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# Golf GTI Image Portfolio

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**The new Golf GTI –**

Australian Media Launch, Tasmania, October 2013



Important:

All the data and descriptions included in this press folder are valid for the programme of models available for sale in Australia. Different details may apply in other countries. This information may be subject to change or correction.

# New Golf GTI - pure driving dynamics with the everyday qualities of the Golf

## Premium equipment as standard: progressive steering, Driver Fatigue Detection system, Driving Profile Selection, Multi-collision brake, Adaptive chassis control and Extended Electronic Differential Lock (XDL)

**Launceston, October 2013.** Since 1976, the letters "GTI" have stood for superior dynamic performance. The first Golf GTI became an instant classic, and this month marks the highly anticipated launch of the all-new seventh generation Golf GTI in Australia. With a 162 kW output doubling that of the Golf GTI Mk 1 (81 kW); the GTI offers increased power, significantly more torque and the fastest acceleration yet in a GTI.

The new Golf GTI accelerates to 100 km/h in 6.5 seconds. Based on its handling properties, the GTI is uniquely placed to penetrate the market segment of considerably more expensive sports cars.

The seventh generation of the sporty icon is the first Golf GTI to launch with standard technology highlights such as progressive steering, the Driver Fatigue Detection system, Driving Profile Selection, Multi-collision brake and Extended Electronic Differential Lock (XDL). Optional systems available in the new GTI include Adaptive Cruise Control (ACC) and the surroundings monitoring system Front Assist with City Emergency Braking.

The Golf GTI is equipped with a Start/Stop system and a six-speed gearbox as standard, achieving the low fuel consumption value of 6.2 l/100 km ($CO_2$: 144 g/km). Its combined fuel consumption has been reduced by 1.5 litres or 19 per cent compared to the previous model (155 kW).

An optional six-speed dual clutch gearbox (DSG) offers uninterrupted propulsive power; matching the character of the sporty icon perfectly. In this case, the fuel consumption is 6.6 l/100 km (equivalent to 153g/km $CO_2$), 13 per cent less than that of the previous GTI.

As with the models already launched in the Golf 7 range, the GTI is based on the new modular transverse matrix (MQB), and also benefits from significant weight reductions improving performance and efficiency. The new Golf GTI weighs 1,380 kg to 1,324 kg (56 kg savings in the DSG). In urban traffic and traffic jams, the standard Start/Stop system of the GTI also has a positive effect on fuel economy.

The substantially higher torque of 350 Nm (instead of the 280 Nm of the previous model) made it possible to also reduce the gear ratios for lower engine speeds, adapting them to the engine's lower rev levels. Internal engine modifications were also made – including a new and innovative thermal management system – contribute towards the noted 19 per cent improvement in fuel economy in the 2.0-litre TSI manual.

Along with the iconic GTI insignia, the new Golf GTI is distinguished from other cars in the model series by numerous additional features. The exterior features red painted brake callipers, smoked rear lights and chrome tailpipes on the left and right. Also standard on-board the most powerful, fastest and most fuel-efficient Golf GTI ever are the newly designed standard 18-inch 'Austin' alloy wheels with size 225/45 tyres.

The GTI heritage cues continue in the interior. The fabric known as "Jacky" in the previous model was redesigned and is now known as "Clark". In addition, the sports seats and door trim panels can be ordered with optional "Vienna" leather upholstery. The GTI instrument cluster also makes a strong statement with a colour display and unique instrument graphics. The GTI-specific look in the interior is rounded out by such features as an independent leather sports steering wheel (with multifunction keys), red ambience lighting (in front, in the trim strips of the doors and the stainless steel door sill guards) and brushed stainless steel pedals.

The Mk 7 Golf GTI continues the legacy the original started in 1976. Through the previous six generations, the Golf GTI has continued to push the boundaries of what is possible technologically in a sports car with practical, everyday applications. A bestseller in the Australian market with cult status, the seventh generation Golf GTI is set to raise the bar even higher with unprecedented levels of performance, efficiency and convenience.


WSD 25B

# 162 kW Golf GTI engine consumes just 6.2 l/100 km

## Fuel economy of new GTI engine was improved by up to 19 per cent

**Tasmania, October 2013.** The Golf GTI VII is powered by an advanced engine of the EA888 series – a two-litre turbocharged direct-injection petrol engine (TSI) with a new cylinder head design. The TSI produces 162 kW (from 4,500 to 6,200 rpm). The GTI is also equipped with a Start/Stop system as standard and, with a six-speed manual gearbox, attains the low fuel consumption of 6.2 l/100 km ($CO_2$: 144 g/km). The combined fuel consumption of the new Golf GTI manual was thereby reduced by 1.5 litres per 100 km, or 19 per cent, compared to the previous model (155 kW). A six-speed dual-clutch gearbox (DSG) is available as an option. The recognised high agility of the Golf GTI has been increased once again in the new model compared to the previous model.

The GTI now outputs 7 kW more than the previous model. At the same time, its maximum torque was increased by a considerable 70 Nm to 350 Nm (from 1,500 to 4,400 rpm). Equipped in this way, the Golf GTI makes its appearance with highly superior flexibility values: in fourth gear, the Golf GTI accelerates from 80 to 120 km/h in 5.0 seconds; in fifth gear, it takes 6.0 seconds. The new GTI accelerates to 100 km/h in 6.5 seconds and reaches a top speed of 246 km/h.

Advanced petrol turbocharged direct injection engine (TSI).

The engine of the new Golf GTI is based on the EA888 four-cylinder engine series – now in its third generation. Compared to the previous engine generation, numerous technical details were modified to reduce fuel consumption and emissions while simultaneously increasing power and torque values.

**GTI fulfils Euro-5 emissions standard.** As noted, a dual injection system – with direct injection and multi point injection – was also implemented to conform to the Euro-5 emissions standard. Since the system can freely choose the injection type that is optimal at any given time, it is possible to reduce particulate emissions over broad map regions and also reduce fuel consumption.


WSD 25B

# Golf GTI has sport suspension and new progressive steering

## New progressive steering of GTI resolves conflict between comfort and sportiness

**Tasmania, October 2013.** The Golf GTI is offered with a standard sport suspension that is tuned to the higher power of the engine. Therefore, the body was lowered 15 mm compared to the regular Golf models. In front, a MacPherson suspension provides for precise tracking; at the rear, there is the modular performance suspension. Equipped as standard with the further advanced XDL+ vehicle dynamic function and the new progressive steering system (significantly smaller steering angle input required from one end stop to the other: just over two full turns), the Golf GTI is advancing more than ever into the realm of high-class and significantly more expensive sports cars with its agile and safe handling properties.

### Vehicle dynamics

The running gear layout of the new Golf GTI has been tuned for maximum driving fun combined with a high level of vehicle stability. Drivers will notice that steering response is now even more agile than in the previous model thanks to more direct steering gear ratios. Maximum attainable speeds through bends were also increased, because of more neutral running gear tuning and optimisations of the XDL+ system. The new Golf GTI's neutral handling in bends goes hand in hand with very good vehicle stability right up to the maximum speed range, thanks to an innovative and careful layout of all running gear components. This exceptionally high vehicle stability is especially noticeable during lane changes and during engine load changes. The development team also made a special effort to tune the new Golf GTI for harmonious and predictable reactions of the running gear.

In parallel to improvements to vehicle dynamics, the suspension comfort was also enhanced relative to the previous model. For example, the acceleration forces acting on passengers when driving over small and large road bumps have been noticeably reduced. The comfort levels realised in the new Golf GTI show that sporty handling does not necessarily involve unpleasant ride harshness. The described broad array of positive handling properties – direct, neutral and stable handling up to performance limits combined with a high level of ride comfort – make the driving properties of the seventh generation Golf GTI unique in the competitive field.

## Extended Electronic Differential Lock (XDL+)

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

## ESP Sport

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

## Progressive steering

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

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

## Adaptive chassis control

A second generation adaptive chassis control system is at work in the Golf GTI. Adaptive chassis control offers the three driving modes "Comfort", "Normal" and "Sport", which are now selected and displayed under "Driving profile selection" on the touchscreen of the centre console. Besides offering a "Normal" mode, the adaptive chassis control system, which was specially tuned for the GTI, now offers the "Comfort" mode, which is indeed comfort-oriented but still reflects typical GTI properties.

In “Sport” mode, especially dynamic and agile handling is implemented. In the “Individual” driving profile, the adaptive chassis control mode can even be configured with any other desired driving profile properties.

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

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

### MacPherson-type front suspension

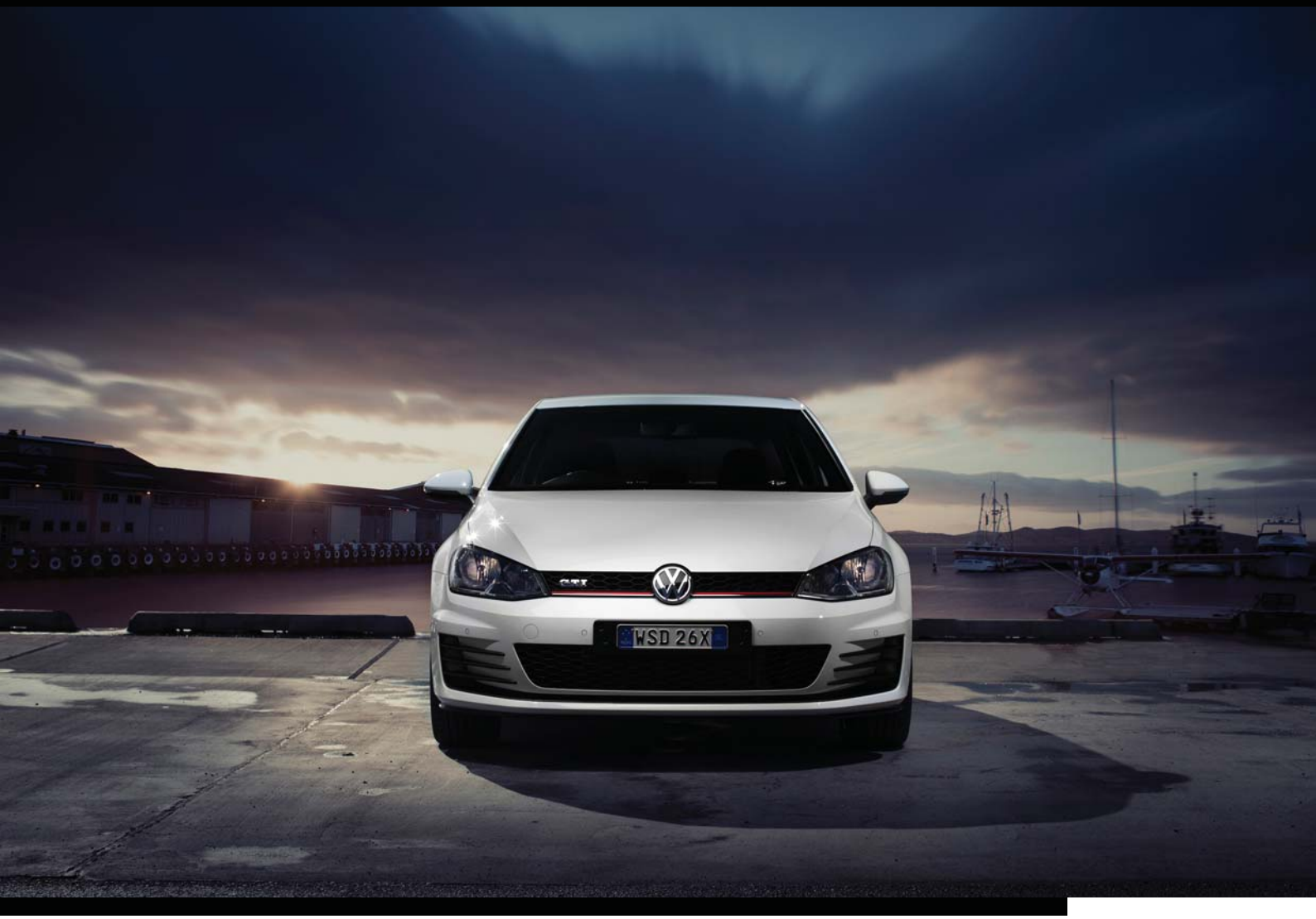
A MacPherson front suspension (spring struts) with a newly developed low wishbone and track-stabilising scrub radius enables optimal handling and steering in the GTI as well as a balanced response to vibration. All components were reworked for improved functionality, weight and cost. This was made possible, for example, by the use of high-strength steel in the transverse links and an innovative bionic approach to designing the pivot bearings. The subframe is centrally positioned on the front axle; its frame – designed for maximum transverse rigidity – handles loads from the engine mounts and steering as well as loads of the front suspension components.

The now fully tubular anti-roll bar has a spring rate that was specifically tuned for the handling of the new GTI. The rubber bearings are vulcanised directly onto the painted anti-roll tube; this assures optimal acoustic properties and optimises the responsiveness of the anti-roll bar which is important to vehicle dynamics. Compared to the previous model, the location of the centre of motion was moderately raised for quicker and more precise response of the new GTI front suspension.

## Modular performance rear suspension

The rear suspension of the Golf GTI was further developed from the perspectives of improved kinematics, acoustics, weight situation and modularity. However, nothing has changed with regard to its fundamental approach of consistently separating longitudinal and transverse rigidities. The low longitudinal rigidity has been preserved by the soft axle control of the trailing link; this was a necessary precondition for further improving ride comfort.

Furthermore, Volkswagen successfully improved the transverse rigidity of the modular performance suspension, which is important for steering behaviour, by a new tie rod bearing tuning. Tracking and camber values are individually tuned by eccentric screws on the spring link and at the upper transverse link according to requirement for each vehicle type. Key design changes to the rear suspension are the connections of the tubular anti-roll bar and the suspension damper, which are now made at the spring link. This reduces forces within the suspension.


WSD 26X

# Never before has a GTI had such sharp proportions

## Design dynamics of the new Golf GTI benefit from the modular transverse matrix

## Precise lines, taut proportions, charismatic front end

**Tasmania, October 2013.** When discussion of the new Golf GTI turns to its design, the car's technical layout needs to be discussed first. That is because the 2013 Golf GTI is based on the new modular transverse matrix (MQB). This acronym signifies a completely new design layout of the Golf (and of many other Volkswagen Group models).

### More dynamic proportions

Compared to the previous model, the wheelbase was extended 46 mm to 2,620 mm. In parallel, the A-pillar "wandered" further towards the rear, which makes the bonnet longer and visually shifts the entire vehicle cabin rearwards. This "cab-backward effect" makes the GTI more of a premium class car than a compact class car. The car's length grew 150 mm to 4,349 mm, and the width grew 14 mm to 1,799 mm. Many values that add up to an important result: the proportions of the new Golf GTI made unmistakable gains in dynamics.

### Design uses GTI insignia

The designers have systematically exploited this potential of proportions to give the Golf GTI a more impressive stance on the road than ever before. Like the very first Golf GTI, the seventh generation also sports typical GTI insignia. On the new model they include the red trim strip on the radiator grille that now extends into the headlights when equipped with the optional Bi-Xenon headlights.

Also typical of the GTI VII are the additional air inlet openings in the front spoiler; a honeycomb structure of the air inlet screens; vertical fog lights; the larger rear spoiler; distinctive, large tailpipes of the exhaust system that are arranged far outboard and finally the alloy wheels that were specially designed for the Golf GTI. Certainly, the visual effect of the standard 18-inch alloy wheels ('Austin') and their interplay with the GTI sport suspension (with a 15 mm lower ride height) should not be underestimated.

**Front end in detail.** In the front area with its standard LED fog lights that were customised to the GTI, there is another strong and significant GTI element that was completely reinterpreted: the red line on the radiator grille. At one time, on the first Golf GTI, it completely surrounded the rectangular radiator grille. On the sixth generation GTI, two red stripes were used which framed the top and bottom of the grille. Now, in the seventh generation, the red stripe terminates the lower edge of the radiator grille, but then it is further extended to the left and right into the housings when equipped with the optional Bi-Xenon headlights so that the red line runs across the entire width of the front end; as a horizontal element it runs parallel to the bonnet seam and the bumper.

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

**Side profile in detail.** In a side view, the sporty Golf can be readily made out by the even longer look of its roof section due to the larger rear spoiler and by the standard 18-inch alloy wheels specially designed for the GTI.

In addition, the new Golf GTI is marked by new dynamic proportions and styling which is more precisely formed than ever. Below the door handles, presents a clearly visible and very sharp character line. While this line is interrupted by the wheel arches, it is otherwise continuous and is stylistically reflected in the chrome bars of the radiator grille and headlights and at the back in the white lateral bars of the rear light clusters. Set deep down all the way around, this line lowers the visual centre of gravity and gives the car a more solid stance on the road. Another striking element is the new line along the side shoulder directly below the windows. This line begins at the front in the headlight, and then glides under the wing mirror, which is positioned right on the line, all the way through to the rear side window, underscoring the premium proportions of the Golf GTI.

Just as characteristic of the car's side profile is the unmistakable C-pillar with a design also referencing the GTI I, and especially the Golf GTI IV, which itself developed into an icon with its clean shapes. On the previous Golf, the character line still cuts through the C-pillar. This is no longer the case on the new GTI. The C-pillar runs along one homogenous surface from the start of the roof all the way to the rear wheel arch. Above the wheel arch, however, it picks up the entire width of the car more strongly – and as a result, when viewed from behind or diagonally from the rear, the new Golf GTI looks more solid and powerful.

For the first time, the sporty Volkswagen also has, in addition to the GTI badges at the front and rear, red plates on the front wings at the height of the character line with the same typographic interpretation of the GTI logo that has been used for decades.

**Rear section in detail.** Another example of the harmonious integration of GTI specific elements is the new roof spoiler design, which is considerably larger than its counterpart on regular Golf versions; it is integrated to be flush to the boot lid and the body. The spoiler, painted in body colour, seamlessly transitions into black aerodynamic elements on the sides of the boot lid, which makes a visual reference to the use of black colour in the first generation Golf GTI. Another feature that is designed in black, along with the aerodynamic elements and the front splitter, is the diffuser at the rear. To the left and right of the diffuser are the chrome tailpipes of the exhaust system.

# Comfort and quality of the Golf GTI redefine class boundaries

## More space in the Golf GTI interior thanks to significantly larger wheelbase

## Typical tartan upholstery for the GTI sport seats

**Tasmania, October 2013.** Possibly one of the most important properties of the new Golf GTI's interior is the fact that the car simply fits – as though cast to be ergonomic.

### Ergonomics benefit from MQB

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

### Configuration in legendary GTI style

The typical GTI insignia are important in the interior as well. Consider the seat covers: the first GTI had seat covers in the legendary tartan pattern. The fabric of the Golf GTI VI known as "Jacky" was – as in the transition to every new GTI generation – redesigned and is now named "Clark."

Naturally, the tartan pattern was retained. The sport seats offer exceptionally good ergonomic properties. In addition, the front seats have height adjustment and a manually adjustable lumbar support. Red decorative seams provide a sporty contrast; the black roofliner that is always part of the GTI emphasises the sporty layout of the interior.

It is also quite clear that the standard leather multifunction sport steering wheel in GTI design with red contrasting seams was upgraded, as was the gear shift gaiter. It matches the red ring in the lens top of the leather gear shift grip. Accents on the dashboard are in “Checkered Black” and the same applies to the decorative inlays in the door trim panels and on the centre console. Also making a strong statement is the GTI instrument cluster with a colour display and independent instrument graphics. It is no coincidence that they are reminiscent of high-end chronometers. When the engine is started, the pointers of the tachometer and speedometer swing once to the end scale position and then back. The GTI specific look of the interior is rounded out by red ambience lighting, special trim strips and panels (trim strips in the front doors with ambience lighting), brushed stainless steel pedals, door sill entry plates in front with a stainless steel application and ambience lighting also integrated.

**Quality and image overcome class boundaries.** It is the entirely new fundamental concept for the interior design of the seventh generation Golf that represents a breakthrough for the GTI’s sporty and high-end interior architecture: especially noticeable is the wide centre console that is oriented towards the driver; it is more characteristic of the premium class than the compact class. In the middle of the centre console, beneath the switch for the hazard warning lights, is the 5.8 inch infotainment touchscreen with its menu keys and dials. For the first time, Volkswagen is using a touchscreen generation here that features proximity sensors and functionality that reacts to wiping movements of the fingers (wipe and zoom gestures as with a smartphone).

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

There is a wide storage compartment hidden under the centre armrest that can be adjusted by up to 100 mm in length and five stages in height. The decorative inlays of the GTI trim panels exhibit, as mentioned, a light seam as part of the standard ambience lighting system.

**More space over its length.** Despite all of its sportiness, the Golf GTI is more than just a sports car; it is an all-round talent. The larger body dimensions in overall length and width, a larger wheelbase, optimised track widths and MQB-modified package all have a positive effect on comfort. The GTI interior is now 14 mm longer (1,750 mm), for example. In the rear seating area passengers enjoy 15 mm more leg room. In front, shoulder room has increased by 31 mm to 1,420 mm, and elbow room has now gone up by 22 mm to a width of 1,469 mm. In the rear seating area, shoulder room was also improved by an additional 31 mm and elbow width by 20 mm.

In addition, the rear seat bench folds and has a 60:40 split. When folded, a nearly level cargo floor is created with a length of 1,558 mm. The Golf GTI is also equipped with a cargo opening at the middle of the rear backrest. The successfully implemented space concept of the new Golf GTI exhibits many other improvements as well. Cargo capacity, for example, has grown by 30 litres to 380 litres; the variable cargo floor can also be lowered by 100 mm. Perfection in the details: the load sill to the bootspace is now just 587 mm high. In parallel, the maximum bootspace width has grown by 228 mm to 1,272 mm.


BRIDGESTONE

# Golf GTI comes with new progressive steering as standard

## Dual zone automatic climate control, Discover Media Satellite Navigation System with 5.8” touchscreen and multifunction steering wheel are standard

**Tasmania, October 2013.** Like all six Golf GTI generations before it, the seventh generation is distinguished from other Golf models by numerous additional equipment features and classic GTI insignia. The new Golf GTI is also one of the best equipped cars in its class with standard features like the innovative progressive steering, Multi-Collision Braking System, Driver Fatigue Detection, the Discover Media system with 5.8” touchscreen and dual zone automatic climate control.

### Exterior features

On its exterior, GTI-specific standard features are the red painted brake callipers, sport suspension (15 mm lower ride height), the progressive steering system being used in the GTI for the first time, LED front fog lights, dark red rear lights, the GTI-typical honeycomb structure of the air inlet screens, a roof spoiler (in body colour) with side-mounted aerodynamic elements (high gloss black), GTI bumpers, parking distance sensors (acoustic and visual warning signals), low tyre pressure indicator, GTI logos on the front wings (sides of body in area of A-pillars) and chrome 80 mm diameter tailpipes, one on the left and one on the right. In the chassis electronics area, on-board features also include the extensively re-engineered XDL+ electronic differential lock.

**Colours and wheels.** The production colours “Tornado Red” as well as “Pure white” have been typical for the Golf GTI since its early days. As a special feature, the new Golf GTI can also be ordered in four metallic or pearl effect paints: “Carbon Steel Grey Metallic”, “Reflex Silver Metallic”, “Night Blue Metallic” and “Deep Black Pearl Effect”.

Volkswagen has further developed its standard “Denver” GTI wheels. Their styling characteristics flowed into the design of the new machine-polished 18-inch “Austin” alloy wheels that replace them. The wheels are fitted with size 225/45 tyres.

Interior features.

**The car with the golf ball.** Along with its many standard features such as dual zone climate control air conditioning, Driver Fatigue Detection and the Discover Media Satellite Navigation system with 5.8” touchscreen, numerous GTI features refine the interior. They include the customised leather sport steering wheel and a special gear shift grip. The latter is once again reminiscent of a golf ball, which also makes it a tribute to the first GTI, just like the new leather-trimmed steering wheel design. The sporty flat-bottomed steering wheel with its three metal spokes and trim in high-gloss black has a lightweight look and is easy to grip. On its two cross spokes it has multifunction keys, and at its centre - in contrast to all other Golf steering wheels - it has a round impact absorber with a form similar to that of the component in the first GTI.

**GTI instruments and ambience lighting.** Also making a strong statement is the GTI instrument cluster with a colour display and independent graphics of its instruments. The GTI specific look of the interior is rounded out by red ambience lighting, special trim strips and panels (trim strips in the front doors with ambience lighting), brushed stainless steel pedals, door sill entry plates in front with a stainless steel application and ambience lighting that is also integrated here.

**Classic seat.** Also important are the typical sport seats. The first GTI had them already: seats covered in the legendary tartan pattern. As in the transition to every new GTI generation, the fabric of the Golf GTI VI known as “Jacky” was redesigned and is now named “Clark.”

Moreover, the seats and door trim panels can also be ordered in “Vienna” leather upholstery. The front seats also offer height adjustment and a manually adjustable lumbar support. Red decorative seams in the area of the seats and the gear shift trim provide a sporty contrast, and the black roofliner that is always part of the GTI emphasises the sporty layout of the interior.

Other optional features

In addition, the Golf GTI can be customised with a range of optional features. Here is an overview of these features:

› Driver Assistance Package:

  - Adaptive cruise control (ACC) with stop and go (DSG)
  - Front Assist with City Emergency Braking (City EB)
  - Proactive occupant protection system
  - Park Assist 2

› Metallic/Pearl Effect Paint

› Panoramic electric glass sunroof

› Bi-Xenon headlights with LED daytime driving lights and GTI red strips

› “Vienna” leather appointed upholstery with individually heated front seats


WSD 258

# First GTI to feature city emergency braking and driving profile selection

## Innovative assistance systems of the Golf GTI for ideal safety

## Golf GTI has new infotainment generation

**Tasmania, October 2013.** An entire armada of innovative assistance and convenience systems is at work aboard the new Golf GTI as standard or optional equipment. These new technologies completely redefine conventional class barriers with regard to safety, long-distance comfort and the infotainment world.

The assistance and convenience systems in the Golf GTI include the standard Multi-collision Braking System, standard progressive steering, the standard and further advanced XDL+ electronic differential lock, standard Driver Fatigue Detection as well as the following technologies making up the optional Driver Assistance Package: The proactive occupant protection system, Adaptive Cruise Control (ACC), Front Assist with City Emergency Braking (City EB) and Park Assist 2. Other new standard technologies have been added such as a driving profile selection with five programmes ("Eco", "Sport", "Normal", "Individual" and "Comfort"), an electronic parking brake and a new generation of infotainment system.

Assistance systems – automatic protection

**Driver Fatigue Detection.** This system, which is a standard feature in the Golf GTI, and all Golf 7 models, detects waning driver concentration and warns the driver with an acoustic signal lasting five seconds. A visual message also appears on the instrument cluster recommending the driver takes a break. If the driver does not take a break within the next 15 minutes, the warning is repeated once. At the beginning of each trip, the system analyses a range of factors, including the driver's characteristic steering behaviour. Once under way, the driver alert system continually evaluates signals such as steering angle.

If monitored parameters indicate a deviation from the steering behaviour recorded at the beginning of the trip, then visual and acoustic warnings are produced.

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

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

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

**Adaptive Cruise Control (ACC) with stop and go function (DSG) (optional as part of the Driver Assistance Package).** This system uses a radar sensor integrated in the front of the car. The driver can set the car speed over a range from 30 to 160 km/h. ACC operates with either a manual gearbox or a DSG. In the Golf GTI with DSG, ACC with stop and go function comfortably brakes to a standstill when the vehicle ahead stops. After being enabled by the driver, ACC together with DSG can also automatically start off again. ACC maintains the vehicle speed preselected by the driver as well as a predefined distance to the vehicle ahead, and it automatically brakes or accelerates in flowing traffic. The system dynamics can be individually varied by selecting one of the driving programmes or by the driving profile selector.

**Front Assist with City Emergency Braking (City EB) (optional as part of the Driver Assistance Package).** Front Assist uses a radar sensor integrated in the front of the car to continuously monitor the distance to traffic ahead. Front Assist aids the driver in critical situations by preconditioning the brake system and alerting the driver to any required reactions by visual and audible warnings, and in a second stage by a brief warning jolt. If the driver fails to brake hard enough, the system automatically generates sufficient braking force to avoid a collision. Should the driver, meanwhile, not react at all, Front Assist automatically brakes the car to give the driver more reaction time. Ideally, this lets the driver avoid an impending collision, or at least reduces the speed at impact. The system also assists the driver by an alert if the car is getting too close to the vehicle in front. The City Emergency Braking function is part of Front Assist. The City Emergency Braking function, now available for the Golf GTI for the first time, is a system extension of Front Assist. Using a radar sensor, it monitors the area in front of the car. The system works in the speed range below 30 km/h.

If the car is at risk of colliding with a moving or stationary vehicle ahead and the driver fails to react, the brake system is preconditioned in the same way as with Front Assist. If necessary, City Emergency Braking then automatically initiates hard braking to reduce the severity of the impact. In addition, if the driver presses the brake pedal with insufficient force, the system assists with maximum braking power. Under optimal conditions, City Emergency Braking can avoid an impending frontal collision at the last second.

## Convenience systems

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

Technically, progressive steering differs from the basic steering system primarily by the rack's variable tooth spacing and a more powerful electric motor. Its functional difference: Unlike with constant steering ratios, which by necessity always represent a compromise between dynamic performance and comfort, here the steering rack's toothing is significantly modified by the steering stroke.

This results in more precise and relaxed driving in the middle steering range up to high speeds; due to the smaller steering input angles that are required, the system offers significantly greater agility and more driving fun on roads with lots of bends. At lower speeds, on the other hand, such as in city driving or parking situations, the Golf GTI is much easier to handle thanks to the lower steering input angles – offering a perceptible gain in comfort.

**Extended Electronic Differential Lock (XDL+).** The XDL system that was first introduced in the Golf VI was further developed to the advanced XDL+ system for the new Golf GTI. Technically, the XDL+ electronic differential lock is a functionality that is integrated in the Electronic Stabilisation Programme (ESP) for improved vehicle dynamics. XDL+ is an extension of XDL, which is familiar from the previous model; its functionality has now been extended to cover all unbraked driving states. The new system improves agility and reduces the need for steering angle inputs by targeted brake interventions at the wheels on the inside of the bend of both axles. In addition, XDL+ is effective over all conceivable road friction values, and it results in more precise handling.

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

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

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

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

**Driving profile selection.** The Golf GTI now also comes standard with driving profile selection for the first time. A total of five programmes are available in conjunction with adaptive chassis control: Eco, Sport, Normal, Individual and the additional Comfort. In the Eco driving profile, the engine controller, air conditioning and other auxiliary units are controlled for optimal fuel economy.

In addition, vehicles with the optional dual-clutch gearbox (DSG) have a coasting function in Eco mode; when the driver releases the accelerator pedal – e.g. when slowing down to a traffic light or in route segments with descents – the DSG disengages and the engine idles. This enables optimal utilisation of the kinetic energy of the Golf. In "Sport" mode, on the other hand, damping is increased (which further reduces movements of the body structure) and engine response and shift points of the DSG are configured to be even more dynamic.

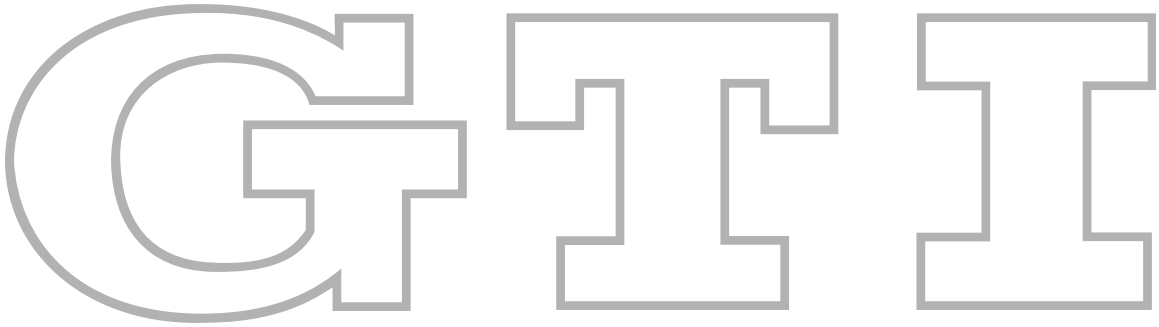
**Park Assist 2 (as part of the optional Driver Assistance Package).** The latest version of the parking assistance system now facilitates not only assisted parking parallel to the carriageway, but also reverse parking at right angles to the road. In addition, Park Assist 2 is also equipped with a braking and parking space exit function. The system can be activated at speeds of up to 40 km/h by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If, using the ultrasound sensors, Park Assist 2 detects a large enough parking space (a manoeuvring distance of 40 cm, front and rear, is sufficient), the assisted parking can begin: having put the vehicle into reverse, all the driver has to do is operate the accelerator and brake. The car takes care of the steering. Acoustic signals and visual information on the multifunction display assist the driver. If a collision is looming, the system can also actively apply the vehicle's brakes.

**More intelligent climate control.** The new air conditioning system of the Golf regulates the interior temperature fully automatically via 2-zone temperature control (separate for driver and front passenger). The intensity of the climate control can be influenced by selecting a profile ('Gentle', 'Moderate', 'Intensive'). The fully automatic control unit operates with various sensors – a sun sensor, air quality sensor and new humidity sensor.

The sun sensor detects the intensity and direction of solar radiation, and the system is controlled accordingly. When information from the air quality sensor indicates that the concentration of nitrogen oxides or carbon monoxide in the outside air has exceeded a defined limit, then the recirculation flap of the system closes.

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

**Discover Media Navigation System.** Volkswagen is equipping the Golf GTI with a new generation radio/navigation systems with completely new designs and standard touchscreen. For the first time, Volkswagen is implementing a standard 5.8" display that has proximity sensors: as soon as the driver or front passenger moves a finger near to the touchscreen, the system automatically switches from display mode to input mode. The display mode shows a screen that is reduced to just the essentials. In the operating mode, on the other hand, the elements that can be activated by touch are specially highlighted to simplify intuitive operation. The displays also have a function that lets users scroll through lists or browse CD covers in the media library with a wipe of the hand. The standard Discover Media Navigation System has a navigation module, which features integrated map data and an associated second SD card slot; the navigation computer is located in the glove box together with the CD player and SD card slot.


GTI

## Key aspects

**Manual gearbox:**
› 6-speed manual

**Automatic gearbox:**
› 6-speed DSG (optional)

**Cargo capacity:**
› 380 litres to 1,270 litres

**CD value:**
› 0.318

**Colours:**
› Standard colours “Tornado Red” and “Pure White”
› Optional colours “Carbon Steel Grey Metallic”, “Reflex Silver Metallic”, “Night Blue Metallic” and “Deep Black Pearl Effect”

**Dimensions:**
› Length – 4,349 mm
› Width – 1,799 mm without mirrors, 2,027 mm with mirrors
› Height – 1,491 mm
› Wheelbase – 2,620 mm

**Drive system:**
› Front-wheel drive

**Driver assistance and handling systems:**
› Electronic Stabilisation Program (ESP) including ABS, Brake Assist, Anti-Slip Regulation (ASR) traction control, Extended Electronic Differential Lock (XDL+), engine braking control, counter-steering assist and trailer stabilisation (standard)
› ESP Sport (ESP mode, e.g. for race courses or tracks)
› Driver Fatigue Detection

# Key aspects

**Driver assistance and handling systems: Cont'd**
› Multi-Collision Braking
› Progressive steering
› Park Assist 2 (optional)
› Low tyre pressure indicator
› Adaptive chassis control
› Adaptive cruise control (ACC) with stop and go function (DSG)
› Front Assist with City Emergency Braking (City EB) (optional)
› Driving profile selection
› Cruise control
› Proactive occupant protection system (optional)

**Engine – petrol:**
› 2.0 TSI with 162 kW and 350 Nm

**Fuel tank:**
› 50 litres

**Infotainment:**
› “Discover Media” 5.8-inch touchscreen radio navigation system with CD and 2 SD card slots

**Market launch, Australia:**
› October 2013

**Production location:**
› Wolfsburg

**Running gear:**
› Front: MacPherson strut suspension
› Rear: modular performance suspension
› Progressive steering

**Turning circle:**
› 10.9 m

**Wheels:**
› Standard wheels: 18-inch alloy wheels (“Austin”)


GTI

# History of the Golf GTI

| | |
|---|---|
| 1973: | Volkswagen test engineer Alfons Löwenberg writes an internal memo to the Research and Development department proposing a sports model which later becomes the Golf GTI |
| 1975: | Original Golf GTI designed by Giorgetto Giugiaro unveiled at Frankfurt Motor Show |
| **1976:** | **Debut of first generation Golf GTI** (1.6 litre delivering 81kW) in Germany. It is not imported for sale in Australia due to the high price of import costs over the locally manufactured Golf LS |
| 1977: | Specially imported Golf GTI raced in Australia by champion driver Andrew Cowan in the Southern Cross Rally, Port Macquarie |
| 1977: | Golf GTI owned by Lennox Motors competes in the Hardie-Ferodo 1000, the 18th running of the Bathurst 1000 touring car race. The car is driven by Chris Heyer and Rudi Dahlhauser in 1977 and 1978 and by Chris Heyer and Peter Lander in 1981 |
| 1979: | Facelift |
| 1982: | Performance boost of the Golf GTI (1.8 litre delivering 82kW) |
| 1983: | Introduction of "Pirelli GTI" special model |
| **1984:** | **Debut of the second generation Golf GTI** (1.8 litre delivering 82kW) in Germany |
| 1984: | Introduction of the catalytic converter (79kW instead of 82kW) |
| 1985: | Facelift, double headlights and double end exhaust |
| 1986: | Debut of Golf GTI 16V |
| 1989: | Second generation Golf GTI is displayed to the Australian public for the first time at the Sydney Motor Show |
| 1990: | Official launch of the second generation Golf GTI in Australia at Leura in the Blue Mountains. The Golf GTI was the only second generation Golf variant sold in Australia |
| 1990: | Introduction of Golf GTI with G60 engine (1.8 litre delivering 118kW) |
| 1990: | 1,000,000th Golf GTI produced globally |
| **1991:** | **Debut of the third generation Golf GTI** (2.0 litre delivering 85kW), not imported for sale in Australia |
| 1992: | Second generation Golf GTI discontinued for sale in Australia |
| 1992: | Introduction of the Golf GTI 16V (2.0 litre delivering 110kW) |
| 1994: | ABS brakes become standard on the GTI |
| 1996: | Presentation of the anniversary model "20 Years of GTI" |
| 1996: | Introduction of Golf GTI TDI (1.9 litre delivering 81 kW) |

**1998: Debut of fourth generation Golf GTI** (1.8 litre delivering 110kW, 2.3 litre V5 delivering 110kW, and 1.9 litre TDI delivering 96kW, later 2.3L V5 delivering 125kW, 1.9L TDI delivering 85kW, 1.9L TDI delivering 96kW), in Germany

1999: Fourth generation Golf GTI is released in Australia, only the 1.8 litre turbo petrol delivering 110kW is sold

2000: Introduction of the most powerful Golf GTI TDI to date (1.9 litre delivering 110kW)

2001: Presentation of the Golf GTI "25 years of Golf" (1.8 litre delivering 132kW)

2003: Golf GTI Design Study unveiled at the Frankfurt Motor Show

**2004: Debut of the fifth generation Golf GTI** (2.0 litre delivering 147kW)

2005: Australian debut of the fifth generation Golf GTI at the Australian International Motor Show in Melbourne

2005: Fifth generation Golf GTI goes on sale in Australia in May after official launch in Canberra

2005: Golf GTI awarded Australia's Best Car in the category of Best Sports Car Under $57,000

2006: Presentation of anniversary model "Golf GTI Edition 30" (2.0 litre TSI delivering 169kW)

2008: Australian debut of the "Golf Pirelli GTI" (2.0 litre TSI delivering 169kW) at the Australian International Motor Show in Sydney

2008: World premiere of the sixth generation Golf GTI as a concept car at the Paris Motor Show

2008: Golf GTI wins third consecutive DRIVE Car of the Year Award for Best Performance Car under $60,000

**2009: Debut of the sixth generation Golf GTI** (2.0 litre TSI delivering 155kW)

2009: Sixth generation Golf GTI goes on sale in Australia after its official launch in the Victorian Alps

2009: Golf GTI wins the TopGear Australia Car of the Year

2010: Australian debut of the "Golf GTI adidas" (2.0 litre TSI delivering 155kW) at the Australian International Motor Show in Sydney

2011: Australian debut of the "Golf GTI Edition 35" (2.0 litre TSI delivering 173kW) to celebrate 35 years of the Golf GTI, in July

**2013: Debut of the seventh generation Golf GTI** (2.0 litre TSI delivering 162 kW)

2013: Seventh generation Golf GTI goes on sale in Australia in October after its official launch in Tasmania

# The new Golf GTI

## Pricing

| Model | |
|---|---|
| Golf GTI 6 Speed Manual | $41,490 |
| Golf GTI 6 Speed DSG | $43,990 |
| **Options** | |
| Metallic / Pearl Effect paint | $500 |
| Panoramic electric glass sunroof | $1,850 |
| Bi-Xenon headlights with LED daytime driving lights | $2,150 |
| Vienna leather appointed upholstery | $3,150 |
| Driver assistance package | $1,300 |

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*Prices quoted are Manufacturer List Prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state.*