam wood' – a curved wood accent in ash – spans the entire width of the dash panel, following its shape, and is integrated into the light design of the ambient lighting. One way to personalise the interior is by choosing one of three trim lines:



'Atmosphere', 'Elegance' and 'R-Line'. 'Atmosphere' is a new, lounge-like world, in which wood and natural colours reign. 'Elegance' stands for a new, technical world where metal and related colours dominate. Then there is the 'R-Line' package, which focuses on sportiness – as it always does at Volkswagen.

New massage seats and variable rear seating system. The optional electrically adjustable front seats may, as a further option, include a new, pneumatic massage function which is featured for the first time in the Touareg. Users can select from eight modes. The pneumatic massage functions, which offer variable control of intensity, are implemented by individual air cushions. The rear seating system also provides 160 mm of longitudinal adjustment to create even more space at the rear. Offering additional comfort is the tilt adjustment for the rear seat backrest (three stages up to 21 degrees). The term 'long-distance vehicle' takes on a whole new quality in the Touareg with its seat system. To ensure that five people have enough space for their luggage on long trips or on a short trip to the next airport, cargo capacity is increased by 113 litres to 810 litres in the new Touareg compared to the previous model.

Largest Volkswagen panoramic sliding roof. Natural light enters the interior through the largest panoramic sliding roof in a Volkswagen to date. The transparent roof cut-out (interior dimension) is 1,270 mm long by 825 mm wide. The front half of the roof can be opened variably via a four-way switch. It can travel up to 495 mm towards the rear by electric drive, and it can be tilted up. An electrically operated fabric sunshade reduces sun radiation.

Ambient light in 30 colours. Night-time drives are made more pleasant by a newly developed form of LED ambient light. The atmosphere inside the Touareg can also be personalised by ambient light. In addition, an optional 30 light colours are available, whose brightness can be variably adjusted. An overview of the ambient light zones in the Touareg:

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As standard

- Door opening levers, front and rear
- Door pullers, front and rear
- Glove box
- Reading light and roof module
- Footwell and luggage compartment
- Door stowage areas
- Centre console stowage area and cup holders

Optional

- Indirect illumination – backlit decorative accents in the dash panel and door trim accents
- Illuminated sill panel trims
- Additional direct light line in the trim strips (wood/aluminium)

Innovision Cockpit in detail – matrix of the digital world

One-screen design. The 'Innovision Cockpit' is celebrating its world premiere in the third generation Touareg. The majority of its buttons are integrated into the 15-inch (1,920 x 1,020 pixels) screen of the top 'Discover Premium' infotainment system, which is curved towards the driver. The cockpit also includes control of the four-zone air conditioning system and operation of seat heating, seat ventilation and massage. Meanwhile, intuitively and frequently used switches, such as volume control, remain intentionally implemented as analogue controls (it is also possible to adjust volume from the infotainment system's touchscreen). Off to the driver's side, the glass-covered display of the Discover Premium visually merges with the similarly glass-covered Digital Cockpit – the Touareg's 12-inch, high-resolution digital instrument cluster (1,920 x 720 pixels). The two screens form a uniform digital landscape along a single visual and operating axis in 'one-screen design'. The following features are part of the extended



content of the Innovision Cockpit: the 'Deluxe telephony' function, an inductive charging function for smartphones, App Connect (integrates MirrorLink®, Apple CarPlay™ and Android Auto™, thereby covering all common Apple and Android smartphones), Media Control (integration of tablets), four USB ports (two front ports interface to the infotainment system with charging function; two rear ports only provide charging) and a Wi-Fi hotspot for up to eight devices. An optional add-on to the Innovision Cockpit is a Head-up Display, which projects key information into the virtual space in front of the driver on the windscreen.

'Discover Premium' in detail

Infotainment system based on the 'MIB2+ High'. The centrepiece of the Innovision Cockpit is the top 'Discover Premium' infotainment system, which serves simultaneously as a radio-navigation system, telephone, information centre and user interface for configuring various vehicle functions. It is a system based on the 'MIB2+ High'. MIB stands for the modular infotainment matrix here. The 'MIB2+ High'-based Discover Premium offered in the Touareg provides features that include the following innovations:

- **Connected navigation:** In navigation mode, extended 3D city models can be called up and displayed. They greatly simplify orientation in unfamiliar surroundings. Along with 3D city models, a conventional map view and a satellite map are also available.
- **'Nav-Gen4 routing':** Here, an ideal alternative route – which leads to the destination stress-free and faster – is computed online on a server, taking predictive models into account (includes consideration of route profiles and topography and recurring traffic situations at rush hour).
- **A self-learning navigation system:** For a long time now, Volkswagen navigation systems have been able to recognise frequently driven



routes and save them, so that it can inform the driver of traffic jams and alternative routes even when navigation is not actively being used. In the Touareg, self-learning navigation is now also used to simplify destination input. The Discover Premium recognises, based on use profiles, where the driver most likely wants to drive, and it recommends an appropriate route.

- **Hybrid radio:** Terrestrial radio reception and internet radio merge in the 'MIB2+ High'. Radio signals are received in the best possible quality, regardless of the transmission path. In addition, title information for currently playing songs can be called up from FM stations, for instance, even in the case of online reception.
- **Mobile online services:** Since the system in the Touareg has an eSIM (initially in 13 European countries), the new SUV is 'always on', even without a smartphone connected. This enables such online functions as hybrid radio. Meanwhile, the range of mobile online services continues to grow. They include reading news aloud and 'Gracenote online' (supplements song information that is saved locally and can be called up offline later). Online information can also be shown on the home screen – such as the latest weather data.

Home screen is multifunctional and can be personalised. The digital layout of the home screen includes a user control status bar (top of screen) that can be personalised, the air conditioning block that can be operated (for Climatronic and seat functions), function tiles (one large central tile and two smaller user-configurable tiles), user-definable favourite buttons (left of screen), selectable clock designs and a 3D model representation of the vehicle and seats. The all-wheel drive and future plug-in hybrid drive (the latter initially in China) can also be visualised. Menu navigation is set up to be intuitive. For instance, the user can press the home button – a virtual button on the lower display border that is familiar from smartphones – to return to the top level of the home screen from any menu with a single click.



It is just as easy to also personalise the Digital Cockpit from the infotainment system's home screen.

'Digital Cockpit' in detail

Interactive instruments. The Digital Cockpit is a fully digitalised alternative to the standard analogue instruments of the Touareg, and it is a central component of the Innovision Cockpit. The driver can personalise the layout of the 12.0-inch display from the home screen or the multifunction steering wheel. Drivers can also vary the layouts and the type and number of indicators according to their personal tastes. Those who like a minimalist layout, for example, can limit the display to the navigation system or media library (plus digital speedometer and gear indicator). The trip meter and odometer remain active throughout and are always shown at the same positions. It is also possible to integrate various system indicators into the Digital Cockpit:

- Active Cruise Control
- Cruise control system
- Speed limiter
- Front Assist (area monitoring system)
- Night Vision (night-time driving assistance)
- Driver Alert System
- Dynamic Road Sign Display
- Tyre monitoring system
- Navigation functionality
- Off-road display (including banking angle)
- Gear indicator (always in display, but at different positions according to the layout)
- Driving speed (always in display, but at different positions according to the layout)
- Fuel consumption

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- Fuel range
- Distance covered
- Destination arrival information
- Acceleration
- Elevation (topographic)
- Compass
- Audio functions

Head-up Display in detail

Ideally placed in the driver's visual field. Information of the 'Windshield Head-up Display' is projected directly onto the windscreen. The display is located in the driver's direct visual field – this means that drivers can see all key information without having to divert their gaze from the road. The Head-up Display is the largest display of its type offered by Volkswagen with a virtual screen size of 217 x 88 mm. The driver can vary the types of information shown in the Head-up Display. Some examples of the information that can be shown:

- Current driving speed
- Dynamic Road Sign Display
- Warnings (e.g. exceeding the legal driving speed)
- Speed limiter
- Intersection detail map
- Navigation instructions
- Adaptive Cruise Control (ACC)
- Cruise control system
- Lane Assist (lane keeping system)
- Side Assist (lane change system)

Personalisation. As outlined above, personal settings – including those for the Innovision Cockpit and Head-up-Display – get saved in the vehicle system and can be automatically reactivated by use of a personal vehicle



key. That is particularly practical if the Touareg was last driven by a colleague or another family member using a different key. Alternatively, the settings can be activated when starting up the vehicle via a menu that opens automatically. The Touareg can save a total of seven profiles for different drivers.

Sound systems in detail

Optional Dynaudio sound system with 730 watts. The new Touareg is equipped with an 80 watt amplifier that is integrated into the infotainment system's central computer. The sound is transmitted by four tweeters (two in the A-pillars, two in the front door shoulders), each measuring 65 mm in diameter, and four 200-mm woofers in the front and rear doors. Optionally, a high-end sound system is available which was tuned specifically for use in the new Touareg together with Danish audio specialist Dynaudio. The system utilises a Dolby 7.1 amplifier with a power output of 730 watts to drive a total of fourteen loudspeakers: four tweeters in the A-pillars and the front door shoulders (each 65 mm in diameter), two mid-range speakers in the front doors (each 100 mm) and four mid-range speakers in the rear doors (each 200 mm), two effect loudspeakers in the D-pillars (each 100 mm), a centre speaker in the dash panel and a subwoofer under the luggage compartment floor.

Standard and optional equipment

Three optional equipment worlds. Along with the basic equipment, three optional trim lines are available for the new Touareg: 'Atmosphere', 'Elegance' and 'R-Line'. 'Atmosphere' is a warm interior world, in which wood and natural colours reign. 'Elegance' stands for a technical interior world where metal and associated colours dominate. 'R-Line', on the other hand, focuses entirely on sportiness. Spoilers and side sills in body colour are provided with the 'Atmosphere', 'Elegance' and 'R-Line' trim lines

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('R-Line' also has wheel well extensions in body colour). Furthermore, additional chrome elements upgrade the exterior in the areas of the bumpers, windows and radiator grille as do exclusive tailpipe trims for the exhaust system (trapezoidal design; standard for V8 TDI). An overview of key features of the trim lines:

Atmosphere (warm world)

- Decorative strips on dash panel in fine wood ('fine grainy ash' or the optional 'shape-conformant grainy walnut')
- Trim panel of centre console in 'Matt Black' and 'Silver' (optional: 'High-gloss black' and 'Silver')
- 'Vienna' leather for basic seats
- 'Vienna' leather for comfort seats
- 'Savona' leather with design perforations
- Load sill protection in stainless steel
- Deluxe bumpers; vertical chrome stanchions
- Sill panel trims with metal inserts
- Additional interior lighting
- Decorative window strips, bare
- Design tail pipe trims, trapezoidal

Elegance (technical world)

- Decorative strips on dash pad in 'Aluminium, brushed 45°' (optional: grey-dyed, 'shape-conformant fine silver birch')
- Trim panel of centre console in 'Matt Black' and 'Silver' (optional: 'High-gloss black' and 'Silver')
- 'Vienna' leather for basic seats
- 'Vienna' leather for comfort seats
- 'Savona' leather with design perforations
- Load sill protection in stainless steel

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- 'Deluxe' bumpers; vertical chrome stanchions
- Sill panel trims with metal inserts
- Additional interior lighting
- Decorative window strips, bare
- Design tail pipe trims, trapezoidal

R-Line

- Decorative strips on dash panel in 'Aluminium Silver Wave'
- Trim panel on centre console in 'High-gloss black' and 'Silver'
- 'Vienna' leather for comfort seats, R-Line
- 'Savona' leather for comfort seats, R-Line
- Load sill protection in stainless steel
- Multifunction steering wheel in leather, heated, with shift paddles
- R-Line bumpers, front and rear in R-styling
- Radiator grille with R-Line badge
- R-Line speed stripes on sides
- Sill panel trim with R-Line badge
- Additional interior lighting
- Decorative window strips, bare
- Wheel well extensions in body colour
- Wheel trims in body colour (19-inch)
- Design tail pipe trims, trapezoidal

Overview of standard equipment of the Touareg base version (V6 models; partial list, examples for German market):

Exterior equipment

- LED tail lights
- LED number plate lighting
- LED headlights

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- LED daytime running lights
- Heat-reflecting glass
- LED reflectors in front doors

Interior equipment

- Trim strips on dash panel in 'Cortina Silver'
- Trim panel on centre console in 'Matt Black' and 'Silver'
- Basic seats, fabric (one colour)
- Storage pack
- Cup holders
- Window trim strips, black
- Floor mats, front and rear
- Luggage space cover
- Glove box with LED lighting, cooling
- Interior lights in footwell, front and rear
- LED reading lights, front and rear
- Centre armrest, front
- Multifunction display (colour)
- Multifunction steering wheel, leather, with shift paddles
- Rear bench seats have 160 mm longitudinal adjustment, tilt adjustment of rear bench seat backrests
- Rear bench seats/backrests split, folding, with centre armrest
- Leather gear lever knob
- Front seats, manual height adjustment

Convenience features

- Door mirrors, electric folding, adjustable, heated
- Automatic differential lock
- Hill Start Assist and Hill Descent Assist
- 4MOTION Active Control
- Electric windows
- Speed-dependent power steering control

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- Cruise control system plus speed limiter
- 'Discover Pro' infotainment system with navigation (9.2-inch)
- Interior mirror, automatically dimming
- Steering column, axial and vertical adjustment
- Personalisation
- Rain sensor for wipers, front
- Preparation for smartphone
- Central locking system with Keyless Go (start/stop engine by pushbutton)
- Two-zone automatic air conditioner (Climatronic)

Safety

- All-weather light
- Pedestrian protection features (including active bonnet, Front Assist with City Emergency Braking System and Pedestrian Monitoring)
- Lane Assist
- Driver Alert System
- Automatic Post-Collision Braking System
- Daytime running lights with auto function
- Traffic sign detection

Colours. The third generation Touareg has a range of 13 exterior colours. Three of these paints are new in the programme: 'Aquamarine Blue', 'Tamarind Brown' and 'Juniper Green' (all metallic). Other colours are 'Pure White' and 'Black' (both monochrome), 'Antimony Silver', 'Sand Gold', 'Quartzite Grey', 'Reef Blue', 'Moonlight Blue' and 'Malbec Red' (all metallic) as well as 'Deep Black' and 'Oryx White' (both pearl effect).



Driver assistance systems of the Touareg

Automated safety and convenience. The new Touareg is one of the world's safest and most convenient cars. Making a contribution to this is its large range of driver assistance systems. 'Traffic Jam Assist including Roadwork Lane Assist' enables semi-automated driving functions here. Also making its debut in a Volkswagen is the 'Night Vision' assistance system. The driver benefits from the interplay of assistance systems more than ever in the Touareg. Convenience and safety reach a new level based on this. An overview of the driver assistance systems:

Driving dynamics and warning systems

- 'Traffic Jam Assist including Roadwork Lane Assist' (semi-automated driving up to 60 km/h)
- Front Assist with City Emergency Braking and Pedestrian Monitoring.
- Front Cross Traffic Assist (warns driver of cross traffic in front of the car)
- Lane Assist (lane keeping system)
- Side Assist (lane change and turn assistant)

Parking and manoeuvring

- Trailer Assist (trailer manoeuvring system)
- Park Assist (semi-automated parking and exiting from parking spaces)

Safety

- Emergency Assist (vehicle control in a medical emergency)
- Automatic Post-Collision Braking System 2.0 (automatic braking after initial collision)
- Proactive occupant protection system (preconditions safety systems and closes windows and the panoramic roof before a potential accident)



Information and display

- Driver Alert System (warning of driver fatigue)
- Night Vision (night-time assistance)
- Rear View (reversing camera)
- Dynamic Road Sign Display (shows road signs such as speed limits and zones where overtaking is prohibited)
- Windshield Head-up Display

New driver assistance systems in detail

Night Vision. The new Touareg is the first Volkswagen to be available with a night-time assistance system: 'Night Vision'. Its thermal imaging camera (infrared camera) registers the infrared radiation emitted by living beings. Any people or animals it detects are highlighted in colour on a black-and-white image: green or red according to the level of risk. The image itself is relayed to the Digital Cockpit. If Night Vision detects a hazard, it warns the driver (by an indicator in the Digital Cockpit and optional Head-up Display). Simultaneously, the brakes and the Brake Assist System are pre-conditioned to prepare them for immediate maximum braking power. By virtue of the new, interactive 'IQ.Light – LED matrix headlights', the system illuminates, by a brief flash, any people in the potential danger zone to make them even more visible to the driver and warns them. This marker light is offered exclusively in combination with Night Vision. The combination of Night Vision and 'IQ.Light – LED matrix headlights' enables much earlier awareness and reaction to hazardous situations.

Front Cross Traffic Assist The new Front Cross Traffic Assist is a system extension of Rear Traffic Alert. Today, in many Volkswagen vehicles Rear Traffic Alert warns the driver of vehicles approaching at a 90 degree angle behind the driver's own vehicle when reversing – the classic situation when exiting from a parking space that is oriented at a right angle to the roadway. The system actively intervenes with emergency braking if the driver does not react to a detected hazard. The new Front Cross Traffic Assist in the



Touareg now also warns of vehicles approaching the front of the car from the sides at intersections, driveways and parking spaces. For this purpose, two radar sensors are integrated in the front bumper, which sense at a 55 degree angle to the vehicle's longitudinal axis to monitor side traffic. Here too, the system intervenes with emergency braking if the driver does not react to a detected hazard to avoid or at least reduce the severity of an accident.

Proactive occupant protection system. The proactive occupant protection system has been further advanced for use in the new Touareg. It bundles all PreCrash functions into one comprehensive approach to actions and recognises even more accident types. Its basic operation: if the proactive occupant protection system detects a potential accident situation – such as by the initiation of hard braking via an activated brake assist system – the seat belts of the driver and front passenger are automatically pre-tensioned and the electric seat functions are preset to ensure the best possible protection by the airbag and belt system. If 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) as is the panoramic sliding roof. With the windows and roof nearly closed, the head and side airbags are able to provide optimal support and thus achieve their best possible effectiveness. Automatic door locking and the hazard warning lights are also activated. As noted, the proactive occupant protection system now bundles these basic PreCrash functions with the parameters 'PreCrash front', 'PreCrash side', 'PreCrash rear', 'rollover' and 'multiple collision'. In addition, the system utilises available sensors to detect potential accidents in advance.

Traffic Jam Assist including Roadwork Lane Assist. One option being offered at the market launch is the 'large driver assistance system package'. It consists of Traffic Jam Assist including Roadwork Lane Assist, the Lane Assist lane keeping system (standard in Europe), Adaptive Cruise Control (ACC; with stop-and-go function), Emergency Assist (controlled stopping in



a medical emergency involving the driver), the new Front Cross Traffic Assist, Side Assist lane change system with Rear Traffic Alert and the proactive occupant protection system. This fusion of very different systems enables drivers to take their hands off the steering wheel for a limited time when Traffic Jam Assist including Roadwork Lane Assist automatically assumes longitudinal and lateral guidance (braking, accelerating, steering).

Trailer Assist. 'Trailer Assist' relieves drivers of the complicated re-thinking otherwise required while reversing with a trailer, namely having to turn the steering wheel to the left to get the trailer to turn to the right – and vice versa. The following components and assistance systems have been merged to create the innovative 'Trailer Assist':

- **Park Assist.** Park Assist uses ultrasonic sensors at the front and rear of the vehicle and sensors in the wheels to measure parking spaces. The control unit for 'Park Assist' sends precise commands to the steering system, telling it how to guide the vehicle into the parking space. If a trailer is connected, the control unit of Park Assist switches to its 'Trailer Assist' mode and provides the steering system with relevant instructions on the direction it must steer to guide the trailer perfectly.
- **Rear View.** The reversing camera, with its electronic eye, sees the trailer tow hitch. It views this as a kind of compass needle which lets the camera determine the current angle of the trailer relative to the rear of the car. The control unit of 'Park Assist' uses this angle to come up with the required steering angle for the trailer.
- **Mirror adjustment.** As already noted, the rotary knob of the electric mirror adjuster on the driver's side acts as a multifunctional joystick that is used to define the articulation angle of the trailer.
- **Display in the cockpit.** When 'Trailer Assist' is activated, the multifunction display between the speedometer and rev-counter, or the 'Digital Cockpit', shows the articulation angle setting for the trailer.



- **Electromechanical power steering.** The car can only set the required steering angle automatically if it has electromechanical power steering. Unlike a traditional hydraulic power steering system (as in the previous Touareg model), it has the ability to be actuated by the vehicle electronics which can then control its movements.
- **How manoeuvring works.** To manoeuvre a trailer in reverse, the driver stops in front of the parking space for the trailer and engages reverse gear. The system is activated by pushing the 'Park Assist' button. The mirror adjustment switch is now shown on the display. An instruction appears, telling the driver how to set the desired steering angle. As soon as the driver activates the mirror adjustment switch, a symbol with a trailer appears in the display. Both the current articulation angle of the trailer and the new articulation angle set by the driver are shown. The driver sets the desired driving direction of the car-trailer combination using the switch for the exterior mirror. 'Trailer Assist' takes the prescribed steering angle. Automatic alignment of the car-trailer is also performed by the control unit of Park Assist and via the electromechanical power steering unit. In the first manoeuvring stage, the driver chooses the articulation angle (up to 75°), to turn in a certain direction while reversing or to drive a curved path. As soon as the trailer is aligned in the direction of the destination, the driver simply pulls the mirror adjustment switch backwards. Then the car-trailer unit reverses precisely in the direction the trailer is pointing without having to make any more manual corrections.

Automatic Post-Collision Braking System 2.0. Around 25 per cent of all accidents involving personal injury are secondary collisions which occur after the initial incident. Such secondary collisions can be avoided, or at least their severity can be minimised, by the Automatic Post-Collision Braking System that is included as standard. After an initial collision, the Automatic Post-Collision Braking System initiates a braking action – within system limits – even before the driver can react. Generation 2.0 of the automatic



Post-Collision Braking System is now being used in the Touareg. The system now brakes the vehicle to a standstill. At the same time, the preventive safety measures of the proactive occupant protection system are activated. In addition, the intensity of the stabilising hard braking is increased to as much as 1g.

'IQ.Light – LED Matrix headlights' and LED tail light clusters

Interactive LED matrix headlights. In collaboration with the German automotive supplier HELLA, Volkswagen has developed one of the world's most advanced headlight systems for the third generation Touareg: the optional 'IQ.Light – LED matrix headlights'. Where they impress most noticeably is with their interactive light control system which makes driving at night easier and safer. Volkswagen designers and engineers, together with the team from HELLA, have also succeeded in fully merging the three-dimensionally designed LED lighting system – consisting of headlights, daytime running lights, indicators and cornering lights – with the Touareg's dominant and charismatic front section and creating an unmistakable day and night light design.

128 LEDs per headlight. The LED headlights use a matrix of light points, which are light-emitting diodes (LEDs) that can be individually activated. The matrix of the dipped beam headlight is formed by a PC board with 48 LEDs, while the PC board for the main beam contains 27 LEDs; the LEDs in the dipped and main beam module are arranged like the squares on a chess board. In addition to the 75 LEDs of the dipped and main beam headlights, there are various other LEDs. Each headlight has a total of 128 LEDs when one includes those for close-range illumination and what are referred to as signalling functions (daytime running lights, cornering, position lights and animated indicators). This means that, in total, the Touareg utilises the power of 256 LEDs in the various segments of the left and right headlights to make night-time bright as day and safer.



Intelligent light functions. A number of intelligent light functions can be activated by the Touareg's electronics via the 75 LEDs of the dipped and main beam headlights, seven close-range illumination LEDs (in five reflector chambers) and three cornering LEDs. Within fractions of a second, the control processor utilises signals from the front camera, digital map data from the navigation system, GPS signals, steering wheel angle and current driving speed to activate the individual LEDs for the best possible lighting. The driver can use Dynamic Light Assist to activate the continuous main beam function. The rest – such as dipping, returning to main beam, urban light, optimal motorway light or off-road light – is looked after by the Touareg itself. As the new matrix headlights are camera-based and extremely bright at all times, they make people, objects, other vehicles and animals visible which could not be recognised as quickly or as well with conventional headlight systems in the night. The gains in lighting power and optimised illumination are clearly perceptible. It is interesting to note that when the already very good xenon headlights of the previous model are compared to the LED system of the new Touareg, in main beam mode the 'IQ.Light – LED matrix headlights' increase the illumination range by more than 100 metres. The interactive headlights already operate like those in a car with an autonomous driving mode. For instance, the front camera detects brightly lit up areas as 'residential'; in this case the Touareg switches automatically from main beam to dipped beam. Based on the navigation data and GPS signals, the Touareg with 'IQ.Light – LED matrix headlights' also recognises when there is a switch from right-hand traffic to left-hand traffic. When travelling from Dover, England, to Calais, France, for example, the system automatically modifies the light distribution upon landfall. The light functions of the 'IQ.Light – LED matrix headlights' in detail:

- **Urban light:** very wide light distribution, focused on the sides, active up to 50 km/h
- **Rural road light:** dipped beam with wide light distribution towards the road shoulder



- **Oncoming vehicle light:** permanent main beam on rural roads without dazzling other road users
- **Motorway dipped beam:** narrower light pattern, focused on long range at higher driving speeds
- **Motorway main beam:** narrower light pattern, focused on long range at higher driving speeds as soon as no other road users would be dazzled
- **Overtaking light:** activation of main beam with pinpoint accuracy to avoid dazzling. The system detects when the Touareg pulls out to the side; this side zone is then illuminated more
- **Main beam:** manually activated main beam to purposely use all 75 LEDs of the headlights for maximum illumination. The light pattern is wider than that of the motorway main beam
- **Poor weather light:** reduces dazzling from the vehicle's own lights and other lights on pavement wet with rain. It is activated as soon as the rain sensor detects precipitation. The 'IQ.Light' reduces annoying light reflections from the headlights on wet, reflective road surfaces directly in front of the vehicle by reducing the light intensity in this zone
- **Sign glare reduction light:** partial dipping of the main beam with pinpoint accuracy, so that light reflected from the headlights does not dazzle the driver
- **Off-road light:** especially powerful dipped beam focused on wide distribution so that obstacles can be seen better in off-road situations
- **Marker light (when using Night Vision):** focused brief flash illumination of people detected by Night Vision (infrared camera) so that the driver can see them better



LED tail light clusters. LED technology is also used for the tail light clusters. The lights produce an unmistakable visual signature at the back of the vehicle courtesy of their design and LED contours. Also strikingly visible both night and day are the brake lights. They are optionally available with signalling function and distinctive switching – 'click-clack' pulsing – of the LED surfaces. In the top version, the rear indicators are also dynamic in their lighting scenario ('wiping').

Turbocharged engines, all-wheel drive and maximum trailer weight

V6, V8 and plug-in hybrid drive. Volkswagen will be offering the new Touareg at its 2018 launch with V6 turbocharged engines (3.0-litre displacement) that offer both high efficiency and superior performance. They are all designed to handle a maximum trailer weight of 3.5 tonnes on the SUV (braked up to 8 per cent grade). The engine range during the launch phase – Europe an example: in Europe there will be two V6 diesel engines with outputs of 170 kW / 231 PS and 210 kW / 286 PS (TDI; both EU6 AG) as well as a V6 petrol engine with an output of 250 kW / 340 PS (TSI; EU6 AJ). The 231 PS TDI develops a maximum torque of 500 Nm, while the 286 PS TDI develops 600 Nm. The TSI attains a maximum torque of 450 Nm. They will be followed by a 4.0-litre V8 turbocharged diesel engine (EU6 AG) with a power output of 310 kW / 421 PS and an impressive maximum torque of 900 Nm. These power output and torque ranges guarantee the largest maximum trailer weights in the segment. Also planned, initially for China, is a plug-in hybrid drive with a system output of 270 kW / 367 PS. The precise launch date has not yet been set for the European Touareg with a plug-in hybrid drive.

4MOTION all-wheel drive. The new, third generation Touareg continues to be equipped as standard with permanent all-wheel drive (4MOTION). The all-wheel drive is coupled to an 8-speed automatic gearbox (with 'shift by wire' gear shifting and a selector lever position indicator in the instrument



cluster), likewise as standard, which can transfer drive torque of up to 1,000 Nm. A centre differential lock with asymmetrically dynamic torque distribution acts as the transfer box between the front and rear axles. A maximum of 70 per cent of drive torque can be applied to the front axle and up to 80 per cent to the rear axle.

4MOTION Active Control. The new Touareg, which comes with all-wheel drive as standard, has 4MOTION Active Control with driving mode selection. The system is operated via the 4MOTION Active Control switch on the centre console. The driver uses it to activate four higher-level modes and various pop-up menus. The driver turns the rotary switch to the left to access the on-road profiles. When the switch is turned to the right, the off-road profiles are accessed. 4MOTION Active Control adapts all relevant assistance systems to the driving situation in just seconds. Also included as standard: driving mode selection. Here, the driver can individually control – according to the standard and optional equipment installed – parameters for the automatic gearbox, automatic air conditioner, steering, various assistance systems, 4-corner air suspension, Adaptive Cruise Control (ACC) and the throttle response of the engine.

Driving mode selection in detail. The five standard and four optional driving modes can be selected from a related menu in the infotainment system and/or 4MOTION Active Control.

An overview of the on-road driving modes

- 'Eco' (optimised for fuel economy)
- 'Comfort' (optimised for comfort on long journeys)
- 'Normal' (well-balanced standard)
- 'Sport' (increased dynamic handling)
- 'Individual' (parameters individually selectable)



- An overview of the off-road driving modes
- 'Snow' (optimised for slippery roads)
- 'Off-road Auto' (optional with 'Off-road Pack'; optimised for general off-road situations)
- 'Sand' (optional with 'Off-road Pack'; tailored to sandy conditions, with no Hill Start Assist)
- 'Gravel' (optional with 'Off-road Pack'; for slightly rough terrain such as farm tracks)
- 'Off-road Expert' (optional with 'Off-road Pack'; off-road parameters individually selectable)

Off-road pack. The optional driving modes for the Touareg are available in conjunction with the Offroad package that may be specified as an option. Along with the additional driving modes, it includes such features as two towing eyes, a larger fuel tank whose capacity is increased from 75 to 90 litres and an underbody protection system with a radiator guard, reinforced underbody protection, a guard element for the 12-volt battery, very rugged aerodynamic fairing, tank guard and stone impact protection.

3.5 tonne maximum trailer weight and new towing bracket. The new Touareg is one of just a few passenger cars designed to tow loads of up to 3.5 tonnes (braked, up to eight per cent grade). The Touareg masters towing such large loads easily based on its running gear configuration, permanent all-wheel drive and high-torque V6 and V8 engines. As in the case with the previous model, it is expected that a high percentage of new Touareg vehicles will be configured and ordered with a towing bracket. It has been re-developed and now offers maximum convenience, because the ball neck of the towing bracket extends and retracts from the vehicle floor. Thanks to a new towing bracket system, it is now possible to mount bicycle carriers for up to four instead of three bicycles.



Running gear with active roll compensation and all-wheel steering

Lightweight aluminium in running gear. The running gear of the new Touareg has largely been re-engineered to further perfect its comfort and dynamic properties. As an option, Volkswagen will again be offering 4-corner air suspension with electronic damping control for the Touareg. Its design has been considerably advanced. Active roll compensation with electro-mechanically adjustable anti-roll bars is a completely new feature. Another new development is all-wheel steering, which makes this large SUV almost as agile and nimble as a compact SUV. Used across the board are five-link suspensions in lightweight aluminium and steel construction. An overview of the individual elements shows all the places where aluminium is being used for the axles.

The front running gear consists of the following

- Shock absorbers (twin-tube dampers)
- Steel springs (with linear characteristics)
- Suspension struts (in cast aluminium)
- Ball joints and wishbones / pivot bearings
- Top-level links (in forged aluminium)
- Pivot bearings (in forged aluminium)
- Coupling rods (aluminium housing with rubber and metal bearings)
- Guide link (forged aluminium)
- Cross brace (steel; bolted to subframe)
- Track control link (forged aluminium)
- Anti-roll bar

The standard rear running gear consists of the following

- Top and bottom wishbones (steel construction; forged aluminium with air suspension and all-wheel steering)
- Shock absorbers (twin-tube dampers)
- Steel springs (with linear characteristic)
- Toe link (steel construction)



- Coupling rods (extruded aluminium)
- Subframe (steel construction)
- Spring control arm (extruded aluminium)
- Aerodynamic cowls (secured to the spring link)
- Hub carriers (cast aluminium frame)
- Anti-roll bar

Active roll compensation. Another new development is adaptive roll compensation. From now on, due to its construction and design, it will be referred to as 'electromechanical, active roll compensation' (eAWS). The two most important components of eAWS are the anti-roll bars on the front and rear axles. Conventional running gear is fitted at the front and rear with a steel anti-roll bar that in each case spans from one side of the axle to the other. When cornering (or when just one side runs over relatively large bumps) the two ends of the anti-roll bar twist counter to one other. The kinematics involved here reduce the vehicle's tendency to roll during cornering. Active roll stabilisation (eAWS) does this even better.

Electromechanical anti-roll bars. In order to extend the limits of motoring physics, the Touareg fitted with eAWS has electromechanical anti-roll bars at the front and rear axles. A central control unit coordinates their use. The two ends of the respective anti-roll bar are connected in this case by an actuator motor. Depending on the driving situation, the two halves of the anti-roll bar are twisted counter to one other (stiffened) or decoupled. The high voltage of 48 volts needed to active the strong electric motors is built up briefly by what are known as 'super caps' (storage capacitors). These active anti-roll bars significantly reduce the Touareg's side lean when cornering. On roads that are uneven on one side, directional stability also improves considerably. When driving off-road, meanwhile, the electromechanical decoupling of the anti-roll bars enables improved articulation of the axles which, in turn, improves traction.



All-wheel steering. Another new feature for a Volkswagen is the optional all-wheel steering. With this, all four wheels are turned simultaneously according to the driving situation. All-wheel steering contributes to the Touareg being one of the most agile large SUVs. Essentially, all-wheel steering has effects during two driving states: at driving speeds below 37 km/h and speeds above 37 km/h. At speeds up to 37 km/h, the rear wheels automatically turn in a direction opposite to that of the front wheels. This makes the vehicle more agile and manoeuvrable. Especially when manoeuvring, the turning circle with all-wheel steering is quite noticeable – it has been reduced by one metre from 12.19 to 11.19 metres. If the speed increases to more than 37 km/h, then, as the driver steers, the rear wheels automatically turn in the same direction as the front wheels. This makes handling appreciably smoother, because all-wheel steering stabilises lane changes – such as when overtaking quickly. The same applies to any sudden evasive manoeuvres.

Advanced 4-corner air suspension. The new generation of 4-corner air suspension not only improves comfort yet further; it also improves the Touareg's aerodynamics and rough terrain driving performance. The new, open air suspension system works both quickly and silently; it is not affected by fluctuations in temperature or outside air pressure (e.g. at mountain altitudes). The air suspension offers the 'Normal' or 'Comfort' level settings as standard. Available in addition to those two levels are the 'Off-road' level (25 mm higher) and 'Special off-road' level (raised by a total of 70mm). At speeds of 120 km/h and above, the running gear is automatically lowered by 25 to 35 mm ('Low' levels) via the air suspension to reduce air drag and improve handling. Last but not least, there is a 'Loading' level (lowers level by 40 mm), which makes loading and unloading the luggage compartment easier.

Air suspension optimises off-road parameters. Off-road parameters vary depending on the suspension. The maximum climbing ability (60 per cent) and banking angle (35 degrees) are identical for both the steel and air

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suspension systems. Meanwhile, the approach and departure angles increase with air suspension from 25 to as much as 31 degrees. The ramp angle also goes up: from 18.5 to a maximum of 25 degrees. As ground clearance can be increased with air suspension, the maximum fording depth also increases (from 500 to max. 580 mm). The manually adjustable levels of the air suspension are activated by a rotary button in the centre console.