



Setting a new benchmark. The Golf VI.

The latest generation of this iconic model now available in New Zealand

Volkswagen is sending a new Golf out into the world, the best in six generations. The Golf is a phenomenon, regardless of its particular generation. Positioned in the compact segment, this style icon defies all automotive and social class distinctions. No other car in this price class has even come close to reaching as large a cross-section of people.

35 years ago in 1974 the first generation Golf was launched and began the compact segment, which is often referred to as the 'Golf Class'. After a further five generations and over 26 million vehicles produced, Volkswagen presents the latest version, the Golf VI.

The Golf VI

It is the quest for perfection that has elevated the styling of the Golf to a new level. The team headed up by the Group's chief designer, the Italian Walter de Silva, has succeeded in giving the Golf a presence, a sharpness, a power that generates even more fun. Fun to look at and fun to drive.



Above all, the car exhibits a standard of quality never before attained in this price class. Prof. Dr. Martin Winterkorn, Chairman of the Board at Volkswagen AG sums it up: "This sixth generation of Golf cars will completely redefine the quality and comfort level of its segment over broad categories, offering more customer value than ever before".

Furthermore, assistance systems such as "Park Assist" and developments like "DCC Dynamic Chassis Control" bring additional top technologies to the Golf segment. Upon request, the Golf can park itself nearly automatically in the city thanks to the optional "Park Assist" and at the push of a button it can transform itself from a cruiser to a sports car when the new optional "DCC Dynamic Chassis Control" system is on board.

The quietest Golf

The Golf democratizes progress. The Volkswagen's first-class acoustic properties and overall comfort tear down class distinctions. A special sound-damping film in the windshield reduces driving noises, as does the newly developed seal design on the doors and side window guides. Significantly less wind noise is generated by the outside mirrors due to their new shape. Furthermore, special modifications were made to better isolate the engine and passenger compartments from one another acoustically. Quiet rolling tires and new engine bearings round out the noise reduction program.



Exterior design – precision in a new form

The exceptionally high value of the new Golf is reflected in its stylish new design; all key body elements were redesigned: “We have cast the Golf’s core components in a precise new mold”, explains Walter de Silva. At the same time, the Golf VI has a sportier and more distinctive image than any previous generation. De Silva: “It is more accentuated, more three-dimensional than its predecessor; with precisely defined lines and edges, and with finely proportioned flared surfaces and recesses.” Style features include the clarity of the first generation’s front end and the C-pillar that was perfected in the fourth generation.



The roof section now rests – similar to the new Scirocco – on a prominently contoured shoulder section. Responsible for this is a dominant curved line that – like a muscle trained down to the last fibre – extends from the headlights back to the taillights. This side so-called “character line” gives the Golf a fuller, lower stance on the road.

All body surfaces are more relaxed, more athletic. In front the new car adopts the radiator grille of the first Golf generation that is horizontally aligned between the headlights; the grille itself is in high-gloss black. The lines of the bumper match those of the radiator grille. Beneath this is a section with another air scoop. Also presented over a black background are the chrome light housings of the dynamically styled headlamps.

The rear too is characterised by a predominance of horizontal lines. The taillights – now very wide – are marked among other things by an unmistakably unique night design. Overall, the new Golf – in the interplay of all of its design characteristics – gives the appearance of a significantly wider, flatter and higher end car.

Interior – imploding class distinctions

The car’s exceptionally high value also applies to the newly designed interior, whose refined surfaces and features completely transform class distinctions, both to the touch and visually, especially in the cockpit area. The appearance and layout of materials – as well as details such as brushed chrome accents and round instruments and steering wheels derived directly from those of the Passat CC – leave the impression that one is actually sitting in a car of the next higher segment. Ergonomic properties of the car’s interior were also further developed. They include controls for the automatic climate control system (Climatronic) being presented for the first time on the Passat CC and the power



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window controls that are now located further forward in the door trim, making them easier to access.

The safest Golf

A new ESP system, with finer response over its control range, further optimised crash properties, seven airbags including a driver's knee airbag, the special head restraints that work to counteract whiplash trauma and daytime running lights – all standard equipment on the new Golf – provide for a maximum level of safety.



Take the example of “seatbelt detection” in the rear: if rear head airbags are ordered on the Golf, the driver can tell from the multifunctional display in the cockpit and an acoustic warning whether the occupants have their seatbelts fastened in the rear – separately for each seat.

Like its predecessor, the Golf VI has been awarded a 5 star EuroNCAP safety rating. The Golf VI was tested under the new testing programme introduced in February 2009 to replace the previous system that had been in place since 1997. In short, the new regime is stricter and more comprehensive and therefore it is more difficult to achieve a 5 star rating. Importantly, the Golf VI achieved the highest overall rating of any vehicle ever tested.

Innovative Drivetrain Technologies

Innovative engine and transmission technologies ensure that all models of the new Golf fulfill emission limits of the future Euro-5 standard.

Making a significant contribution to the pioneering acoustic properties of the Golf are the exceptionally quiet common rail TDI engines being implemented on the Golf for the first time. Two balancer shafts on the 103 kW TDI also eliminate undesirable vibrations. Always there: a diesel particulate filter (DPF).

The new TDIs are exceptionally fuel efficient. The 77kW strong diesel is satisfied with just 4.5 litres of fuel per 100 kilometres (119 g/km CO₂) – that represents a 0.6 litre reduction in fuel consumption! Even the 103kW version only requires 4.9 litres of diesel (129 g/km CO₂), which is 0.6 litre less than the previous generation.

At the recently announced What Diesel Car of the Year Awards, the new Golf TDI beat a total of 23 entrants to the title of ‘Best Medium Car’. Presenting the award, Editor of What Diesel Magazine, Ian Robertson, commented: ‘If there’s a better designed, better built car of its size than the sixth generation Golf, we’ve yet to discover it.’

Maximum Performance. Minimum Consumption. TSI engines with turbocharging and/or supercharging are used exclusively in the new Golf. The fact is: the TSI engines are also pioneers in economy. With 90kW, the new Golf TSI consumes just 6.2 litres per 100km

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(144 g/km CO₂). Even the new 118kW version of the TSI achieves a top rating at just 6.3 litres per 100km.

All TSI and TDI engines are paired with Volkswagen's dual clutch transmission (DSG). Either a 6-speed or 7-speed DSG is used, depending on engine torque. This means that on the Golf the extremely efficient and agile DSG has replaced the classic torque converter automatic.

New Zealand specification and pricing

Two specification levels are available in New Zealand, with either a TSI petrol or TDI diesel engine, matched to a DSG transmission.

The TSI 90kW 7DSG and TDI 77kW 7DSG (available mid year) are equipped as standard with 15" Wellington alloy wheels, 'Scout / Merlin' cloth upholstery, 'Climatic' semi-automatic airconditioning, a leather bound steering wheel and RCD 310 stereo system that features a CD player, MP3 compatibility and auxiliary input socket. Naturally, safety features are prominent. Standard are 7 airbags (front, front side, curtain and driver's knee), whiplash optimised front head restraints and an Electronic Stability Programme that includes ABS brakes, Electronic Traction Control (ETC) and Electronic Diff Lock (EDL).

In addition, the TSI 118kW 7DSG and TDI 103kW 6DSG receives 16" Atlanta alloy wheels, a 'Climatronic' 2-zone automatic airconditioning system, leather multi function steering wheel and a Light and Vision package (rain sensing wipers, auto lights and auto dimming interior mirror).

Dean Sheed, Volkswagen General Manager for New Zealand, says the Golf VI is an evolution of the previous model: "The Golf V truly is a great all rounder, so why change that winning formula? By simply making small improvements in many areas, the sum of these changes is significant. You really do need to drive the new Golf to appreciate how effective these changes have been."

He continued: "The refinement offered by the Golf VI sets a new benchmark for the class, along with its levels of safety, sustainability and innovative drivetrain concepts. All things considered, the Golf continues to represent great value for money for owners."

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