



Commercial  
Vehicles

## The Amarok | Press Release



# Amarok

## **The Amarok –**

### **Ute will expand the brand's position internationally**

Amarok competent new contender in the mid-size ute market

Fuel efficient Volkswagen ute could become a trendsetter

Volkswagen Commercial Vehicles is embarking on new terrain with the Amarok. Thanks to the vehicle's versatility and efficient drive technology, the Volkswagen Commercial Vehicles brand is staking its claim in the mid-size ute category. Volkswagen Commercial Vehicles sees an excellent opportunity for establishing itself in this market with the Amarok – a ute that is fuel-efficient, rugged and uncompromising in design. The Amarok – with its fuel efficient engine and advanced overall concept – has the potential to become a trendsetter for this type of vehicle.

The Amarok is produced at the Pacheco plant near Buenos Aires, Argentina. The name for the new ute has been chosen: In the language of the Inuit Indians of Northern Canada and Greenland, "Amarok" stands for the wolf.

The ute is a highly flexible type of recreational and utility vehicle that is extremely popular, especially in South America, but also in the Australian, African and Asian markets. This is a market segment in which Volkswagen Commercial Vehicles sees great potential for its own product line, and it is now sending the highly advanced Amarok into the competitive field to win over customers. As the first mid-size ute from a high-volume European producer, this new model series will assume a key role in the Volkswagen Group's growth strategy.

This much is certain: It will set the standards in its competitive field. Never before has there been a comparable model so fuel-efficient and low emitting, comfortable and safe. Amarok is paving the way in practical everyday use too. For instance, its load area is the widest and easiest to load in its segment. This versatility, together with highly advanced powertrain technology, gives it the potential to set the pace in this vehicle category.

# Body Styling and Dimensions

## **The Amarok –**

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

Amarok debuts as a Dual Cab with space for five and passenger vehicle comforts

Very wide built for high payloads: Load area sets top values in its class

The Amarok is launching in a four-door layout with a dual cab configuration; the two person “Single Cab” version will follow. In concept and styling, the Amarok – at a length of up to 5.25 metres – is like a ute from a style guide: straightforward in design with a confident and rugged stature, the linearity of its styling makes it an especially classy vehicle. It is also based 1:1 on the new Volkswagen “design DNA” with design features also found on the latest Caddy, Transporter, Multivan and Caravelle.

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

The styling of the Amarok also generates excitement in its clearly organised, dynamically curved surfaces. This is typified by the front spoiler with integrated lower cooling air inlet and round front fog lights (standard from Trendline), which in the Highline and Ultimate equipment lines have circular chrome surrounds.

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

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

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

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

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

The smooth surface of the closed tailgate reflects the high standards of its designers. It shows high value, and at its centre it sports a boldly sized Volkswagen logo. The rear lights on the sides have a distinctive signature that expresses a unique night look. They do not extend into the tailgate. This protects the lights from damage, and it also makes it possible to drive with an open tailgate when transporting extra long cargo.

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

# Interior and Load Area

## The Amarok –

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

Amarok Dual Cab offers excellent travel comfort for five people

The Amarok's load area can handle a Euro pallet loaded sideways

Just as welcome as the ute's durable materials are the excellent seating comfort and well thought-out controls in the rugged interior of the new Amarok, both typical of Volkswagen. The Dual Cab, offering the largest interior in its class, provides a pleasant ambiance for commercial users and private customers alike. It offers good all-around visibility that makes it just as easy to manoeuvre the 1.94 metre wide ute on tough off-road trails as in city traffic.

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

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

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

The cockpit meets very high standards for ergonomics and controls, as is typical of Volkswagen Commercial Vehicles. Two round instruments, designed for clear viewing and stylish looks, give information on vehicle and engine speed. On the Amarok Highline, they take on an elegant appearance with chrome bezels. At the centre of the instrument cluster, a large easy-to-read digital display shows additional information. Auxiliary controls for the 4MOTION four-wheel drive and power transmission functions are located near the gearshift lever, where they can be operated intuitively and are easy to reach.

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

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



The Amarok demonstrates a high level of everyday utility in its numerous interior storage options. Its clever design satisfies practically all needs. The large door bins can hold 1.5 litre bottles in the front doors and 1.0 litre bottles in the rear, for instance, and two cup holders are provided in the centre console. Starting with the Trendline, there are also two cup holders for passengers on the rear bench, as well as a storage compartment like the one between the front seats with a cushioned cover that serves as an armrest too. There is also a sliding drawer under each of the front seats. 12-Volt accessory outlets are located behind the gearshift boot on all models and in an easy-to-reach tray on the instrument panel on the Amarok Trendline and Highline. Also new is what is known as the multi-connect point (standard from the Trendline). It can be used to install a hands-free phone unit, ring-bracket cup holder, ashtray or other accessories.

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

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

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

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

Consider its user friendliness: The Amarok is the first and so far the only ute in its class whose load area can handle a Euro pallet (1200 x 800 mm) sideways – a clear plus in everyday use when it comes to loading flexibility. This advantage can be attributed to its generous distance between wheel housings of 1,222 mm. Four tiedown points make it easier to properly secure cargo to be transported – whether lawnmowers, quads, furniture or large crates. In addition, there is a 12-Volt accessory outlet on the load area (standard from Trendline).

Consider its maximum payload: With a gross vehicle weight rating of up to 3,040 kilograms in the Amarok with Heavy Duty suspension, it is not only able to transport especially bulky items, but very heavy cargo as well. Its rated payload capacity of up to 1.15 metric tons represents a top value in the segment of mid-size utes. The Volkswagen exceeds some of its competitors by over 27 percent here.

## Running gear options for optimal comfort or payload

Essentially, the Amarok Dual Cab is available in two running gear versions: At the rear axle, the optional comfort suspension (standard with permanent 4MOTION all-wheel drive) consists of a 2+1 trapezoidal spring pack offering greater suspension comfort and lower noise – especially at higher vehicle speeds – and a 20 kilogram reduction in weight.

It permits a maximum payload of up to 937 kg (depending on model) with a weight rating of 2,820 kg. The comfort suspension may be paired with the 2WD rear-wheel drive, permanent 4MOTION all-wheel drive system with Torsen differential or the 4MOTION version with selectable four-wheel drive and a rigid lock.

As standard, the Amarok is available in the Heavy Duty version mentioned previously. This version is offered together with the 2WD rear-wheel drive or selectable 4MOTION four-wheel drive with rigid lock. This package – consisting of a conventional 3+2 trapezoidal spring suspension similar to those typically used in many utes – can be selected at no extra charge. Customers will benefit from its progressive force-displacement characteristic that assures a constant high level of driving comfort – whether the vehicle is driven empty or loaded. It also offers a high overload safety factor and suspension reserve when travelling on poor quality roads. In this version, the gross vehicle weight rating increases to 3,040 kg. As mentioned, this gives the Amarok a payload potential of up to 1,157 kg – another new top value compared to the direct competition.

## The Amarok –

### Volkswagen ute brings sustainability to the market segment

One-of-a-kind in its segment: CO<sub>2</sub> emissions just over 200 g/km

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

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

That is because the Amarok is debuting with a highly advanced TDI400 common rail engine. The top engine is a 120 kW two-litre four cylinder, which – thanks to dual-stage control bi-turbo charging – develops a remarkably powerful torque of 400 Newton-metres at a low 1,500 rpm.

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

## A first among utes: TDI engine with bi-turbo charging

TDI with 400 Nm: Thanks to its innovative Bi-Turbo TDI, the new Amarok assumes a distinctly unique position among mid-size utes. Volkswagen is now extending its pioneering downsizing strategy to the ute market with this fuel-efficient and environmentally friendly engine technology that is without equal in this segment. Thanks to its two-stage turbocharger control, highly advanced common rail injection system and special combustion process, this 2.0 litre displacement four-cylinder 16-valve engine meets applicable emission limits while attaining high passenger car standards for acoustic comfort and smooth running.

At the same time, the agile response of the Amarok's diesel engine with its brawny torque satisfies customer wishes for high torque at low engine speeds and combines this performance with remarkably low fuel consumption. Expressed in numbers: 400 Newton-metres all come together at just 1,500 rpm. This generates sufficient propulsion for all of life's situations. At higher speeds, the long sixth gear of the standard 6-speed manual gearbox reduces engine speed and fuel consumption, reducing driving noise and emission values.

The TDI400 Amarok shows perceptibly fast-paced engine performance which contrasts with fuel economy and emission values that set new benchmarks in its class. Take the Amarok with 2WD rear-wheel drive, for instance: In combined mode it consumes just 7.7 litres diesel per 100 kilometres. This is equivalent to carbon dioxide emissions of just 203 g/km. When paired with a 4MOTION selectable or permanent 4MOTION all-wheel drive, the Amarok exhibits a combined fuel consumption of 7.9 litres (209 g/km CO<sub>2</sub>) – also remarkably low.

# Rear-wheel and all-wheel drives

## Three alternative drivelines cover wide range of uses

Three different driveline concepts are available for the new Amarok Dual Cab: pure rear-wheel drive in the entry model, rear-wheel drive with selectable 4MOTION four-wheel drive and the permanent 4MOTION all-wheel drive system that is reserved for the Amarok Ultimate with standard comfort suspension; it has a Torsen differential – another first in this class. All three driveline versions also have an Electronic Rear Differential Lock (EDL) which operates by automatic braking interventions that prevent wheel spinning on one side of the vehicle. Thanks to EDL, drive forces are always applied to the wheel with the best traction. Standard on all 4MOTION models, Volkswagen also offers a rear differential lock for challenging off-road duty.

2WD: With 2WD rear-wheel drive, the new ute should appeal to customers who are primarily interested in the unique aspects of a ute body and the flexible cargo options it offers, but will predominantly drive their vehicles like a passenger car on paved roads. All Amarok engines deliver the lowest fuel consumption and CO<sub>2</sub> emissions values and maximum payloads in this version.

4MOTION: The four-wheel drive variants are at home on off-road terrain as well. A rare configuration in the ute segment is the Amarok with permanent all-wheel drive, which is identifiable by the black “4” in the 4MOTION signature. Its central Torsen differential assures optimal engine power distribution between front and rear axles under all duty conditions to guarantee excellent vehicle dynamics and high traction on unpaved trails. Normally, the distribution ratio is 40:60; however, under rugged conditions, power distribution can be varied according to the properties of the road surface.

The ideal choice as an off-road specialist for the toughest conditions is the Volkswagen Amarok with selectable four-wheel drive – identified by a red “4” in the 4MOTION logo. This conventional solution – widely used in the ute segment - produces solid power transfer between the axles at the press of a button. Additional off-road gear reduction of the ute’s 4-wheel drive low setting and the standard 6-speed gearbox also enables extreme crawler drives. This is beneficial when taking on complicated passages and climbing extreme inclines with up to 100 percent grades (45 degree incline angle), which the Amarok can even master with a full payload.

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

The Amarok from Volkswagen Commercial Vehicles cuts a good figure on the roads, yet when paired with the mentioned selectable 4MOTION four-wheel drive and rear differential lock it is also ideal for serious expeditions on difficult off-road terrain. This is already reflected in its remarkable climbing abilities: Even 100 percent grades – corresponding to an incline angle of 45 degrees – are obstacles readily conquered. The same applies to the dreaded approach to an incline: With an approach angle of 28 degrees (front) and exit angle of 23.6 degrees the Amarok masters steep inclines as well as deep holes, which it handles impressively thanks to a ramp breakover angle of 23 degrees. And it can even wade through water half a metre deep.

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

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



# Chassis and Running Gear

## The Amarok –

### Volkswagen brings maximum active safety to the ute segment

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

On-road and off-road: Optimal traction and safety with ESP

The Amarok, an entirely new development, is the most recent model series by Volkswagen Commercial Vehicles and the first ute by a high-volume European producer. It is based on an internally developed rugged ladder frame – a construction method typical in this segment. Choice application of high-strength steels gives this chassis an exceptionally high level of crash safety, and it redefines the standards in its class.

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

The exceptional stability of the Dual Cab benefits from generously sized A and C pillar sections. At the same time, decoupling the cab from the frame results in optimal torsional resilience. This is especially advantageous for the Amarok's driving behaviour on rugged roads, providing tremendous strength especially in the area behind the passenger compartment. The ute box is securely screwed to the ladder frame.

## Chassis unifies comfort with high payload capacity

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

The ute satisfies customer wishes for different maximum payloads with two different rear running gear options. A comfort suspension is used on the 4MOTION variant with permanent all-wheel drive. It consists of a 2+1 trapezoidal spring pack that offers greater suspension, vibration and noise comfort. The gross vehicle weight rating is up to 2.82 metric tonnes. In the case of the Amarok 2WD, this corresponds to a maximum payload of 937 kilograms.

In conjunction with the standard Heavy Duty package, the ute truck can handle a load of up to 1,157 kg and weigh 3,040 kg – a new top value in this segment. This package is standard on the rear-wheel drive version and on the Amarok with selectable 4MOTION drive; it consists of a very high-load 3+2 trapezoidal suspension with three primary and two additional spring packs – a proven and widely used construction method in the ute segment. It offers a continuously high level of driving comfort and overload safety factor, independent of payload, thanks to its progressive force-displacement characteristic.

## Electronic control of braking system optimises active safety

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

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

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

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

Many ute fans especially value their vehicles for their qualities as towing vehicles. Here too the new Amarok offers excellent performance. All versions can tow braked trailers up to 2.8 metric tons (750 kg unbraked) with a maximum downhill weight of 280 kilograms (up to twelve percent grade) – this means that it can even handle very heavy horse trailers. The gross weight of the vehicle-trailer combination may reach up to 5.5 metric tons. An advantage of the factory-installed towing prep package: An extra large engine cooling system ensures that the temperature of the four cylinder engine always stays in the green zone during trailer towing, even under difficult conditions.

As in conventional ESP control of the curve driving limit, the control module throttles down the engine and initiates braking in a highly complex process. All four wheels are decelerated in a relatively restrained manner: Mildly at the beginning, and if necessary more vigorously later. To achieve stability, braking begins precisely when the trailer passes through the “neutral” or zero position in its swaying motion. The ESP control module counteracts the transverse forces transmitted to the towing vehicle by applying different amounts of braking force to the front wheels in an alternating sequence.

# Standard and Special Equipment

## The Amarok –

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

Four equipment lines, attractive accessories program,  
functional extras

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

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

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

## Entry model of Amarok impresses with rugged charm

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

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

# Amarok Trendline

## Amarok Trendline – ideal for both recreation and work

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

The Trendline Amarok serves up some luxurious touches. The high performance Climatic airconditioning with its electronic temperature control is as much a part of its standard equipment as the RCD 310 CD-radio system with four loudspeakers mounted in the front of the interior. Beneath the front seats, additional hidden storage bins provide space for other accessories. The cruise control system enhances driving comfort, especially on long journeys, while the multifunction display (MFD) on the instrument panel supplies helpful supplemental information such as the distance to the next refuelling stop.

## Amarok Highline – lifestyle ute with luxurious details

The Amarok Highline combines design elements that are as extroverted as they are confident and elegant, with especially high-end interior and exterior details. The exclusive top equipment line fulfils the wishes of customers who are looking for a load-capable lifestyle ute with all of the practical advantages of a Volkswagen. At first glance, this variant already sets itself apart from the other two versions on its exterior, e.g. by its distinctive wheel arch flares and coordinated 18-inch aluminium wheels. Chrome accents for the front bumper and the outside mirrors and dark tinted privacy glass in the rear highlight its elegant style, as does the chrome-plated rear bumper.

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

The RCD 510 CD-radio with its large display and MP3 capability offers a refined acoustic experience through its six factory installed loudspeakers in the Dual Cab. And the standard automatic Climatronic air-conditioning system provides for a comfortably balanced climate aboard.



# Amarok Ultimate

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

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

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

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

# Special Options / Colours

## Multifaceted range of special features and accessories

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

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

Communication is easy with the Volkswagen Bluetooth Touch Phone kit, with high phone connectivity and voice clarity utilizing the vehicle's audio system. Voice recognition dialing also makes this unit easy to use and operate without contact with your handset.

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

## Special solutions for special duties

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

## The colour spectrum

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

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Volkswagen Group Australia - Sydney

### **Volkswagen Amarok first dual-cab ute to receive 5 star ANCAP rating**

The Volkswagen Amarok is officially the first ute in its class to be awarded a 5 Star rating by ANCAP (The Australasian New Car Assessment Program), making it the safest dual-cab ute in Australia. All Amarok variants with permanent 4MOTION all-wheel drive and selectable 4MOTION four-wheel drive were awarded this 5 Star rating. To achieve an ANCAP 5 Star rating, the Amarok had to achieve the highest internationally recognised standards in all test categories.

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

Phil Clark, Commercial Vehicles Director, is delighted with the announcement: "We always knew that the Amarok was going to be a strong contender in the very competitive ute market, but to receive a 5 Star rating from ANCAP was the icing on the cake. We are proud to be the first automotive manufacturer in Australia to highlight the importance of standard safety features across all model variants, ensuring that every Amarok customer travels with the highest level of safety."

The Amarok goes on sale in Australia as of 1 March 2011.