



The Icon of Sportiness

Volkswagen's sixth generation of the legendary Golf GTI now available in NZ

In 2004, the fifth generation Golf GTI brought back the legend more powerfully than ever before. Between the debut of the first in 1976 and the end of production of the fifth generation, more than 1.7 million car buyers made the GTI a world bestseller. Now this is being followed up by the sixth GTI, even sharper and more confident than all of the others before it. A GTI whose chassis systems redefine its behaviour in curves and traction. A GTI that is more fun to drive with its powerful 155kW TSI turbo charged engine. Yet it only consumes 7.4 litres of petrol per 100km. A GTI that successfully transfers the tradition of the original version to the future.



Performance of the GTI

Although its performance and displacement data might suggest an advanced development of the previous 147kW engine, this is actually a new powerplant. Compared to the previous 147kW, this new 155kW engine has new components such as modified pistons and piston rings, a regulated oil pump, a new vacuum pump, a new high-pressure fuel pump and a new mass airflow sensor. When used in the most powerful Golf available today, the engine complies with all requirements of the Euro-5 emissions standard.



At a low 1,700 rpm the engine already develops its maximum torque of 280Nm. And this reserve torque is available as a constant value – exhibiting an ideal plateau in the torque curve up to 5,200 rpm. The resulting package delivers enormous propulsive force; the car completes its acceleration from 0 to 100 km/h in just 6.9 seconds when matched to a 6 speed DSG transmission.

The core values of Volkswagen's TSI engines are not lost on the GTI – maximum performance, minimum consumption. The new GTI is content with just 7.4 litres of fuel per 100 kilometres on average - a reduction of 0.5 litres over the previous model despite the increased performance. So the theoretical range of the sixth GTI is about 750 kilometres between fill-ups.

Sound of the GTI

The engine and exhaust system of the new Golf GTI are making their appearance with an entirely unique and typical GTI sound. A sound that makes a very sporty impression yet does not irritate car occupants on long drives. On the exterior, the noise level is fully regulated by the newly developed GTI exhaust system. The only visible components of the exhaust system are the pair of chrome tailpipes integrated in the GTI's black diffuser, one

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on the left and one on the right. Inside, a complex exhaust routing system produces the typical GTI sound. In parallel, it was possible to reduce the weight of the system and its back pressure. And that has a direct positive impact on driving performance and fuel economy.

Sportier and Safer

The sixth Golf GTI is equipped with a sport chassis; its front end was lowered by 22mm, and its rear by 15mm. The entire architecture of springs, dampers and rear stabilisers was completely re-tuned.



For the first time in a Volkswagen, the XDS electronic transverse differential lock is being used. It significantly improves traction and handling properties. Technically speaking, XDS is a functional extension of the electronic limited-slip differential (EDL) integrated in the ESP system.

In fast curve driving, as soon as the electronics detects that the wheel at the inside of the curve on the GTI's driven front axle is insufficiently loaded, the ESP hydraulics specifically builds up braking pressure at this wheel to restore optimal traction. So XDS acts as a type of transverse differential lock that compensates for the understeering that is typical on front-wheel drive vehicles when driving fast through curves. Thanks to XDS, driving behaviour is significantly more precise and neutral; drivers perceive this as more like the handling characteristics of a car with all-wheel drive than those of front-wheel drive.



Dynamic yet comfortable with DCC

In addition, the Dynamic Chassis Control (DCC) system is available as an option on the new GTI. It continually reacts to the roadway and driving situation and modifies the damper characteristic accordingly. The driver perceives the significant advances in comfort and dynamic performance directly. During acceleration, braking and steering actions, damping is stiffened in just fractions of a second to optimally satisfy vehicle dynamic requirements and reduce pitch and roll movements.

To let drivers choose the desired system behaviour, besides the "Normal" program with a basic medium setting, DCC on the Golf GTI also offers the "Sport" and "Comfort" modes that are activated by a pushbutton. In "Sport" mode, the power steering is also tuned for greater dynamic responsiveness.

Interior of the GTI

The sporty look of the exterior is continued on the interior. The sports seats are again completed with the "Jacky" tartan fabric pattern. For safety, whiplash-optimised head

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restraints are also included. The head restraints precisely counteract whiplash in case of an accident. The GTI logo has also been worked into the headrest material.

Naturally, this Golf also has pedals with brushed stainless steel caps, a customised GTI gearshift lever in aluminium look, and a leather steering wheel with grip recesses, GTI emblem and DSG gearshift paddles. Naturally there are decorative red seams on the steering wheel, gearshift surround and leather parking brake grip; naturally the roofliner is black, and so is the pillar trim. Naturally, because this Golf is a GTI.



Kiwi's have long had an affinity with sports cars and the Golf GTI is no different. Since its launch, the GTI has been New Zealand's most popular Golf model and 'hot hatch'. Dean Sheed, Volkswagen General Manager for New Zealand, summarised the GTI's recipe for success: "Take the dynamic performance of a true sports car and combine it with the quality, functionality and comfort of a Golf and you have a winning formula. The GTI is equally adept at completing the errands around town as it is enjoying your favourite back road, making it a favourite with our customers."

The Golf GTI comes highly specified as standard in New Zealand – a 6 speed DSG dual clutch transmission, 17" 'Denver' alloy wheels, auto headlights, rain sensor, front fog lights, ParkPilot (front and rear), Climatronic 2 zone air conditioning, leather covered sports steering wheel with DSG paddles and sports front seats complete the package.

In car entertainment is taken care of by the RCD 310 CD stereo, along with Volkswagen's MDI, or Media Device Interface. The MDI allows connectivity of MP3 and other media devices to the vehicle. Track information will be displayed on the stereo and multi function display, with functions able to be controlled directly by the steering wheel mounted buttons.

As with all Volkswagens, safety is of paramount importance. Thanks to features such as ESP and 7 airbags (including driver knee airbag), the sixth generation Golf was recently awarded the top 5 star EuroNCAP safety rating.

The new Golf GTI has a RRP of \$57,490 excluding on road costs.

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