The Touareg

The information and specifications in this brochure are for information purposes only as we cannot confirm the exact specifications of the vehicles for the UK market. All the pictures shown in this publication are of left hand drive models to German specifications. Consequently certain models and items of equipment will not be available and specifications may change. The estimated date of launch is mid-July 2003, but note that this date serves as a guide only and is subject to change.

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The Touareg

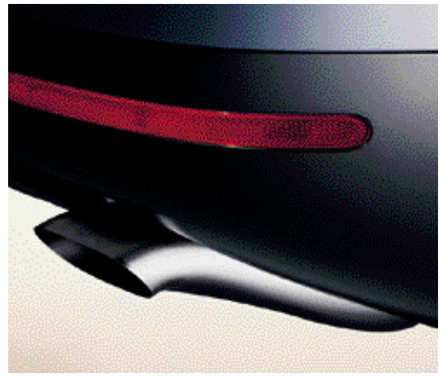
With 149 million square metres on the world's surface, driving should be an adventure.

The Touareg is designed to make life easier. For a start, you'll be faced with fewer decisions, such as the choice between high-tech cruising and off-road qualities. Neither will you have to trade luxury saloon car comforts for demanding terrain capabilities, or compromise on straightforward roadholding for driving exhilaration. For a multitude of driving environments the Touareg will tackle it with calm efficiency.

Looks can be deceptive and the Touareg is living proof. Powerful and extrovert from the outside, the Touareg provides a calm and tranquil inner cabin, courtesy of exceptional build quality and the highest level of equipment. Position yourself in the firm and perfectly contoured driving seat and you'll enjoy an unsurpassed view of the road. Run your hands around the heatable, multifunction steering wheel and the Touareg's quality is assured. Select a few optional extras and at your fingertips lie the features of modern day driving – cruise control, parking assistance, 12-way electrically adjustable seats and tiptronic gear selectors. With '2Zone-Climatronic' as standard – Volkswagen's revolutionary '4Corner-Climatronic' is available as an option. A system that can control individual climate zones around the Touareg's interior so that driver and passengers can select a temperature that suits them. Consider some of the technological features such as an eight speaker hi-fi system with boot-mounted CD autochanger, satellite navigation and TV receiver and it's a taste of things to come.

The world: 15 climate zones on five continents.
The Touareg: four climate zones in five square metres.

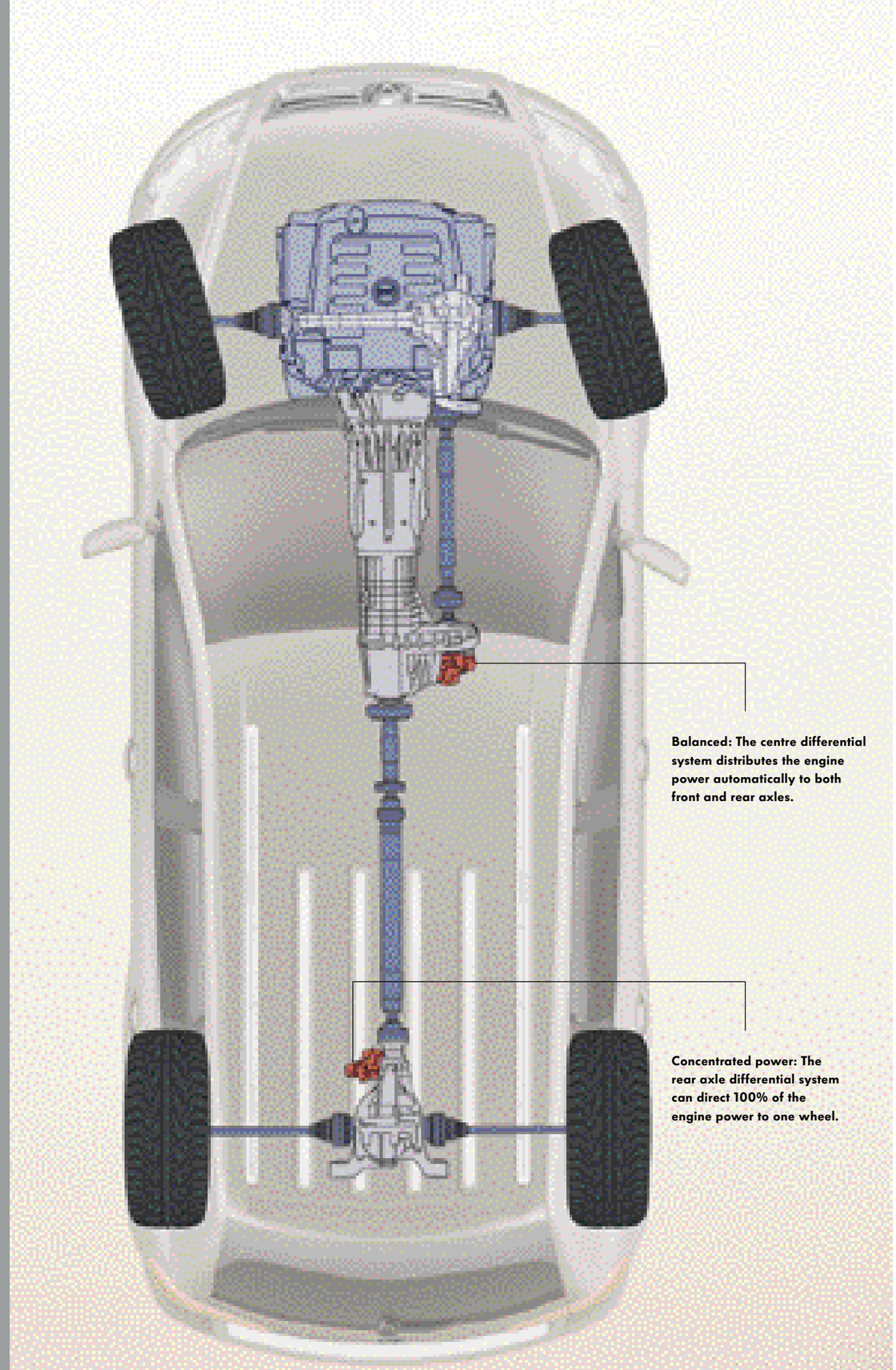
Created to see the world. And be seen.



It's not just under the bonnet where the new Touareg proudly boasts precision engineering, such high standards are clearly evident throughout. The bodywork, for example, appears to have been created from one casting such is the quality of its construction. Attention to detail and individual design elements have been clearly deliberated to ensure a harmonious end result. This can be seen in the design contours of the Touareg and the narrow and uniform gaps between each and every panel.

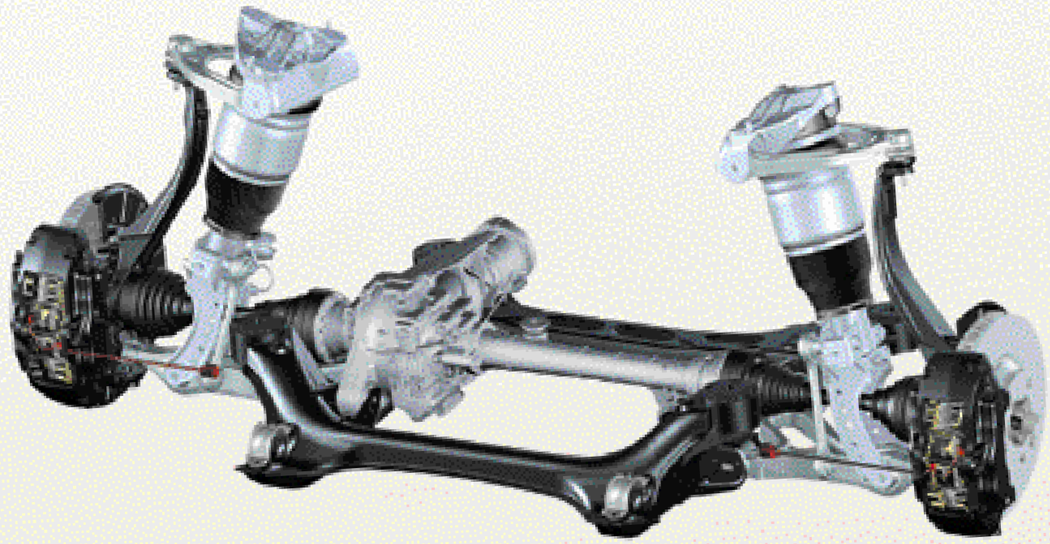
To underline the elegance of the Touareg, chrome is fitted in several places. This includes the rear bumpers and the front cooling grille. The Touareg also exhibits a 'performance orientated' persona, and a number of features bear witness to this characteristic. Like light alloy wheels and clear glass to the front and rear light clusters. The Touareg also revels in off-road situations and such accomplished handling can be attributed, in part, to its high positioned chassis. Above all, the design of the Touareg ensures the utmost safety of driver and passengers, thanks to outstanding bodyshell rigidity and uncompromising off-road capabilities. Features of the Touareg are rarely designed for mere aesthetic qualities, most are developed for performance, efficiency and safety. A good example of this philosophy is the headlight system. By employing Bi-Xenon technology, the front headlights are extremely powerful ensuring a brighter light beam and wider coverage than traditional light sources. In addition, Bi-Xenon bulbs last longer than halogen bulbs providing a further contribution to safety. Furthermore, to increase awareness of your intentions to other road users, the Touareg has additional flashing LED indicators fitted in the side mirrors. There's even a light sensor that will automatically switch on the lights at dusk or when driving through a tunnel. Advanced technology also features heavily with the windscreen wiper system. Sensors on the windscreen are able to assess the amount of rainfall, driving speed and wind pressure in order to automatically control the speed of the wipers to maximum effect.

But it's the attention to detail that sets the Touareg apart, like the 'exit lighting' feature. When you leave your Touareg at night-time, the surrounding area is illuminated by the front and rear lights plus side mirror lights. The duration of this lighting process can be individually set.



Balanced: The centre differential system distributes the engine power automatically to both front and rear axles.

Concentrated power: The rear axle differential system can direct 100% of the engine power to one wheel.



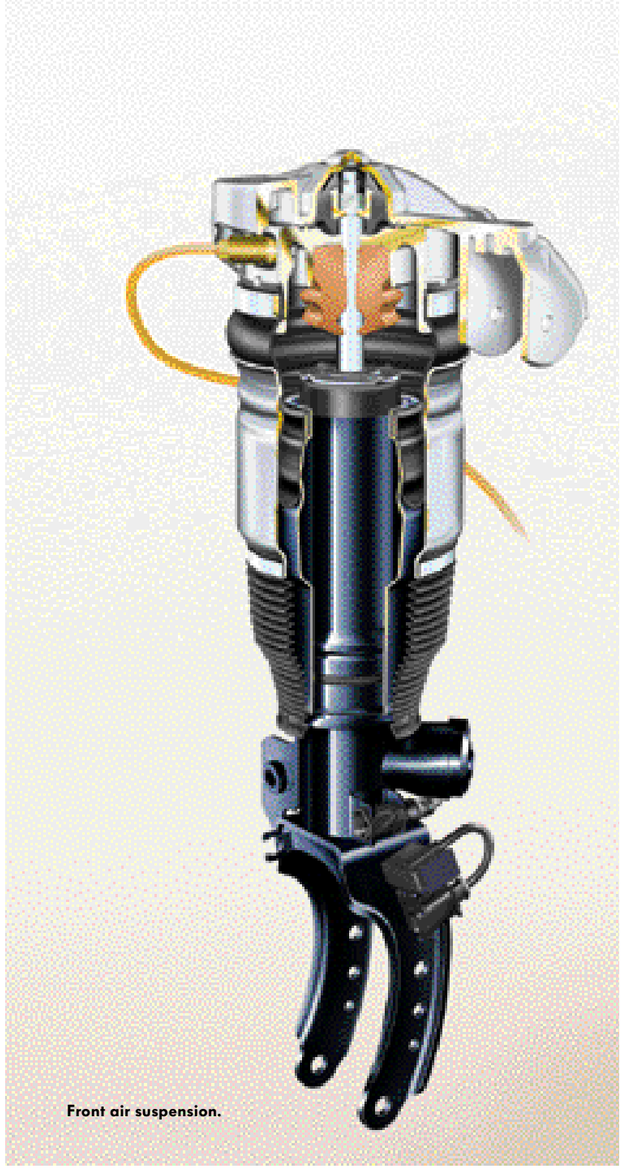
For perfect handling: The wheel suspension benefits from double control arms.

Advanced technology.

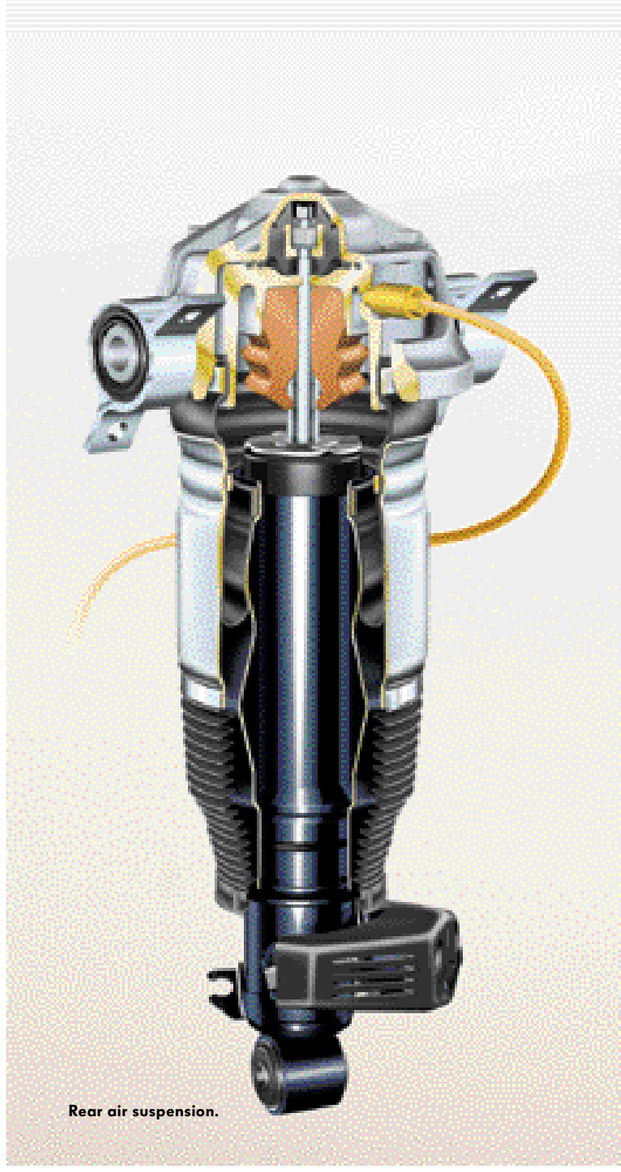
There's an easy way to discover the difference between the new Touareg and a conventional all-terrain vehicle – through your fingertips. Just a simple turn of the twin dashboard mounted knobs and you can adjust the gear ratio, engage the differential locks and adjust the suspension settings. In addition, the damping control lets you select between sport, motorway or extreme off-road terrain for the most efficient handling and maximum comfort whatever driving environment you are faced with. Advanced technological design once again plays an important role in distinguishing the new Touareg. For example, the axle construction employs double linkage, both front and rear, with a resulting drive that's equal to an upper class saloon for smoothness and precision. The chassis is complemented perfectly by the automatic six speed transmission with a dynamic gear change programme. This intelligent system monitors your driving style and will select a gear change pattern accordingly, from comfort to sport mode.

Off-road, the Touareg is in its element largely due to its advanced, permanent four wheel drive system. This is supported by an automatic centre differential locking system, also available as an optional extra for the rear axle. Further innovations to create the perfect drive include Continuous Damping Control (CDC) and air suspension. This suspension system has four settings from 160 mm for loading, up to 300 mm for extreme terrain. There is also a dynamic damping regulator that utilises the 'skyhook principle' to react in milliseconds should uneven road surfaces be encountered. The result is greater driving comfort and added safety in critical situations.

With the new Touareg you have great flexibility in all driving conditions. Through the control knobs you can set the distribution of drive and low range steps, the vehicle's ride height and select one of three damping settings. The choice is yours. Then again, you could select 'AUTO' and let the Touareg decide for you. Its intelligent sensors will then detect changing road surfaces and vehicle speed and, through sophisticated electronics, automatically adjust the suspension settings accordingly, all in a matter of milliseconds.



Front air suspension.

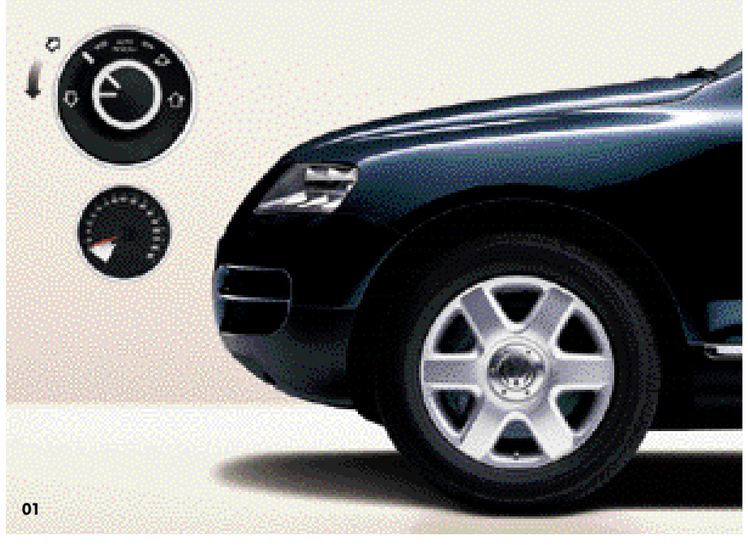


Rear air suspension.

01 **At a five star hotel in Zürich, Switzerland. Standstill. Loading the boot.**

02 **The autobahn near Berlin, Germany. 75 mph. Overtaking an all-terrain vehicle.**

03 **St. Andrews, Scotland. 5 mph. Crossing a ford.**



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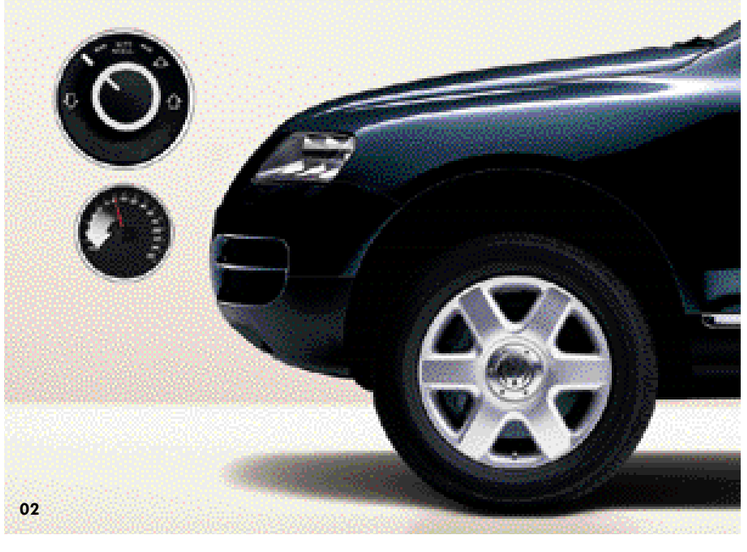

02

03

Mountain passes, motorways and off-road. Power and flexibility is the key.

Whether you are cruising down a motorway or going off-road, it's reassuring to know you have plenty of power in reserve. With the new Touareg you have a choice of petrol or diesels, each sharing a common goal – powerful torque ensuring acceleration and performance throughout the rev range.

If it's a petrol engine you desire, the range starts with a V6 220 PS. Developing 305 Nm of torque, it will accelerate from standstill to 62 mph in 9.9 seconds.

Diesels are becoming increasingly popular, and with Volkswagen's extensive research and development in diesel technology, the resulting engines have totally eradicated the perceptions of early diesels. Today's diesels are efficient, powerful and extremely clean.

If proof were required, look no further than the V10 TDI, the most powerful diesel ever built for a passenger car. With 313 PS, 750 Nm of torque, the V10 TDI can accelerate from 0 - 62 mph in just 7.8 seconds and achieve a top speed of 140 mph, where the law permits. Such performance is due to innovations such as 'Pumpe Düse' technology, a fuel injection system that can feed fuel at extreme pressure for greater engine efficiency.

Please note: The maximum power output figures are quoted in PS (or Pferdestärke, which is the metric equivalent of horsepower). To convert from metric to imperial horsepower, divide the PS figure by 1.0139. For example, 240 PS is equivalent to 237 bhp.

Driving can create many unforeseeable situations on or off-road. For this reason, safety features were high on the agenda when it came to developing the new Touareg. To begin with, the construction of the Touareg provides great strength and rigidity. This has been achieved through steel tubes in the side sills, the use of high strength steel, laser welding to the seams and overall galvanising. The interior is equally blessed with extensive safety features including six airbags – two in the front, two at the side and curtain airbags for additional protection from side impact.

To help you avoid accidents in the first place, the Touareg is designed with numerous active safety features. These include ABS brakes, electronic stabilisation programme (ESP), anti-slip regulation (ASR) and electronic differential locking (EDL). Features continue with engine braking control, electronic tyre pressure monitoring and hydraulic brake assistant that helps reduce the stopping distance by boosting brake pressure under an ‘emergency stop’ scenario.

Active safety features. The easier way to protect driver and passengers.

Technical specification.

		3.2 litre V6	5.0 litre V10 TDI
Engine	Engine type	Six cylinder petrol	10 cylinder diesel
	Cubic capacity, ltrs/cc	3.2/3189	5.0/4921
	Bore/stroke, mm	84.0/95.9	81.0/95.5
	Max. output, PS [01]/kW at rpm	220/162 5800	313/230 3750
	Max. torque, lbs.ft/Nm at rpm	225/305 3200	553/750 2000
	Compression ratio	11.0 : 1	18.5 : 1
	Emission class – manual gearbox	EURO 4	–
	Emission class – automatic gearbox	EURO 4	EURO 3
	Gearbox	Six speed manual Six speed automatic	Six speed automatic –
	Generator, A	150 - 190	190
	Battery, A (Ah)	340 (70)	480 (85) + 520 (110)
	Reduction gear, I	2.66	2.66
Weights, lbs/kgs	Unladen weight [02]	4882/2214	5565/2524
	Gross vehicle weight	6494/2945	6791/3080
	Payload [02]	1612/731	1226/556
	Axle load limit: Front Rear	3120/1415 3550/1610	3285/1490 3638/1650
Trailer load limits, lbs/kgs [03]	Braked 12% incline	7718/3500	7718/3500
	Unbraked	1654/750	1654/750
	Nose weight	309/140	309/140
	Roof weight	221/100	221/100
Top speed, mph (km/h) where law permits	With manual gearbox steel spring/air spring	125 (201)/128 (206)	–
	With automatic gearbox steel spring/air spring	122 (197)/126 (203)	–/140 (225)
Acceleration, secs 0 - 62 mph	With manual gearbox	9.9	–
	With automatic gearbox	9.9	7.8
Environmental information. Official fuel consumption according to EU Directive 99/94[04], mpg/ltr per 100 km	Fuel grade	Super plus, unleaded, or four star, unleaded, minimum 95 ROZ [05]	Diesel, minimum 49 CZ [06]
	With manual gearbox:		
	Urban	15.2/18.6	–
	Extra-urban	26.6/10.6	–
	Combined	20.9/13.5	–
	Official CO_2 emission, g/km [07]	324	–
	With automatic gearbox:		
	Urban	14.8/19.1	17.0/16.6
	Extra-urban	26.2/10.8	28.8/9.8
	Combined	20.5/13.8	23.2/12.2
	Official CO_2 emission, g/km[07]	331	329

The technology.

Engines

– 3.2 litre/162 kW (220 PS[01]) V6 petrol engine. Six cylinder 'V' engine, four valves per cylinder, grey cast cylinder crankcase, cylinder angle 15°, in VR design, bore 84 mm, stroke 95.9 mm, connecting rod length 164 mm, cylinder distance 65 mm, valve drive via roller valve levers, continuous inlet and exhaust camshaft adjustment, single spark ignition, electronic accelerator engine control

– 5.0 litre/230 kW (313 PS[01]) diesel engine. 10 cylinder 'V' engine, aluminium cylinder crankcase, injection pressure up to 2,050 bar, twin turbochargers with electronic boost adjustment, bore 81 mm, stroke 95.5 mm, connecting rod length 144 mm, cylinder distance 88 mm, compression 18.5 : 1, engine management with master-slave principle

Transmission

– Permanent four wheel drive, central differential with electronically controlled friction-disc lock and low range gearing, four wheel EDL
– V6: Six speed manual gearbox
  Six speed automatic gearbox
– V10 TDI: Six speed automatic gearbox

Running gear

– Front and rear independent suspension on double wishbones with acoustically insulated subframes
– Front and rear anti-roll bar
– CDC air suspension with automatic self-levelling system and height adjustment as well as continuous, speed-related electronic damper control (on V10 TDI)

Notes

01 The maximum power output figures are quoted in PS (or Pferdestärke, which is the metric equivalent of horsepower). To convert from metric to imperial horsepower, divide the PS figure by 1.0139. For example, 240 PS is equivalent to 237 bhp.

02 Figures are calculated in accordance with manufacturer's criteria. Vehicle unladen weight ranges with 90% tank capacity without driver (75 kg). The individual unladen weight depends on the specification of the vehicle, this then reduces the possible payload accordingly.

03 With increasing altitude the engine performance diminishes. From 1,000 m above sea level and for every 1,000 m thereafter 10% of the vehicle/trailer weight (trailer weight + gross vehicle weight) must be deducted.

04 The consumption calculation according to 1999/100/EC is based on the actual unladen weight of the vehicle. Additional specifications can lead to a higher weight class and hence to consumption figures of this higher weight class. The driving style, road and traffic conditions, environmental influences and vehicle condition can in practice lead to consumption figures, which may differ from those calculated with this standard.

05 Thanks to the knock control, unleaded four star (at least 98 ROZ) can be used instead of unleaded Super plus.

06 The use of bio diesel according to DIN 51606 is possible to about -10°C.

07 The weight of a vehicle will influence the level of CO_2 emission it produces; as a result, vehicles with higher levels of specification and factory-fitted options may emit higher levels of CO_2. The CO_2 figure quoted for each vehicle is the maximum possible. The unladen weight of the vehicle is calculated by range at the time of manufacture and the maximum possible CO_2 emission for that weight range is applied according to the Council Directive 80/1268EEC as amended by Commission Directive 1999/100/EC on the approximation of the laws of the member states relating to the carbon dioxide emissions and the fuel consumption of motor vehicles.