



Das Auto.

Golf Alltrack

Specifications



Features and Specifications

Safety and Security	Golf Alltrack 132TSI
Airbags	
Driver and front passenger airbags	S
Driver's knee airbag	S
Driver and front passenger side airbags	S
Curtain airbags, front and rear	S
Anti-theft	
Electronic engine immobiliser	S
Body	
Fully galvanised body with 12 year anti-corrosion perforation warranty	S
Door side impact protection	S
Rigid safety cell with front and rear crumple zones	S
Brakes	
Automatic flashing brake lights activated in emergency braking situation	S
Anti-lock Braking System (ABS)	S
Brake Assist	S
Electronic Brake-pressure Distribution (EBD)	S
Electro-mechanical parking brake	S
Auto hold function	S
Multi-collision brake	S
Child restraints	
Child seat top tether anchorage points (3)	S
ISOFIX child seat anchorage points, outer rear seats	S
Entry/warning reflectors in front and rear doors	S
First aid kit	A
Head restraints	
Front safety optimised head restraints, height adjustable	S
Rear head restraints height adjustable (3)	S
Lighting	
Daytime driving lights, LED integrated in headlight housing	S
Front fog lights with static cornering lights, mounted in lower bumper	S
Fog lamp, rear	S
LED rear registration plate light	S

Safety and Security (continued)

Golf Alltrack 132TSI

Locking

Remote central locking	S
Keyless Access, keyless entry and starting system including starter button	S
2 stage unlocking (programmable)	S
Automatic locking after take-off (programmable)	S
One touch lock/unlock for driver	S
Child safety locks on rear doors	S
Fuel filler flap lock/unlock by remote, push to open	S

Seat belts

Front height adjustable with pre-tensioners and belt force limiters	S
Visual and acoustic warning for driver and front seat passenger seat belts not fastened	S
3 point seat belts for all passengers	S

Traction Control

Anti-Slip Regulation (ASR)	S
Electronic Differential Lock (EDL)	S
Electronic Stabilisation Program (ESP)	S
Extended Electronic Differential Lock (XDL)	S
4MOTION all wheel drive	S

Exterior Equipment / Styling

Body enhancements

Body coloured bumper bars and door handles	S
Silver coloured exterior rear view mirrors	S
Exposed chrome exhaust tail pipes, left and right	S
Radiator grille in black honeycomb with highlight in chrome and Alltrack badge	S
Lower air intake in black honeycomb with silver crossbar highlight	S
Lower side window chrome strip	S
Protective trim on lower front and rear bumpers, side sills and wheel arches	S
Rear tailgate protective trim in chrome	A
Silver coloured underbody side sill and bumper trim, front and rear	S

Paint

Metallic/Pearl Effect paint finish	O
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Protection

Bonnet protector	A
Engine and transmission underbody protection	S
Loading sill protection, clear film or stainless-steel look guard	A
Mudflaps, front	A
Mudflaps, rear	A
Slimline weather shields, front	A

Exterior Equipment / Styling (continued)

Roof

Roof rails, chrome	S
Roof bars	A
Bicycle, kayak, ski, surfboard and snowboard holders	A
Luggage box range – 340 and 460 litre volumes	A

Tinted glass

Darkened rear tail light clusters	S
Heat insulating tinted glass	S

Tow bar

Towbar, horizontal receiver design with 7-pin flat trailer connector and removable tongue	A
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Wheels

Alloy wheels (Valley) 17x7" with 205/55 R17 tyres	S
Anti-theft wheel bolts	S
Valve caps with Volkswagen emblem	A
Low tyre pressure indicator	S
Weight and space saving spare wheel	S

Comfort and Convenience

Air conditioning

Air conditioning, dual zone automatic climate control	S
Air quality and humidity sensor with automatic air recirculation	S
Dust and pollen filter	S

Armrest

Front centre armrest, adjustable with storage box and rear air outlets (2)	S
Rear seat centre armrest with cup holders (2) and load through provision	S

Cruise control

Cruise control	S
Speed limiter (programmable)	S

Cup holders

Front (2)	S
Rear (2)	S
Bottle holders in front door pockets	S

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Comfort and Convenience (continued)

Interior highlights

Brushed chrome trim on instrument cluster, vent surrounds and gearshift lever surround
Chrome highlight trim on headlight switch and exterior mirror switch
Decorative inlays, "Dark Magnesium" to instrument surround and centre console, "Tracks" to passenger's side dashboard and doors
Door sill scuff plates, front in stainless steel with Alltrack logo
Gearshift knob in leather
Stainless steel accelerator and brake pedals

Interior lighting

With time delay
Front reading lights (2) and rear passenger reading lights (2), LED
LED ambient lighting in driver and front passenger foot well, front door decorative inlays, door openers and handles

Luggage compartment

Load restraining hooks
Luggage compartment light
Luggage compartment protection: moulded foam liner, robust load liner, plastic tray, reversible velour/rubber mat with loading sill protective flap
Luggage cover, removable and storable
Luggage cover, extendable with automatic (2 stage) opening
Luggage net partition, extendable rear seat backrest to roof lining, removable and storable
Luggage net
Shopping bag hooks
Storage area in side linings
Raised luggage compartment floor level with storage compartments
12 volt socket

Mirrors

Automatic dimming interior rear-view mirror
Electrically heated and adjustable exterior mirrors
LED turn indicators integrated in exterior mirrors

Power steering

Electro-mechanical, vehicle speed and steering input sensitive
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Seating

Comfort sports front seats
Height adjustment for front seats
Individually heated front seats
Lumbar adjustment for front seats
Split folding rear seat backrest (40/60)
Rear seat backrest with remote release
Rear seat centre armrest with cup holders (2) and load through provision

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Comfort and Convenience (continued)

Steering wheel

3 spoke leather covered flat bottomed steering wheel

Audio, telephone, cruise control and Multi-Function Display controls

Height and reach adjustable steering wheel

Storage

Centre console storage compartment under armrest

Glove compartment with cooling, illuminated and lockable

Compartment with lid in dashboard console containing App-Connect USB interface and auxiliary input audio socket

Compartment in roof console

The roof console storage compartment is deleted when optioned with the Sport luxury package

Drawer under driver's seat

Drawer under front passenger's seat

Driver's side dashboard compartment with lid

Front door pockets with bottle holders

Front seat backrest storage pockets

Tray and 12 volt socket in console

Waste container in white, suits cup holder

Transmission

Gearshift recommendation indicator

6 speed Direct Shift Gearbox (DSG) with sport mode and Tiptronic function

Trip computer

Multi-Function Display (MFD Plus) – trip time, trip length, average and current speed, average and current fuel consumption, distance till empty and ambient temperature, digital clock, vehicle status, audio, telephone and navigation menus

Upholstery

Vienna leather appointed seat upholstery

Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather

Vanity mirrors

Driver's and passenger's side vanity mirrors in sun visor with ticket holder

Illuminated on driver's and passenger's side

Wipers

2 speed aero wipers with wash/wipe and vehicle speed sensitive intermittent wipe

Rain sensor

Rear window with wash/wipe and intermittent wipe

Windows

Power front/rear, with roll-back function and one-touch up-down

Remote operated convenience close and open feature (programmable)

12V socket

Centre console

Luggage compartment

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Optional Packages

Driver assistance package

Adaptive Cruise Control (ACC)
Front Assist with City Emergency Brake (City EB) function
Park Assist, parking bay and parallel parking assistance
Proactive occupant protection system

Sport luxury package

Alloy wheels (Canyon) 18x7½" with 225/45 R18 tyres (4)
Dark tinted rear side window and rear window glass, 65% light absorbing
Panoramic glass sunroof, electrically slide and tilt adjustable with integrated wind deflector and sunblind
Steering wheel mounted gearshift paddles

Golf Alltrack 132TSI

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Technical Specifications

	Golf Alltrack 132TSI
Engine	1.8 litre TSI BlueMotion Technology
Type	4 cylinder inline turbocharged direct injection petrol with engine Start/Stop system*
Installation	Front transverse
Cubic capacity, litres/cc	1.8 / 1798
Bore/stroke, mm	82.5 / 84.2
Max power, kW @ rpm	132 @ 4500 – 6200
Max torque, Nm @ rpm	280 @ 1350 – 4500
Compression ratio	9.6:1
Ignition system	Electronic
Exhaust emission control	Exhaust gas recirculation, three way catalytic converter and lambda probes
Fuel type (Recommended)	Premium unleaded 95 RON minimum
Transmission	6 Speed DSG
Driven wheels	4MOTION all wheel drive
Performance#	
0 – 100 km/h	7.8
Fuel Consumption**	
Combined, L/100km	6.7
Urban, L/100km	8.2
Extra Urban, L/100km	5.8
CO2 emission g/km	158
Fuel tank capacity litres	55

*The Start/Stop system is designed to reduce fuel consumption and CO2 emissions. It achieves this by automatically switching off the engine while the vehicle is stationary and then starting it again automatically when the driver wants to drive off. There are certain operating conditions where the Start/Stop system is deactivated (e.g. during engine warm-up), please refer to the owner's manual for full operating information.

Please note figures are sourced from overseas data where equipment levels by model variant may vary.

** Fuel consumption figures according to Australian Design Rule (ADR) 81/02.

The driving style, road and traffic conditions, environmental influences, the fitment of accessories and vehicle condition can in practice lead to consumption figures which may differ from those calculated with these standards.

Technical Specifications

	132TSI
Running Gear	1.8 litre TSI – BlueMotion Technology
Suspension	
Front Axle	Independent, MacPherson struts with lower A-arms. Anti-roll bar
Rear Axle	Independent, four-link with coil springs. Anti-roll bar Rough road suspension with increased ground clearance
Steering	Electro-mechanical power assisted rack & pinion steering
Brake Systems	Anti-lock Braking System (ABS) with Electronic Brake-pressure Distribution (EBD), Brake Assist and Electronic Stabilisation Program (ESP). Brake energy recuperation
Brakes	
Front	Ventilated discs
Rear	Discs
Turning Circle (m)	10.9
Weights	6 Speed DSG
Tare Mass Kg	1479
Towbar Capacity* kg	
Braked*	1500
Unbraked	750
Towbar Load Limit* kg	80
Exterior Dimensions	
Overall length mm	4578
Width mm	1799
Height mm	1496
Wheelbase mm	2630
Track mm	
Front	1546^
Rear	1517^
Running clearance mm†	175
Luggage Area Dimensions#	
Luggage area volume L	
Rear seat upright	605
Rear seat folded	1620
Luggage area floor length mm	
Rear seat upright	1055
Rear seat folded	1831
Luggage area width mm	
At narrowest point	1003
Luggage load height mm	
To luggage cover	584
To roof lining	936

* Please note towbar capacities are applicable to the Genuine Volkswagen Accessory towbar. # Please note figures are sourced from overseas data where equipment levels by model variant may vary. † Please note, Volkswagen Group Australia does not endorse or will not be held liable for any claim, loss or damage arising from the use or fitment of electronic trailer brakes. † Please note running clearance measurement may vary with wheel size, tyre pressures, tread depth. ^ Track figures are based on vehicles fitted with 205/55 R17 tyres

Colour and Upholstery Combinations

Seat Upholstery	Exterior Colours					
	Pure White	Tornado Red	Reflex Silver Metallic	Limestone Grey Metallic	Night Blue Metallic	Deep Black Pearl Effect
132TSI						
Black Vienna leather appointed seat upholstery*	S	S	S	S	S	S

*Leather appointed seats has a combination of genuine and artificial leather, but are not wholly leather. Please note Metallic (M) and Pearl Effect (PE) paint are optional at extra cost.

Glossary

4MOTION

An all-wheel drive system that provides the best possible traction at all road speeds, in all weather and road conditions. An electronically controlled multi-plate clutch directs torque to the axle with the best traction.

When operating under a relatively low load or when coasting, power is primarily distributed to the front axle, thus saving fuel. However, the rear axle can be variably engaged in fractions of a second whenever necessary, even before any wheel starts to slip and therefore reducing the potential for a loss of traction. The wheels of the vehicle are prevented from spinning even when driving off and accelerating.

Activation of the multi-plate clutch is based primarily on the engine torque demanded by the driver. In parallel, a system within the all-wheel drive control unit evaluates such parameters as wheel speeds and steering angle.

Adaptive Cruise Control (ACC)*

Adaptive Cruise Control (ACC) is an extension of the conventional cruise control system with advanced capabilities based on a radar sensor. When ACC is activated, the vehicle automatically brakes and accelerates to a speed and distance set by the driver.

If the Golf Alltrack approaches a slower vehicle, the ACC brakes the car to the same speed and maintains the pre-selected distance. Even when a vehicle pulls into the same lane in front of you or slows, your vehicle is automatically decelerated to the pre-selected distance. If the vehicle ahead moves out of your lane, the Golf Alltrack then accelerates up to the preset desired speed.

Deceleration of the vehicle may take place via intervention in the engine management system. If deceleration via engine torque is not sufficient, brake intervention takes place, braking the vehicle to a standstill if the traffic situation necessitates. ACC can be reactivated automatically by depressing the accelerator pedal.

The dynamics of the ACC system can be individually varied by selecting one of the driving programs from the driver profile selector.

Adaptive Cruise Control (ACC) cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain.

Anti-lock Braking System (ABS)

When braking, wheel speed sensors measure the road wheel speed and should one or more wheels start to lock the ABS system reduces brake pressure to that wheel. This prevents the wheels from locking during heavy or emergency braking, enabling the vehicle to remain steerable.

Anti-Slip Regulation (ASR)

ASR is a traction control system that prevents the wheels from spinning under acceleration by reducing engine torque.

Auto Hold function

As soon as the vehicle comes to a complete stop, the ABS hydraulic unit stores the vehicles final braking pressure. So even when you take your foot off the brake pedal, all four wheels brakes remain applied, providing increased comfort in stationary traffic. This function is released automatically when you drive off again.

Brake Assist

During emergency braking, Brake Assist aids the driver by increasing the brake pressure automatically to a level exceeding the locking limit. The ABS is thus quickly brought into the operating range, which enables maximum vehicle deceleration to be achieved.

Direct Shift Gearbox (DSG)

DSG is a manual gearbox in which the gearshifts are controlled electronically. What makes the DSG unique is that it has 2 separate gear sets operated by 2 clutches. The benefit of 2 gear sets and 2 clutches is that one gear set and clutch is engaged driving the vehicle with the second disengaged clutch having already pre-selected the next gear awaiting for power to be transferred. As the next gear has already been pre-selected prior to power being applied, the gear change only takes 3-4 100ths of a second. There is virtually no interruption to power, traction or acceleration. The DSG also offers Tiptronic gear selection and sports mode.

Glossary

Driving Profile Selection

Driving profile selection provides the driver with a wide-ranging choice of settings that can be made to the vehicle according to the driver's preferences. The driver has the option of choosing between the following driving profiles: Normal, Sport, Eco, Off-road and Individual. The Normal profile offers a comfortable but dynamic driving style. Sport provides faster response of the accelerator pedal and steering while the DSG switches to Sport mode. Eco mode has been designed to enhance fuel efficiency by including coasting function and by adapting engine performance, earlier gearshift points and consumption-optimised control of the air conditioning system. Exclusive to Alltrack, Off-road mode activates a hill descent function (maintains a constant speed on the descent), a modified accelerator pedal response and an off-road configuration of the ABS (modified control thresholds form a desirable wedge of gravel in front of the wheels). The Individual setting allows the driver to separately set various parameters including steering, engine, Adaptive Cruise Control (ACC) and air conditioning.

Fatigue Detection

The driver Fatigue Detection system automatically analyses the driving characteristics and if they indicate possible fatigue, recommends that the driver takes a break. The system continually evaluates steering wheel movements along with other signals in the vehicle on motorways and others roads at speeds in excess of 65 km/h, and calculates a fatigue estimate. If fatigue is detected, the driver is warned by information in the Multi-function Display and an acoustic signal. The warning is repeated after 15 minutes if the driver has not taken a break.

Fatigue Detection cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and therefore determining whether or not they are fit to drive. A driving time of 15 minutes is required in order to assess the driver correctly. The functionality of the system is restricted given a sporty driving style, winding roads and poor road surfaces.

Electronic Brake-pressure Distribution (EBD)

Electronic, more sophisticated means of regulating the ratio of front/rear brake pressure. Settings are varied according to driving and load conditions to ensure each wheel is braked to the optimum extent.

Electronic Differential Lock (EDL)

EDL improves driving and steering characteristics when accelerating on road surfaces where each wheel has a different degree of traction. The system operates automatically and is combined with the ABS system. Using the ABS wheel sensors, EDL monitors the speed of the individual driving wheels. When a difference in driving wheel speed is detected (i.e. when one wheel starts to spin due to differences in road surfaces, e.g. due to water or dirt) the system brakes the spinning wheel, transferring engine power to the wheel with the best traction.

Electronic Stabilisation Program (ESP)

ABS and ASR traction control systems are integrated into the Electronic Stabilisation Program (ESP). In short, ESP helps ensure that the vehicle goes where you steer it even in extreme driving conditions. The ESP system constantly compares the actual movement of the vehicle with pre-determined values and should a situation arise where the vehicle starts to skid, ESP will apply the brakes to individual wheels and automatically adjust the engine's power output to correct the problem. ESP prevents the vehicle from losing control when trying to avoid an accident, for example. It also reduces the effects of understeer or oversteer.

Extended Electronic Differential Lock (XDL)

XDL is an extension of the Electronic Differential Lock (EDL) function. When cornering, XDL responds to the load relief at the front wheel on the inside of a corner. The ESP hydraulics are used for the XDL to apply pressure to the wheel on the inside of the corner in order to prevent wheel spin. This improves traction and reduces the tendency to understeer. As a direct result of the one-sided and precise braking pressure, cornering is sportier and more accurate.

Glossary

Front Assist with City Emergency Brake (City EB) function*

The Front Assist ambient traffic monitoring system uses a radar sensor to detect critical distance situations and thus help to shorten the braking distance, reducing the risk of a rear-end collision. The traffic ahead is monitored constantly by the radar at the front. If a vehicle is detected ahead of you in the lane, the distance and the speed relative to it are calculated. If the gap is closing too fast, Front Assist initially warns the driver by means of an audible as well as a visual signal. At the same time, the brake pads are brought into contact with the brake discs and the sensitivity of the Brake Assist is increased. This primes the braking system for a possible emergency stop. Furthermore, an automatic jolt of the brakes warns the driver of the danger. If the driver also fails to react to the warning jolt, Front Assist brakes automatically, helping to avoid a collision or reduce the severity of the accident.

The City Emergency Brake (City EB) function is a radar based emergency braking system designed to help a driver avoid a low-speed crash or to reduce its severity. At vehicle speeds below 30km/h, City EB monitors the area ahead of the car for vehicles which might present a threat of collision. If a collision is likely, City Emergency Braking first pre-charges the brakes and makes the emergency Brake Assist system more sensitive: if the driver should notice the risk, the car is ready to respond more quickly to their braking action. However, if the driver still takes no action and a collision becomes imminent, City Emergency Braking independently applies the brakes very hard. If the driver intervenes to try to avoid the accident, either by accelerating hard or by steering, City EB will deactivate and allow the driver to complete the avoidance manoeuvre.

Front Assist with City Emergency Brake (City EB) cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles.

Multi-collision brake

The multi-collision brake has been designed to provide effective assistance for the driver in the moments after an accident. Multi-collision brake triggers automatic controlled braking once an initial collision has been detected so as to reduce the intensity of further accidents after a collision and can help prevent follow-on collisions with oncoming traffic.

The triggering of the multi-collision brake is based on a collision being detected by the airbag sensors. The ESP control unit limits the deceleration of the vehicle by the multi-collision brake to a defined value and vehicle speed. The vehicle can still be controlled by the driver, even when automatic braking is taking place. The driver can interrupt the multi-collision braking at any time by accelerating or braking even more strongly.

Park Assist*

The second generation Park Assist system actively helps the driver when reversing into 90° parking bays, as well as reversing into and driving out of parallel parking spaces. The system works by using sensors mounted either side of the front and rear bumpers together with parking distance sensors front and rear. To park, the driver simply presses the Park Assist button to select the type of parking manoeuvre and uses the appropriate indicator as the car slowly passes the potential parking space. Sensors scan the size of the parking space as the car is driven past and the driver is alerted if the parking space is big enough. If there is sufficient space, the driver stops the car, selects reverse and lets go of the steering wheel.

Park Assist will alert the driver of the intended path and subsequently the appearance of obstacles in the Multi-Function Display, within the driver's field of vision. Park Assist then actively supports the driver by taking over the steering control and parks the vehicle in the available space using the ideal course, if necessary with several moves. The driver can however take over the control of the steering at any time and end the automatic parking procedure.

Park Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged or if they are uncertain of the risk, they will need to react accordingly and stop the vehicle, ending the function.

Proactive occupant protection system*

The proactive occupant protection system incorporates active and passive safety elements. When the system detects a potential accident situation, the occupants and the vehicle are prepared for a possible accident. Automatic tensioning of the seat belts secures the driver and front passenger in their seats to attain the best possible protective potential of the airbag and belt system. In case of high transverse dynamics the side windows (and optional panoramic sunroof) are also closed, leaving just a small air gap. Closing of the windows offers optimal support to the head and side airbags which results in the best possible protection.



Optional Sport Luxury package shown.

Golf Alltrack

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