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Bigger, more practical, more efficient, more intelligent – The all-new Caddy is ready for take-off

- **Innovative technical basis:** The completely redesigned Caddy is based on the modular transverse matrix (MQB)
- **Charismatic:** Supreme design with a focus on functionality
- **All-rounder:** The new Caddy is being launched as a city delivery van, Kombi/shuttle, compact MPV and camper
- **Spacious:** The Caddy continues to score highly in all versions with a perfect package and lots of room
- **Longer wheelbase and wider sliding door:** The Caddy Cargo Maxi now has room for two Euro pallets
- **Sustainable diesels:** The TDI engines' nitrogen oxide emissions significantly reduced via twin dosing
- **Safer and easier to drive:** Five of the total of 19 assist systems on the fifth-generation Caddy are new
- **Digitalised and connected:** Optionally available for the first time with digital instruments and numerous online services

Hannover / Munich, October 2020 – Volkswagen Commercial Vehicles is bringing a completely redesigned Caddy onto the market. The fifth generation of the highly successful model, of which over three million units have been produced, is launching as a Kombi/shuttle and family MPV (Caddy), a city delivery van (Caddy Cargo) and a camper (Caddy California). For the first time, the all-rounder is based on the modular transverse matrix (MQB), as used in the Golf 8. With the latest evolution of the MQB, numerous new technologies make their entry into the Caddy range: Innovative assist systems such as Travel Assist and the new oncoming vehicle braking when turning function make driving the Caddy easier and safer; connected infotainment systems and digitalised controls make the Caddy a smart phone on wheels; and the new twin dosing system turns the efficient turbo diesel engines' NOx emissions into water and harmless nitrogen. The exterior has a new and charismatic design; the interior too has been cleverly planned down to the very last detail. At the same time space has been increased. In fact, this Caddy is the new Swiss Army knife of compact vans, MPVs and campers – a genuine Volkswagen.

From launch it will immediately be possible to configure the new Caddy as a shuttle or MPV in the new 'Kombi', 'Caddy', 'Life', 'Style' and, 'Move' (launch model) specifications and as a city delivery van in the 'Cargo' and 'Cargo Maxi' (long wheelbase) versions. The launch begins at the end of November in Germany, Austria and Poland. It then continues at pace all over Europe. Following on in the third stage will be export markets such as Israel, South Africa and Australia.

From 2021, in good time for the next holiday season, the also completely redesigned Caddy California (the successor as a camper to the Caddy Beach; for the first time with mini kitchen, panoramic sunroof and new tent options) will further extend the spectrum of the model line. In addition to front-wheel drive Volkswagen Commercial Vehicles will from early 2021

also be offering some fifth generation Caddy models, including the California, with 4MOTION all-wheel drive. Also to be launched in 2021 as a 4MOTION highlight and successor to the Caddy Alltrack is the new stand-alone Caddy PanAmericana – an MPV/SUV crossover aimed at all globetrotters. The Maxi versions of the Caddy (Kombi/shuttle and MPV) and Caddy California also follow next year.

Charismatic design and new exterior features

Visually the switch to the MQB platform is at once already evident from the longer wheelbase. Increased from 2,682 to 2,755 mm, it gives the new Caddy proportions with a more dynamic look. The designers utilised the technical opportunity presented by the platform to create a completely redesigned vehicle body – one that is more charismatic than ever. In terms of engineering and specification, the exterior of the up to seven-seater Caddy has a number of new features. These include a particularly large panoramic sunroof with a transparent area of 1.4 m² (also available for the Caddy California), which extends over the first and second seating rows, and optional electric closing aids for the sliding doors and rear hatch. Also new: 16-, 17- and for the first time 18-inch alloy wheels and – fitted as standard in the top 'Style' version – new LED headlights and LED rear lights. Included for the first time is the 'Keyless Access' locking and ignition system. With the top 'Keyless Access / Advanced' version all the Caddy user needs to do is approach the vehicle with the key in their pocket so that, if they want it to, the central locking unlocks without them even touching the door handle. The newly developed system is protected by ground-breaking technology, making it extremely secure.

One of the biggest interiors in the segment

On the inside the fifth generation of the all-rounder impresses with new high-tech solutions and appreciably more usable space. The Caddy Cargo provides 3.1 m³ of cargo space (as defined by the SAE V6 standard); in the Caddy Cargo Maxi the capacity is 3.7 m³. A completely redesigned rear axle enhances the space provided. This becomes clear by taking the Caddy Cargo as an example: a Euro pallet can now be loaded into the back of the vehicle. That's because the maximum width between the wheel arches now measures 1,230 mm. Thanks to the sliding doors having been increased in width to over 840 mm (previously 701 mm), the new Caddy Cargo Maxi can now take a second Euro pallet – a major competitive advantage. It is thus possible to load the pallets in a choice of ways: either crossways in the middle and crossways in the back or crossways in the middle and lengthways in the back. The maximum cargo space length up to the bulkhead is 1,797 mm (Cargo) and 2,150 mm (Cargo Maxi).

The passenger car and Kombi versions are offered as standard with five seats. Whether short or long, they can also optionally be ordered, like the previous model, with a third seating row. These two additional individual seats in the back quickly turn the Caddy into a seven-seater. A new feature meanwhile on the fifth generation Caddy is that the seats on the third row can be individually removed. Naturally, the latest Caddy also retains tried and tested features: the passenger car and Kombi seats on rows two and three can, for example, still be tipped forward and folded up. And the second-row seats can, of course, again be easily taken out. The Kombi and family MPV provide luggage space of up to 2,556 litres (loaded roof-high up

to the first seating row, second row taken out); with five people on board the luggage space, loaded up to the height of the seat backs, is an impressive 1,213 litres. The cargo space length of the Kombi and MPV up to the first seating row is 1,913 mm and the maximum width available between the wheel housings is 1,185 mm.

Digitalised high-tech cockpit and digital touch buttons

The indicator and control elements have been redesigned: the initial interface here with the driver and front-seat passenger is formed either by analogue instruments with a digital multifunction display or – as an option, and standard in the 'Style' version – by the new 'Digital Cockpit' (fully digital instruments). Included as standard or optional depending on version: radio and navigation systems with 6.5-inch (16.51 cm), 8.25-inch (20.96 cm) or 10.0-inch touchscreens. The fusion of Digital Cockpit and top 10-inch Discover Pro navigation system creates here a new digital landscape of indicators and controls: the 'Innovision Cockpit'. Via an Online Connectivity Unit (OCU) with integrated eSIM the Caddy's infotainment systems also access mobile online services (MOD). The innovative air-conditioning controls under the infotainment system are for the first time also digital, featuring easy-to-use sliders.

Also new in the Caddy are digital buttons for light, sight, audio and menu functions. The rotary switch for the lights has therefore served its time – the front panel of 'Light & Sight' buttons now takes over its role. Positioned on the left, it is integrated with the cockpit and infotainment system on one line of sight and control. So-called direct access buttons on another panel below the central infotainment system and air-conditioning controls also enable quick and intuitive operation of the assist systems and advanced climate control and parking functions – in effect an ingenious short cut in the increasingly complex menu navigation of the MIB, the latest 'modular infotainment matrix' from the Group. In addition, new, powerful, touch-control LED interior lights and a power supply for external 230V devices enhance life on board. Another innovative feature is a roof vent for better climate control and faster stationary ventilation in the back of the Caddy.

New assist systems make the Caddy safer and easier to drive

Five of the 19 assist systems are completely new in the Caddy and the others have been extensively updated: the new features include Travel Assist, which, for the first time in a Volkswagen commercial vehicle, facilitates assisted driving across the full speed range. In connection with Travel Assist the Caddy's redesigned multifunction steering wheel is equipped with capacitive sensors. The background to this is that for legal and safety reasons the driver must permanently monitor the system. The wheel's capacitive sensors ensure precise detection of even a lightly touching hand, thus avoiding any false alarms. In other words, for as long as one hand is touching the steering wheel, the system gives no prompts to steer. Also new: the oncoming vehicle braking when turning function fitted as standard in every Caddy, which as part of the Front Assist system can help to avoid accidents when turning off across possible oncoming traffic. Likewise new in the Caddy and thus for the first time in the 'A' segment of city delivery vans : the trailer manoeuvring assistant familiar from the Crafter, Trailer Assist (which makes reversing with a trailer easier).

Twin dosing significantly reduces the TDI engines' nitrogen oxide emissions

Like the assist systems, the Caddy's new four-cylinder engines are also innovative. They are from the next stage of engine evolution and are all fitted with particulate filters. For example, the turbo diesel (TDI) engines: for the first time in a Volkswagen commercial vehicle the new 'twin dosing' system is being used for the 55 kW (75 PS), 75 kW (102 PS) and 90 kW (122 PS) TDI engines with 6-speed manual transmission or automated 7-speed dual-clutch gearbox. Via two SCR catalytic converters – one close to the engine, one positioned away from it – and a double injection of AdBlue achieved in this way, the system significantly reduces the nitrogen oxide (NOx) emission levels compared to those of the previous model. The TDI engines of Volkswagen Commercial Vehicles' Caddy are thus among the cleanest turbo diesel engines in the world.

Likewise efficient and sustainable: a turbocharged petrol engine (TSI) delivering 84 kW (114 PS). Also set to follow are a turbocharged natural gas engine (based on the TSI, but delivering 96 kW / 130 PS) and a plug-in hybrid drive system (eHybrid). The new drive system technologies have a noticeably positive impact both ecologically and economically. For example, the TDI: the combined NEDC fuel consumption of the new generation Caddy 2.0 TDI with 6-speed manual transmission and power output of 75 kW (102 PS) is 4.7 l/100 km, which is 1.4 l/100 km less than the comparable engine in the now discontinued fourth generation Caddy. One of the factors that contributes to this significantly improved efficiency is the aerodynamics of the new exterior design: the c_w value (previous model: 0.33) has been reduced to 0.30 on the new Caddy – a new benchmark in this segment. In comparison with its competitors too, the new Caddy TDI is on average ten per cent more fuel efficient on the road, i.e. it also emits ten per cent less CO₂. In the case of the vehicles with petrol engines, the new Caddy is likewise best in class.

The prices and running costs of the new Caddy in Germany

The Caddy has also always been an economically attractive city delivery van, estate car, family MPV and camper. Nothing about that has changed in the latest generation of the top seller either. In Germany, for example, the new Caddy Cargo 2.0 TDI delivering 55 kW (75 PS) – one of the most important models for the trades, corporations and service providers of every kind – starts in the 'EcoProfi' version at just €20,862,60 including value added tax (net: €17,985.00). In addition, the city delivery van, like all new Caddy models, already scores highly even now through compliance with the strict Euro 6d ISC-FCM emissions standard and with very low fuel costs. The Caddy with this power output falls into insurance categories N17 (fully comprehensive), N18 (part comprehensive) and 17 (third-party), which are likewise best-in-class rankings.

Just as economical as the Cargo models are the versions with five to seven seats tailored towards families or service providers, such as taxi firms. The world of these models begins in Germany with the 75 kW (102 PS), 'Kombi EcoProfi' estate at a price of 25,044.40 euros (net: 21,590.00 euros). Here too the fuel costs are very low. At 4.7 l/100 km as combined WLTP fuel consumption the fuel cost is only 5.15 euros¹. Also at a very affordable level are the insurance classifications: categories N19 (fully comp.), N18 (part comp.) and 17.

1.) Diesel price: 1,09⁶¹ euros per litre in Germany; source: Federal Statistical Office, latest average price calculated for August 2020, as of 9 October 2020.

EXTERIOR – CHARISMATIC ALL-ROUNDER

- **Powerful design – fully focussed on functionality**
- **Dynamic proportions: 92 mm longer, 62 mm wider**

Volkswagen Commercial Vehicles is the inventor of the Bulli – the icon of its vehicle class. After updating the Transporter, Multivan and California 6.1, the VWCV design team led by Albert Kirzinger has now completely redesigned the Caddy. No contour or component has been left untouched. The designers created a new, visually complete presence, but also succeeded in transferring the model's DNA into the next decade, and so ensuring the fifth generation is unmistakably recognisable as a very new stage in the Caddy's evolution. "The Caddy is now very much more powerful and yet remains uncompromisingly practical. We have concentrated on the typical 'form follows function' concept and nevertheless achieved significantly enhanced dynamic handling. The new Caddy's sporty design will thus appeal to target groups that would never previously have considered a compact MPV," explains Kirzinger.

Sporty, charismatic design based on sculptural lines

Front: The increase in powerful sportiness and independent charisma is visible from every angle. Looked at from the front, the higher bonnet, similar to that of a compact SUV, catches the eye. Seen below it are the redesigned radiator grille and headlights. This area is particularly striking on the classy 'Style', which has LED headlights fitted as standard. There is a shiny black crossbar in the radiator grille and below it two bars in aluminium look continuing all the way across to the LED headlights, where they visually merge with the striking slim modules of the LED daytime running lights. The headlights themselves have a new three-dimensional depth, which give a distinctive look to the Caddy's confident, endearing face. The headlights and radiator grille in fact form an end-to-end homogeneous unit that – just like the serenely powerful bumper – emphasise the width of the vehicle. And it doesn't only look wider: at 1,855 mm (excluding mirrors), the Caddy does indeed now have 62 mm of extra width. Plus: in its standard version the Caddy has also grown by 92 mm in total length to 4,500 mm and by 73 mm in wheelbase length to 2,755 mm. This adds 18 mm to the cargo space length, which is now 1,797 mm. The new Caddy is also 5 mm lower in height than its predecessor. It thus has a fuller, broader, more powerful look on the road. A look to which the optional 18-inch wheels, now available for the first time, undoubtedly contribute.

Silhouette: Seen side-on, the new Caddy is now appreciably more muscular than its predecessor and its surfaces overall look more sculpted. This too shows clearly that it is a completely redesigned vehicle, while a double roof line lowers the vehicle's centre of gravity. Another striking feature is the look of the windows: the bottom lines of the windows of the front doors rise and end just ahead of the B-pillars and in the back with a slight upward kink near the D-pillars; the side windows in the back are also set higher than those of the front doors – details that help to give an unmistakable outline to the silhouette.

The same goes for the clearly dominant element on the side: the so-called character line. It is comparatively broad and between its top and bottom edges concave (i.e. curved inwards). The top edge of the line stretches as a continuous element from the headlight all the way to the D-pillar; the bottom edge, on the other hand, takes a deeper course starting from the B-pillar, through the upper edges of the door handles, back up near the notional C-pillar and then continuing all the way to the back. Visually this line too lowers the Caddy's centre of gravity and makes it as a result look very dynamic. This effect is reinforced still further by the horizontally concave surface above the side sills. The dynamism of the design is strengthened by the flared wings, between which a powerful waistline forms in the middle of the silhouette. The vehicle thus stands up on its wheels with great presence.

Rear: The view from behind in particular shows just how far the rear wings project and in doing so form a clear shoulder line. It can indeed therefore be assumed that in future more customers keen on active outdoor pursuits will consider the versatile Caddy to be an interesting, attractive and practical alternative to a conventional SUV or estate. The rear section itself is not based on any previous model. Instead the designers have very self-consciously enhanced the visual DNA of the Caddy and of the brand. One distinctive feature of the new rear section design is the vertically arranged and very slim tail lights (in LED format on the 'Style' and above, on all Caddy models with the Plus pack and on the 'Caddy Move' launch model). Another, on the Caddy with rear hatch rather than wing doors, is the very large, dark rear window, which spans almost the entire width of the vehicle. Below it are areas that also have a strongly horizontal orientation, making the rear look wider and more solid. Emblazoned in the centre of the rear section in large, new style is the Caddy name.

City delivery van, estate, family MPV and camper

No matter whether it be the Cargo (panel van), Caddy (Kombi/shuttle and MPV) or California (camper), the future Caddy with 4MOTION or the special all-terrain Caddy PanAmericana model, as a result of the switch-over to the MQB platform every variant offers significant advantages: the exterior and interior dimensions have been enhanced in such a way that the overall package in the cargo space has been appreciably improved. Like its predecessor, the new Caddy is also available, dependent on version, with one or two sliding doors and rear wing doors (Cargo and Caddy Maxi) or a rear hatch. The rear wing doors can for the first time now also be supplied without windows. The advantage of this being that cargo and tools are better hidden from view and better protected from theft.

Overall package optimised for taking Euro pallets

With the standard wheelbase the new Caddy measures 4,500 mm in length, an increase of 92 mm over the previous model. In keeping with this, the wheelbase has grown, thanks to the MQB platform, by 73 mm to now 2,755 mm and the cargo space length by 18 mm to 1,797 – the new length is thus being thoroughly utilised. The height of the new all-rounder has been reduced to 1,818 mm (-5 mm). It was nevertheless possible to increase the maximum cargo space height by 28 mm to 1,272 mm (Caddy Maxi: up by 30 mm to 1,274 mm). Volkswagen Commercial Vehicles has also increased the Caddy's overall width (excluding exterior mirrors): 1,855 mm equates here,

as mentioned above, to an extra 62 mm. Smaller wing mirrors make the new Caddy more aerodynamic. Including them it has grown by 35 mm to a width of 2,100 mm. As a result of this increase and clever design measures, it was also possible to take the cargo space width up 57 mm to 1,613 mm. The width between the wheel arches thus increased by 60 mm to 1,230 mm (Caddy Cargo). At the same time, the width of the rear opening increased by 51 mm to 1,234 mm. A Euro pallet can now be carried crossways in the back of the cargo space too. The wheelbase of the new Caddy Cargo Maxi is 2,970 mm. Its exterior length is 4,853 mm. As a result of its sheer length and thanks to the 145 mm wider sliding doors it is now also possible in the Caddy Cargo Maxi to load a second Euro pallet sideways through the side door; it fits on the much wider cargo bed. To permit this the sliding door's open width has been increased from 701 to 846 mm – the widest in the world in this class and a clear competitive advantage.

INTERIOR – RETHOUGHT IN EVERY DETAIL

- **Digitalised or analogue – the customer has the choice**
- **Greater flexibility for passengers and cargo**

Volkswagen Commercial Vehicles has redesigned the interior of the Caddy and largely digitalised it in the process. The all-rounder is for the first time therefore optionally available with the Digital Cockpit. As previously, the new Caddy will in most versions be offered as standard with analogue instruments, with the customers deciding to what extent their vehicle is to be digitalised. Volkswagen Commercial Vehicles is also offering the Caddy with a large range of new infotainment systems. If the vehicle is fitted with the Digital Cockpit, the instruments and the infotainment system form an ultra-modern digital landscape – with the controls arranged in clear line of sight. The very self-explanatory controls have been digitalised across the board. They include a buttons module for Light & Sight functions to the left of the steering wheel, a module below the infotainment system that acts as direct access buttons for various menu functions, the multifunction steering wheel (likewise redesigned and with capacitive sensors for use in combination with Travel Assist), a new roof module with emergency call button via eSIM, and the button for the now electronic parking brake. In addition, the air conditioning system's control unit with buttons and sliders is also digitalised.

The new Caddy with dual clutch gearbox (DSG) also gains a digitalised 'shift-by-wire' gear shift mechanism, making changing gear easy and more assured. The 'D' gear can, for example, be selected even while still manoeuvring backwards, with the gearbox then shifting from 'R' to 'D' only when the Caddy has slowed down sufficiently to permit it. As an optional or on some versions a standard feature there are two USB-C sockets to the left of the gear lever. An inductive charging tray for smart phones can also be integrated in front of the gear lever knob. The tray has a practical cover that closes above it. For the first time in the Caddy it will also be possible to use App-Connect Wireless (mirroring of apps on the infotainment system) via Bluetooth (until now smart phones generally required a connection cable).

How intuitively this all works is shown by how the Air Care Climatronic and infotainment systems are operated. In both cases the controls used to operate them include sliders. There is a central slider on the centre console, split into three zones: left, right and centre. By swiping a finger across the two outer zones, driver or front-seat passenger intuitively adjust the interior temperature. If they do the same in the slider's central zone, they equally intuitively alter the sound system's volume. Meanwhile, if the Caddy is equipped with a navigation system, then in navigation mode the map zoom level can be altered via the central slider zone using two fingers. It all works as simply and intuitively as operating a smart phone. Anyone, for example, tapping with two fingers on the air conditioning system's temperature slider, directly accesses the seat heating's controls.

The Caddy's highly flexible seating

Characteristic features of the Caddy's interior are lots of new technical solutions. In the case of the Caddy Cargo, for instance, the cargo space has an optimised LED layout for interior lighting, new floor coverings and a 230-V socket. New, exceptionally strong lashing points also make stowing luggage easier. A new feature in the Cargo's cab is the fold-down front passenger seat with a now even more hard-wearing back panel, which takes on the function of a mobile desk. All materials used in the interior are resistant to dirt and very robust.

Highly ergonomic seats for long hours on the road

New and particularly ergonomic seats are available for all versions of the new Caddy: the so-called AGR Ergo seats (AGR = German Campaign for Healthy Backs Society). They have been specially developed for long-distance travellers and drivers who spend long hours on the road for work. The AGR seats can be adjusted in multiple ways: in addition to lengthways and height adjustment, they offer custom settings of seat rake and seat cushion depth, plus 4-way lumbar support. A new roof ventilator in the passenger compartment also enhances travelling comfort: the roof ventilator (not available in combination with the panoramic sunroof) sucks in the air above the instrument panel and distributes it in the passenger compartment. As a result the air conditioning in the back is appreciably improved.

Up to five flexibly usable single seats and a double bench seat

It is not only two Euro pallets that can be stowed more easily than ever before in the new Caddy – workshop equipment, a day's courier service load, up to seven people complete with luggage or the bikes for the weekend can be accommodated here too. 'Work – Life – Unlimited' in the best sense. In its standard specification the Caddy as an estate or compact MPV is a five-seater, with the second row fitted in this case with a single seat on the front passenger side and a double bench seat. The angle of the backrests can be adjusted. A third row of two further individual seats, available as optional extras, make the Kombi and compact MPV into a seven-seater. The three second-row seats can be compactly collapsed and tipped forward, folded up or taken out to increase the cargo space. The individual third-row seats can also be folded up. The seating system also offers maximum flexibility: It is easier than ever to completely take out the third-row seats in just a few quick steps. As an option, the front row seats in the Caddy Cargo can now for the first time be fitted with armrests, a feature that Volkswagen Commercial Vehicles have now carried over from the Transporter and Crafter. An important point for families is that all outer passenger compartment seats and the front passenger seat are fitted with Isofix anchors for securing compatible child seats.

A space giant among city delivery vans and compact MPVs

Despite its compact urban dimensions, the new Caddy Cargo has, at 1,613 mm, one of the widest cargo spaces on the market. Between the wheel arches there is up to 1,230 mm available (Caddy Cargo). The maximum width between the wheel arches of the Caddy as a passenger car is 1,185 mm. The new Caddy Cargo and the Caddy as a passenger car / estate / family MPV also set new standards in respect of cargo space length: measuring 1,797 mm (Cargo) / 2,150 mm (Cargo Maxi) up to the bulkhead, it

is again one of the biggest in the segment. Measured up to the first seating row, the Caddy as a passenger car / estate / family MPV offers cargo space length of 1,913 mm. And the new generation thus scores well with a very high load capacity: in the case of the Caddy Cargo it is 3.1 m³ (standard wheelbase, based on the new measuring method, the SAE V6 standard) / 3.7 m³ (in the Maxi). Matching this are the high maximum payloads of up to 700 and 780 kg respectively. The Caddy as a passenger car / estate provides 2.6 m³ of cargo space up to the first seating row. At 1,213 litres (loaded up to the height of the second row backrests), the new Caddy with five people on board also offers the biggest luggage capacity in its class. At 562 mm, the load sill is conveniently low (Caddy Cargo: 586 mm). The new Caddy's roof load continues to be 100 kg; trailer loads of up to 1,500 kg, dependent on the vehicles engine, also continue to be possible.

DIGITAL COCKPIT AND INFOTAINMENT IN DETAIL – PERFECTLY CONNECTED

- **Digital Cockpit facilitates numerous new functions**
- **Infotainment brings the world of online services on board**

The new 'Digital Cockpit' in detail

The Digital Cockpit display has a clear, high-contrast layout and a diagonal screen size of 10.25 inches. The Caddy driver can choose between two different screen configurations. This is done via the 'View' button on the new multifunction steering wheel. In the first configuration, rev counter and speedometer are interactively displayed within the round instruments and in the middle of the screen is an individually selectable level, for instance a smart phone's address book. At the driver's disposal in a second configuration is a digital view with various different information fields and no dials. Integrated in the centre here is a user-definable display, e.g. of the media library. At the highest specification level, the Digital Cockpit merges with the top Discover Pro entertainment system to form the 'Innovision Cockpit'. This adds numerous extra functions, including the ability to show the navigation map in the centre between the two dials or opened out across the entire width of the display.

The new infotainment systems in detail

The new infotainment systems used in the Caddy have 6.5-, 8.25- and 10-inch screens. Thanks to the MQB platform, they are now in a central, higher position, turned slightly towards the driver. They are systems from the second and third generation 'Modular Infotainment Matrix' (MIB2 and MIB3). They are all linked to an Online Connectivity Unit (OCU with integrated eSIM) and thus have Internet capability, making them in effect 'always connected'. Therefore the 'eCall' emergency call system required in the EU is also always on board.

The entry-level infotainment systems have a 6.5-inch colour touchscreen display. The Composition Audio MIB2 radio kicks things off. Its features include a 6.5-inch screen, two loudspeakers and a mobile phone interface. Already used as standard in the 'Caddy' version is the identical system with four loudspeakers and additional DAB+ function (digital radio). At the next stage up the Caddy has the MIB3 Composition radio system on board with an 8.25-inch touchscreen (20.96 cm). It is one of the standard features on the 'Life', 'Move' and 'Style' models. Also incorporated with it are two USB-C sockets in the centre console in the front and a total of six loudspeakers. Voice control can be added to this system as an option. The Composition radio system also has access to the mobile online services and functions of We Connect, We Connect Plus and the mobile fleet management service We Connect Fleet (optional).

The systems on board the new Caddy with display sizes of 10 inches (25.4 cm) and above are MIB3 navigation systems: the Discover Media or Discover Pro. These systems are also fitted with We Connect and We Connect Plus. We Connect Fleet is available as an option for commercial uses. Further features of both systems include two USB C sockets and six loudspeakers. While the Discover Media is combined with a normal mobile phone interface, a standard feature with the Discover Pro is the 'Comfort' mobile

phone interface with a tray for charging phones inductively. In addition, further features of the Discover Pro include App Connect including App-Connect Wireless for the integration of smart phone apps via cable or Bluetooth (for Apple CarPlay).

'We Connect' and 'We Connect Plus' in detail

'We Connect' is the first level of the 'Volkswagen We' platform's online functions and services, which have been especially tailored to private customers. We Connect is enabled in the Caddy with no time restrictions. The range of services include the emergency Breakdown Call system, Vehicle Status, Doors & Lights, Vehicle Health Report, Vehicle Data, Automatic Accident Notification, Parking Position and Service Scheduling.

With the Discover Media system and above also standard on the Caddy is We Connect Plus (limited to a term of 12 or 36 months, which can then be extended). We Connect Plus includes – dependent on vehicle specification – all of the functions of We Connect plus functions such as Area Alert, Speed Alert, Horn & Turn Signals, Online Anti-Theft Alarm, Remote Ventilation Control, media streaming, a Wi-Fi hotspot and Lock & Unlock functions, Online Traffic Information, Online Route Calculation, Online Destination Import, Filling and Charging Stations, Online Map Updates, Parking Spaces, Online Voice Control, the WeDeliver service and Internet Radio. As a 'We Upgrade' it also possible to order further apps such as We Park, a Digital Manual or, in the future, also voice control via 'Alexa'.

'We Connect Fleet' in detail

Volkswagen Commercial Vehicles offers 'We Connect Fleet' as an option for the new Caddy. This third level has been developed for commercial customers as a fleet management system. Integrated in it are the following features that save companies time and money: Digital Logbook, Digital Costs Log, Fleet Driving Efficiency, GPS Tracking and Route Information, Consumption Analyser and Maintenance Management.

Intuitive voice control

The self-explanatory operation is optionally supported by a new natural voice control system. The system is activated simply by speaking to it ("Hello Volkswagen") or by pressing the Voice button on the steering wheel. The Caddy then responds, for instance by saying "Yes, how can I help?" or "What would you like to do?" and reacts to intuitive voice commands like "Go to Munich" (Navigation). Systems that can be controlled by voice are, for example, the navigation system, the air conditioning, the telephone and infotainment. Coming later, as mentioned, will be the integration of the optional 'Alexa' app. Support for voice control via 'Alexa' is a feature that Volkswagen will be offering in combination with the 10-inch Discover Media and Discover Pro navigation systems. The following vehicle-related functions will then be able to be controlled via 'Alexa': point of interest (POI) search within a set radius, POI input into the navigation system and volume control. In addition, it will be possible to access the range of functions already familiar to users from the home environment. This includes areas such as general knowledge questions, weather information, news, opening times and smart home control.

CADDY AND CADDY CARGO – STANDARD AND SPECIAL FEATURES

- **Kombi / passenger car base model with Front Assist and Lane Assist**
- **Launch model with panoramic sunroof and LED headlights**

Volkswagen Commercial Vehicles is offering the new Caddy in three different segments: as a city delivery van (Caddy Cargo), as a compact MPV (Caddy Kombi / passenger car in five specifications and the attractive Caddy Move launch model) and as a compact camper (Caddy California / see *separate section*). All variants are all-rounders that can be put to an extremely varied range of uses.

Caddy Cargo – the city delivery van

It is a new generation of commercial vehicle, designed for business use: the new Caddy Cargo. Its predecessors are in daily use in their hundreds of thousands at manual trades companies, services providers and large corporations – in fact, at businesses of every kind. The fifth generation of this best-selling commercial vehicle now being presented sets new standards in its class in the areas of efficiency and assistance and control systems. In comparison to the previous model the new Caddy Cargo also provides appreciably more space. It ranges from 3.1 m³ with the regular wheelbase (as per the SAE V6 standard) to 3.7 m³ with the long wheelbase.

Volkswagen Commercial Vehicles is offering the city delivery van in the versions 'Cargo' and 'Cargo EcoProfi' (on particularly favourable terms for business customers) with three leading edge turbo diesel engines (2.0 TDI). They develop 55 kW (75 PS), 75 kW (102 PS) and 90 kW (122 PS) respectively. The 122 PS TDI is optionally available with a 7-speed dual-clutch gearbox (DSG) and will later be available with the DSG in combination with Volkswagen 4MOTION all-wheel drive. In addition, as mentioned above, the Caddy Cargo can (at 102 PS and above) again be configured as a Maxi version with a wheelbase 215 mm longer than that of the 'short' version of the new Caddy.

Exterior standard features on all Caddy Cargo models include electrically adjustable exterior mirrors, asymmetric windowless rear wing doors, 16-inch wheels with size 205/60 R16 tyres and H7 twin headlights including automatic headlight control. In terms of functions and the interior the standard specification includes details such as six load-lashing rings in the cargo space, the eCall emergency System, Driver Alert System, speed-based (Servotronic) power steering, various storage trays and compartments in the interior, driver seat height adjustment, carpeted cab floor, a (high) bulkhead with no window, an electronic parking brake inclusive of Auto Hold function, central locking with wireless remote control and a separate cargo space locking system so that valuables can be securely kept safe in the driver's cab. The Caddy Cargo Maxi now has a wider sliding door. Increased by 145 mm from 701 mm to 846 mm, it makes it possible for the first time to load, for instance, a second 800 mm wide Euro pallet from the side (in addition to loading via the rear wing door, where the 1.2-metre long pallet also fits crossways between the wheel housings).

As options, there is a further range of new and innovative features available, such as fully digital instruments (Digital Cockpit), electric closing aids for the sliding door(s) and optional rear hatch, windows as required for the cargo space and rear doors or hatch, an appreciably wider range of assistance systems, LED headlights and tail lights for the first time, the Composition Audio (6.5-inch screen) and Composition (8.25-inch screen) radio systems, the Discover Media and Discover Pro navigation systems (both with 10-inch screens), a mobile phone interface (as standard in combination with all radio and navigation systems), USB-C sockets for data transfer and for charging smart phones (as standard with systems with 8.25-inch screen and above), App Connect and App-Connect Wireless for smart phone integration, and readiness for the digital fleet management system We Connect Fleet. In addition, options specifically tailored to the world of work include extra LED lighting and various storage boxes for the cargo space, the armrests for the driver and front passenger seats (new), auxiliary heating systems (auxiliary air heater, electric supplementary air heating or auxiliary coolant heater), the new 'AGR ergoComfort' seats with 4-way lumbar support, a four-person bench seat on the second row, shock-cushioning seats in the front, a back panel on the fold-down front passenger seat with integrated desk pad and the particularly hard-wearing 'Robusta' and 'Pure Diamond' (faux leather) seat covers, plus the universally dirt-repellent materials in the interior.

Caddy – the estate and family MPV

It is the multi-talented star among the compact MPVs – the Caddy. The new generation is launching with five versions: 'Kombi' estate, 'Kombi EcoProfi' (for business customers), 'Caddy', 'Life' and 'Style'. Volkswagen Commercial Vehicles is also offering a special launch model, the 'Move'. It is an all-rounder for families, for people who need lots of space for all conceivable items of equipment, and for businesses that use the Caddy as a means of transporting people – from hotel shuttle to traditional taxi. In its latest generation too the compact MPV is available as standard as a five-seater and optionally as a seven-seater vehicle. At launch, power for the compact MPV will be provided by two 2-litre TDI engines delivering 75 kW (102 PS) and 90 kW (122 PS) respectively. For the short Kombi, for the 'Caddy' and for the 'Cargo' the small TDI with an output of 55 kW will also be available shortly. The TSI (petrol) engines and the TGI (CNG) engine each with 1.5-litre cubic capacity are also to come.

'Kombi' and 'Kombi EcoProfi': The most competitively priced models – the 'Kombi' and 'Kombi EcoProfi' – have standard features such as the new multifunction steering wheel, a multifunction camera for the assistance systems, Front Assist emergency braking with pedestrian and cyclist recognition, collision avoidance function and the new oncoming vehicle braking when turning function, Driver Alert System, electrically adjustable exterior mirrors, the 'Plus' multifunction display (within the instruments), the new H7 halogen twin headlights, Lane Assist, Automatic Post-Collision Braking, LED reading lights in the passenger compartment, a roof shelf in the cab, manual height adjustment for the driver's seat, thermally insulated windows, air conditioning and a cruise control system including speed limiter. The seats are covered in robust fabric in the 'Double Grid' pattern. The 'EcoProfi' is also fitted with a second 12-V socket. All Kombi versions are available with the 75 kW (102 PS) TDI engine, while in the Kombi with

the short wheelbase the TDI with an output of 55 kW (75 PS) is also possible.

'Caddy': In the 'Caddy' version further standard features include electrically adjustable heated exterior mirrors, a luggage space cover, a rain sensor and the Composition Audio radio system (with 6.5-inch touchscreen, DAB+, mobile phone interface and four loudspeakers). On the 'Caddy' and above all models have a sliding door on the left-hand side as well.

'Life': In addition to all the specification details of the 'Caddy' version, the 'Life' comes with added features including black roof rails, electrically adjustable fold-in heated exterior mirrors, body-coloured bumpers and 16-inch 'Vienna' alloy wheels. On the inside chrome trim around the air vents and the 'Trialog' seat fabric give the 'Life' a superior look. On this model and above both front seats have lumbar support and the front passenger seat too is height adjustable. Also included as standard: fold-down tables on the backrests of the first seating row, a central armrest (height- and lengthways-adjustable, with two cup holders at the front and two air vents at the back), drawers under the front seats, two USB-C sockets in the centre console at the front plus two USB-C charging sockets on the central armrest at the back, and the Composition radio system with 8.25-inch touchscreen and six loudspeakers.

'Move': To mark the new Caddy's entry into the market, Volkswagen Commercial Vehicles is offering an exclusive launch model, the 'Move'. It is positioned between the 'Life' and the top version, the 'Style'. The 'Move' is the only Caddy fitted as standard with the otherwise optionally available panoramic sunroof. The tinted safety glass covering an area of 1.4 m² completely spans the first and second seating rows and creates a pleasant, bright atmosphere inside. Also included as standard: rear windows darkened with classy privacy glass. High-sheen 17-inch 'Colombo' alloy wheels in 'Dark Graphite' also give the exterior a look that distinguishes it from the 'Life'. Meanwhile, night is turned into day by the LED main headlights (including LED daytime running lights / and all-weather lights when opting for the Plus pack). The Plus pack's stylish optional LED rear lights also make the 'Move' really eye-catching. Climatronic, ACC and 'Kessy' are also part of the pack, as are the AGR seats and a navigation system with 10-inch screen. The interior looks even more exclusive with the optional Digital Cockpit, a multifunction steering wheel in leather, the likewise leather gear lever, coloured stitching and fabric floor mats (front and rear). An additional parking aid (front and rear) simplifies manoeuvring, while electric closing aids fitted as standard in the 'Move' make it easier to close the rear hatch and the sliding doors.

'Style': The new top specification Caddy is called the 'Style'. In addition to everything provided by the 'Life', the 'Style' sets itself apart inside, outside and in terms of functions through a greatly expanded range of standard features. Externally these include silver roof railings, privacy glass for the rear windows (up to 74 per cent light-absorbent), 17-inch 'Colombo' alloy wheels (in a glossy 'Giallo Evros' shade of black), LED headlights including LED daytime running lights, LED rear lights, automatic headlight control, plus Coming/Leaving Home light function. Chrome trim on the front and back adds a finishing touch to the exterior of the 'Style'. Inside the 'Style'

features include high-gloss black instrument shades, the leather multifunction steering wheel and the likewise leather-covered gear lever, seats in 'ArtVelours' microfibre fabric (centre panels) and leather look (side supports), plus door inserts and central armrest in faux leather. Additionally included on the functions front: Air Care Climatronic (automatic 2-zone climate control system with air purification function), Digital Cockpit, light and rain sensors for automatic control of the windscreen wipers, self-adjusting anti-dazzle rear-view mirror and Keyless Start system.

Customisation – key special features

Over and above the standard specification, it is possible to use special features to customise the new Caddy and tailor it to the owner's specific personal priorities. Specially for the 'Move' Volkswagen Commercial Vehicles is offering the previously mentioned 'Plus Pack'. It includes features such as the 'Keyless Access / Advanced' locking and ignition system, the Digital Cockpit, Side Assist, LED rear lights, ACC automatic distance control and the Air Care Climatronic system. Naturally, all these special features are also available separately for all equipment versions. For example 'Keyless Access / Advanced': It is available in combination with the MIB3 infotainment systems and can for the first time be configured in such a way that the central locking opens simply by a person with the key approaching the vehicle – previously one of the front door handles had to be touched. Locking also happens automatically as soon as the person with the key moves more than three metres away.

Further optional features include the new panoramic sunroof (standard in the 'Move' launch model), LED headlights and rear lights, two different tow bars (fixed and detachable), an anti-theft alarm system, all sorts of different driver assistance and infotainment systems, rear wing doors instead of a rear hatch, the Air Care Climatronic system, the Digital Cockpit, various different 16-, 17- and 18-inch alloy wheels, four different radio and navigation systems, voice control, App Connect and for the first time App-Connect Wireless, the 'Comfort' mobile phone interface with inductive charging function, closing aids for the sliding doors and rear hatch, a 7-seater pack with two extra single seats on the third row, AGR ergoComfort seats, auxiliary heating, a luggage net for the passenger compartment and cargo space and an underbody protection for engine and gearbox.

13 different paintwork finishes - single colour, metallic and pearl effect

Volkswagen Commercial Vehicles will be offering the new Caddy in 13 different paint colours: four single-colour finishes, eight metallic finishes and one pearl effect finish. The single colours are Candy White, Cherry Red, Fluorescent Orange and Pure Grey. The metallic shades being offered are Copper Bronze, Costa Azul, Fortana Red, Golden Green, Indium Grey, Mojave Beige, Reflex Silver and Starlight Blue. The range of colours is rounded off by the Deep Black pearl effect paintwork. New to this range are Copper Bronze, Costa Azul and Golden Green. Fluorescent Orange and Pure Grey are available exclusively to the Cargo variants of the Caddy.

CADDY CALIFORNIA – STANDARD AND SPECIAL FEATURES

- **New camper with flexible living, sleeping and storage space**
- **Compact kitchen is pulled out at the back**

Rethought, redeveloped and redesigned down to the last detail: that's what Volkswagen has also done with the successor to the Caddy Beach, the new Caddy California – a crossover of compact van and cleverly conceived camper. Its name says it all: California. It stands for innovative detailed solutions, which as the T3, T4, T5, T6 and T6.1 made the California the world's most successful camper van. With the Grand California, Volkswagen Commercial Vehicles transferred the California 'multi-tool' philosophy to the large Crafter's vehicle class in 2019. Now the new Caddy California is making its debut in the compact camper segment. From now on there are thus three California models – a camper van family for every budget, every journey and every adventure.

The new Caddy California is the first camper van to utilise the design benefits of the modular transverse matrix (MQB): leading edge technologies and an increase in space. The Caddy California, with a length of 4,500 mm, will launch before the end of the year. A version with a longer wheelbase will follow in 2021 (length: 4,853 mm). The back impresses with camper van fittings cleverly thought-out down to the last detail. These include a new fold-out bed. With cup springs and a high-quality mattress, its construction provides the same high level of sleeping comfort as the beds in the T6.1 California and Grand California. Measuring 1,980 x 1,070 mm, the bed is very big. Folded up it reduces to a third of its length and sits compactly above the boot space. While on the previous model the second seating row was part of the bed construction, this is now no longer the case. Before the journey the seats of the second row can therefore also be very easily taken out. In this area too the Caddy California thus provides appreciably more storage space.

New mini kitchen makes the compact camper even more versatile

The Caddy California's optional mini kitchen is a new feature, highlight and USP in this camper van class. Hinged to the left cargo space wall beneath the bed, when the hatch open is it can be pulled out to the rear. The hatch thus also provides protection from the rain while cooking. The fact that the kitchen is utilised from behind the vehicle also gives optimum access to it at full standing height. The new mini kitchen consists of two pull-out parts. Integrated in the top part is a single hob gas cooker, inclusive of wind shield and handy shelf. The bottom pull-out part contains a cutlery tray and further storage space for cooking utensils and provisions. Built into the rear part of the kitchen is a securely locked box (with floor vent) for the gas bottle (fill weight c. 1.85 kg). With the mini kitchen on board the Caddy California gets 'honoured' with type approval as a motor home.

With 1.4 m² panoramic sunroof for the first time

As can its brother models, the Caddy California can as an option be configured with a large panoramic sunroof. At night the 1.4 m² glass roof

opens up a view of the stars and by day floods the interior with light. Once you have counted enough shooting stars, you are able to black out the glass roof in the California if, for example, you want a lie-in next morning. Volkswagen Commercial Vehicles has further enhanced the practical storage bag system on the rear side windows, which can take items with a weight of up to five kilograms on each side. The curtain system has also been further perfected. In bright, neutral designs, the curtains on the front side windows and rear window are again secured by magnets sewn into the fabric. The rear side windows, meanwhile, are covered by the storage bags. For the windscreen and indeed the panoramic sunroof further fasteners are used in addition to the magnets.

Clever details add perfect touches for camping

New ventilation openings with integrated fly screen for driver and front passenger door – securely held in place by side window panes and door frame – optimise the climate in the living space on camp sites, for nothing is worse than a very humid atmosphere inside the camper in the morning. A new system with seamlessly dimmable LED spots provides with its warm white light individual settings of brightness above the bed, while in the opened rear hatch it is likewise LEDs that produce good lighting. Two camping chairs and a camping table – classics that are both light and practical – can be quickly stowed in a redesigned bag under the bed.

New tent system makes the Caddy California a family camper

Another new feature: a new, modular tent system, which can be connected to the Caddy California. As it is free-standing, it is a tent system that can also be used separately, without the Caddy. If desired, the tent can be extended by adding three extra sleeping cells. They enlarge the size of the living space in such a way that enough room is created on the pitch for a family and all their camping gear. Two people sleep in this case in the Caddy California and up to six in the new tent. Thanks to its 'air poles', it is quick and incredibly easy to put up. Large windows, which can also be fully opened, ensure lots of light throughout the day. The lockable connecting opening makes it possible to go off on trips with the Caddy California during the day and leave the tent conveniently standing, for instance, on the camp site.

ASSIST SYSTEMS – MAKING DRIVING EASIER AND SAFER

- **Five new assist systems for the Caddy**
- **Travel Assist facilitates assisted driving**

There are up to 19 assist systems on board, with five of them being used in the Caddy for the first time. One of the highlights here is the new Travel Assist, which makes assisted driving possible across the full speed range – a new feature in a commercial vehicle. Everyone using the new Caddy as a towing vehicle will also welcome the Trailer Assist function, which makes manoeuvring backwards with a trailer child's play. Numerous of the systems' details have also been enhanced. At the front, for instance, a multifunction camera is being used. It improves, among other things, the functionality of road sign recognition, as now more supplementary signs get recognised and logically laid out. Another new feature is the 190-degree reversing camera, which provides greater resolution and advanced display of guidelines. The developers have also added to the functionality of the cruise control system inclusive of speed limiter, which now automatically applies the brakes before the speed set by the driver is exceeded. Many of the assist systems are the best in the Caddy's segment. Within the competitive marketplace three of them – Trailer Assist, Travel Assist and the real-time tyre pressure indicator – are, in fact, unique.

The fifth-generation Caddy's new assist systems in overview:

- Emergency Assist (assisted stopping of the Caddy in an emergency)
- Side Assist (integrated in the rear radar sensor, it indicates approaching vehicles or vehicles in the blind spot as a warning LED in the exterior mirror housing)
- Trailer Assist (trailer manoeuvring system)
- Travel Assist (autonomous driving, Level 2)
- Rear Cross Traffic Alert for reversing out of parking spaces (monitors traffic behind the vehicle, gives the driver a visual/audible warning and applies the brakes if there is a risk of collision; integrated in the rear radar sensor; works only in combination with Side Assist)

In addition, the following systems have been carried across from the previous model into the new Caddy and in the process fully updated:

- Front Assist with collision avoidance and new oncoming vehicle braking when turning function
- ACC (Adaptive Cruise Control) with Stop & Go
- Hill Start Assist
- ESC with ABS, ASR and EDS
- Light Assist main beam assistant, for LED lights
- Cruise control system with speed limiter
- Lane Assist (lane keeping system)
- Driver Alert
- Automatic Post-Collision Braking System
- Park Assist (assisted parking system)
- Park Pilot (proximity sensors system)
- Rear View (rear view camera) in the handle of the left-hand rear wing door or under the rear window on hatchback versions

- Tyre Pressure Loss Indicator
- Dynamic Road Sign Display

New and functionally enhanced assist systems in detail

Travel Assist: Being used in a Volkswagen Commercial Vehicles model for the first time, the system facilitates assisted driving across the full speed range. To enable this the system accesses multiple functions, including the ACC Adaptive Cruise Control (linear guidance) and Lane Assist lane keeping system (lateral guidance). Travel Assist is activated via the multifunction steering wheel. For legal and safety reasons the driver must permanently monitor the system, for instance by having permanent control of the steering wheel. Thanks to a new system of capacitive sensors within the steering wheel, it is sufficient for the driver just to lightly touch it. However, if the driver lets go of the wheel for longer than ten seconds, visual and audible warning signals draw their attention to this. The driver must now react without delay and take hold of the steering wheel, as otherwise Emergency Assist becomes active and the Caddy is brought to a stop. To keep the driver better informed a new indicator has been developed in the Digital Cockpit which provides advanced information (virtual image) about the vehicle's surroundings (number of available lanes, vehicles in front and alongside, and distances).

ACC: The latest generation of Adaptive Cruise Control now works in the Caddy's full speed range and remains active in stop-and-go traffic even if the vehicle is stationary for now even longer, namely for up to 15 seconds, so that it can to pull away again automatically.

Front Assist with collision avoidance and oncoming vehicle braking when turning function: The Caddy's Front Assist system provides a new range of functionality. Working with a radar sensor and in combination with a front camera, the surrounding area monitoring system gives a warning and applies the brakes if the Caddy gets too close to the vehicle in front – by means of the City Emergency Braking and Pedestrian Monitoring function it does so at very low speeds in the city as well. In the new Caddy this range of functions is extended through the addition of cyclist recognition, a collision avoidance function and the new oncoming vehicle braking when turning function. When turning off a road across the carriageway going in the opposite direction a Caddy with the lane-crossing aid is automatically brought to a standstill (with a simultaneous visual and audible warning) if there is a vehicle approaching on that carriageway. Depending on the speed of the two vehicles, the oncoming vehicle braking when turning function is able within its system limits to prevent the accident or minimise its consequences.

Trailer Assist: Trailer Assist relieves the Caddy driver of the task of mentally adjusting to the fact that when reversing with a trailer the steering wheel has to be turned to the left to make the trailer go to the right – and vice versa. The system is also designed to make it easier to reverse in a straight line over relatively long distances. With Trailer Assist this all works almost automatically. One example: To manoeuvre the Caddy and trailer in reverse from the carriageway into a driveway, the driver stops at a suitable point and engages reverse gear. The system is activated by pushing a button. The current and possible steering angles are now visualised in the instrument

cluster. These are computed by image processing algorithms based on data from the rear-view camera system, which monitors and analyses the articulation angle between the car and the trailer. By using the mirror adjustment switch, which serves as a sort of joystick, the driver is able to adjust the direction that they want the trailer to go in. The Caddy executes the steering commands entered by the driver, who only needs to operate the accelerator pedal and the brake. The driving direction of the car-trailer combination is set by automatic control of the electromechanical power steering.

Side Assist: The Side Assist lane change assistant enhances the driver's awareness of the vehicle's surroundings in driving situations on multi-lane roads. The rear radar sensor monitors the area to the side of and behind the Caddy. The driver is informed of any other road users that are beside, behind or – within a defined period of time – level with their own vehicle in the immediately neighbouring lane (left or right). The driver is alerted to any potentially critical situations via an LED in the exterior mirror housing units. If there is a vehicle in the area alongside, the LED on the exterior mirror lights up; if the driver also operates the indicator in the direction of the identified vehicle, the LED pulses as a further warning level. Any such intention to change lanes can also be recognised without the indicator being operated if the vehicle has Lane Assist activated. In this case Lane Assist relays the information that the driver's own vehicle is nearing the lane demarcation line to the lane keeping system Side Assist – the fusion of Side Assist and Lane Assist is called Side Assist Plus. If the driver indicates and starts to leave the lane even though Side Assist is warning of an object alongside, they need to overcome resistance applied to the steering wheel as well, thus reducing the risk of any hazardous changing of lane. Integrated as standard into the rear radar sensor's range of functions is Rear Traffic Alert.

Rear Traffic Alert: The new system in the fifth-generation Caddy makes reversing out of driveways and parallel parking spaces easier. It helps the driver in situations where it is difficult to see, – such as when reversing out of parking spaces or narrow courtyard entrances, by providing information and warnings about any traffic crossing to the rear. In critical situations the function automatically triggers emergency braking. Via the radar sensors, Rear Traffic Alert spots not only stationary or moving vehicles directly behind the Caddy, but also vehicles approaching at 180 degrees from the side which are barely visible to the driver, especially in the panel van. If there is a risk of collision, the system produces a visual alert and an audible warning. If the driver or other road user does not take action to avert the danger, Rear Traffic Alert automatically applies the brakes before any possible collision.

Emergency Assist (assisted stopping of the Caddy in an emergency): This is a system that is being offered in combination with the dual clutch gearbox (DSG) and Travel Assist (extending the latter's function): as soon as the sensors detect that the driver is not actively steering, braking or accelerating, the system initiates various measures to rouse the driver in escalating stages, and if the driver remains inactive, it initiates an emergency stop. The hazard warning lights are activated automatically to alert the surrounding traffic to the hazardous situation. Meanwhile, ACC

prevents the vehicle from colliding with the traffic ahead. Finally, the system continues to apply the Caddy's brakes until it comes to a standstill. Once the Caddy has come to a stop, an emergency call (eCall) is automatically made to ensure that the driver quickly receives medical attention.

DRIVE SYSTEMS AND RUNNING GEAR – MORE AGILE AND MORE EFFICIENT

- **Three efficient TDI engines delivering 75, 102 and 122 PS at launch**
- **New rear axle enhances performance and space**

Volkswagen Commercial Vehicles is offering the new Caddy at launch with three leading edge 2.0-litre turbo diesel (TDI) engines. They are latest generation (EA288evo) 2.0-litre, four cylinder engines. They develop 55 kW (75 PS), 75 kW (102 PS) and 90 kW (122 PS) respectively. The 55 kW engine is reserved for the Caddy Cargo, the Caddy Cargo Maxi and the short wheelbase versions of the Kombi and Caddy. The two more powerful TDIs are available for all versions of the new Caddy. In addition there will be a latest design (EA211evo) 1.5-litre turbo petrol (TSI) engine with power output of 84 kW (114 PS) and Active Cylinder Management (ACT), likewise for all Caddy variants. Coming later there will also be a 1.5-litre turbo CNG / natural gas engine (TGI delivering 96 kW / 130 PS) and a plug-in hybrid drive system (eHybrid) with DSG.

Being used in addition to the 7-speed dual-clutch gearbox (DSG, 'DQ381' range) comes as a new 6-speed manual gearbox the 'MQ281', which among other benefits makes changing gear very easy and can be combined with all of the Caddy's TDI, TSI and TGI engines. All engines fulfil the latest Euro 6d ISC FCM emissions standard.

The TDI engines in detail

All TDI engines in the Caddy have an identical cubic capacity of 1.968 cm³. Volkswagen Commercial Vehicles have been able to further optimise the efficiency of the TDI common rail engines compared to the previous versions, thus lowering fuel consumption and CO₂ emissions and simultaneously improving the responsiveness. Thanks to a new twin dosing SCR system with double AdBlue injection, the nitrogen oxide emissions are also reduced, in some cases significantly. The new TDI engines are thus among the cleanest internal combustion engines in the world.

At the 55 kW and 75 kW power output levels Volkswagen Commercial Vehicles will be offering the TDI with a 6-speed manual gearbox and front-wheel drive across the board. The 90 kW TDI will, on other hand, be optionally available with a 7-speed dual-clutch gearbox (DSG). The DSG is for the first time on a Volkswagen commercial vehicle controlled in extremely convenient fashion via shift-by-wire. One of the advantages of this is that the 'D' gear can be selected while still reversing, with the DSG then changing gear from 'R' to 'D' when the speed permits - but not before. Also once again firmly in the plans is 4MOTION all-wheel drive: it will be available for all Caddy models with the 90 kW TDI engine combined with the 6-speed manual gearbox.

2.0 TDI delivering 55 kW: The Caddy Cargo's base specification engine develops its maximum power of 55 kW (75 PS) between 2,250 and 4,500 rpm. The maximum torque of 250 Nm is already available from 1,375 rpm. The fuel consumption figures for the Caddy with power output of 55 kW

have not yet been finally approved. These will be provided when sales of this version begin.

2.0 TDI delivering 75 kW: The 75 kW (102 PS) turbo engine can be combined with all versions of the new Caddy. The TDI develops its maximum power between 2,750 and 4,400 rpm (4,250 rpm in the case of the Cargo). The four-cylinder engine provides its maximum torque of 280 Nm from a very low 1,500 rpm and maintains this high level of power up to 2,500 rpm. With this TDI the Caddy achieves a top speed of 175 km/h (173 km/h in the case of the Cargo). Juxtaposed to this is a low average fuel consumption of just 4.7 l/100 km (NEDC combined, derived from the measured WLTP figures; 4.5 l/100 km in the case of the Cargo). The corresponding CO₂ emission levels are 123 g/km.

2.0 TDI delivering 90 kW: The new Caddy's most powerful TDI has a power output of 90 kW (122 PS). As mentioned above, this engine will optionally be available with a 7-speed DSG and – as a manual version – with 4MOTION all-wheel drive. The TDI produces its maximum power between 2,750 and 4,400 rpm (4,250 rpm in the case of the Cargo). Its maximum torque of 320 Nm is available over an engine speed range of 1,600 to 2,500 rpm. On German autobahns the Caddy with this engine reaches a top speed of 187 km/h (185 km/h in the case of the Cargo). The fuel consumption and CO₂ emissions are also very low here: 4.7 l/100 km and 124 g/km respectively (4.5 l/100 km in the case of the Cargo).

Two SCR catalytic converters - twin dosing in detail

The TDI engines now develop hardly any nitrogen oxide (NO_x) emissions. That is thanks to the new twin dosing system – a duplicated SCR (Selective Catalytic Reduction) converter. What happens here in detail is that AdBlue – a synthetic urea – gets injected via a dosing module into the flow of exhaust gas upstream of the SCR catalytic converters arranged one behind the other. This produces ammonium. A chemical process inside the catalytic converters uses the ammonium to turn the nitrogen oxides into water and harmless nitrogen. Thanks to the more efficient dosing, the consumption of AdBlue remains at the same level despite the twin injection. The AdBlue tank in the new Caddy with front-wheel drive has a capacity of around 15 litres. The capacity of this model's diesel tank is incidentally around 50 litres.

The first SCR catalytic converter is positioned close to the engine. As a result it quickly reaches its operating temperature. Efficient purification is thus achieved soon after the engine is started and before it has fully warmed up. This positioning close to the engine is also advantageous for journeys with only small loads. Volkswagen Commercial Vehicles has integrated the two SCR catalytic converters within the underbody of the Caddy. As a result of its greater distance from the engine the exhaust gases are up to 100 degrees Celsius cooler when they reach the second catalytic converter. When there is a high strain on the engine, for instance when towing or driving on the motorway, this catalytic converter is then working in its optimum range. Regardless of the way in which the engine is running, this thus ensures that one of the two SCR catalytic converters is always being operated within its optimum temperature range and that the exhaust gases are thus being very efficiently treated.

The TSI engine in detail

1.5 TSI delivering 84 kW: The Caddy's TSI, with an output of 84 kW (114 PS) between 4,500 and 6,000 rpm, is a high-tech engine. Thanks to the ACT active cylinder management system, two of the four cylinders are shut off as often as possible within an engine speed range of 1,300 to 3,200 rpm (up to a maximum speed of 140 km/h). This happens imperceptibly. That reduces fuel consumption and emission levels, as does the so-called Miller combustion cycle of the engine, which has a compression ratio of 12.5:1. A turbocharger with variable turbine geometry (VTG) simultaneously ensures the most efficient dynamic handling in every engine speed range. Its maximum torque of 220 Nm is available from 1,750 to 3,000 rpm. The very fuel-efficient Caddy 1.5 TSI will launch with 6-speed manual transmission and also a 7-speed DSG.

Agile, space-saving running gear with new rear axle

McPherson front suspension: The Caddy's new running gear combines the axle layout of an agile, comfortable passenger car with the practical advantages of a commercial vehicle. The front axle uses the proven McPherson concept with an appreciably more direct steering ratio than on the previous model. As a result, the required steering angle when manoeuvring, in city traffic and on country roads is noticeably reduced. It now takes just 2.5 rather than the previous three turns of the steering wheel to turn it from its maximum distance one way to its maximum distance the other way. The turning circle itself is just 11.4 metres.

Rear axle with Panhard rod: To optimise ride comfort the previous leaf spring has been replaced by a coil spring construction. The new rear axle is therefore a completely new development, incorporating a solid Panhard rod controlled by a trailing arm. With upper and lower trailing arms, shock absorbers, axle tube, the aforementioned coil springs and the Panhard rod, the compact design facilitates the wider load width between the wheel arches and it also permits the integration of different drive system concepts – from conventional front- and all-wheel drive all the way to alternative drive systems. In this way custom attachments continue to be possible, including for ramps for use by wheelchair-bound passengers.

The very robust rear axle has been designed and balanced in such a way that it offers notably increased agility in all load situations while still providing excellent ride comfort. Through the interplay of the two axles it has been possible to achieve very concrete enhancements in ride comfort and handling. In detail, the Volkswagen Commercial Vehicles engineers achieved greater transverse rigidity with 30 per cent less longitudinal rigidity and thus shorter steering movement response times and a soft, pleasant spring loading. The roll resistance was also improved. As mentioned, the new rear axle also makes it possible now for a Euro pallet to be loaded at the rear sideways.

HISTORY – FOUR PREDECESSORS, ONE SUCCESS STORY

- **The start of a global career: In 1978 the Caddy 1 made its debut**
- **A huge sales success: Around 810,000 Caddy 4 units made by the end of September 2020**

Caddy 1 – 1978 to 1992 (Europe) and 2007 (South Africa)

The history of the Caddy begins in the USA, the land of the pick-up. Volkswagen used to produce the Golf Mk1 there, aka the Rabbit, in Westmoreland near Pittsburgh. In 1978, a Rabbit pick-up based on this was created for the North American market. In 1982, Volkswagen brought this versatile vehicle with its large cargo bed to Europe as the Caddy. Apart from the headlights – rectangular in North America, round in Europe – the two continents' versions scarcely differed. From its introduction to Europe that year, the Caddy began being produced for the European market in Sarajevo, now the capital of Bosnia and Herzegovina, then Yugoslavia. Shortly before that, in 1981, production of the Caddy also began in Uitenhage, South Africa.

The first generation of the Caddy already impressed customers with its 1.83-metre cargo bed. In order to be able to use the Caddy for covered transportation of goods, extras were available such as a hard top for the cargo bed made of glass-reinforced plastic (GRP) – thus turning the pick-up into a small city delivery van. Also already being offered in the 1980s were caravan-style add-on units from superstructure manufacturers that turned the Caddy into a compact camper and thus into the forerunner of the later Caddy Tramper and today's Caddy Beach. In Europe production of the first Caddy based on the Golf Mk1 ended in 1992. The South African factory in Uitenhage, on the other hand, continued producing the reliable workhorse until 2007. Worldwide over 207,000 of the first-generation Caddy were produced.

Caddy 2 (1995 to 2003)

The second Caddy debuted in 1995 and was based in engineering terms on the Seat Ibiza and Volkswagen Polo. There were Škoda variants too. The Volkswagen Caddy was offered with almost exactly the same build as the Seat Inca, with both models being made on the same production line in the Spanish Martorell plant. Unlike the Caddy 1, the Caddy 2 was initially available only as a panel van and an estate with a high roof. That was for a good reason: the first Caddy had already developed into a best-seller in Europe, especially with the hard top. Equipped in this way, the second Caddy went on to become a highly in-demand city van, fulfilling every imaginable task – from courier service to compact specialist vehicle for the manual trades and service providers.

Volkswagen offered the Caddy 2 exclusively with wing doors. The cargo capacity reached an impressive 2.9 m³. In 1995 with the 'Vantasy' concept vehicle, Volkswagen unveiled a first conceptual foretaste of the subsequent Caddy campers (Tramp and Beach). 1996 saw the launch of a Caddy pick-up, which was identical to the Škoda Felicia and was produced in the Czech Republic. In 1997 there followed the Caddy Family, a forerunner of the later

compact MPVs. By the time it was discontinued, around 520,000 drivers had opted for a second-generation Caddy or an almost identical Seat Inca or Škoda Felicia model.

Caddy 3 (2003 to 2010)

Volkswagen Commercial Vehicles then launched the third generation of the Caddy, a completely new model, in 2003. This Caddy now shared the 'PQ35' engineering platform with the fifth Golf and first Touran. There were many similarities in the design of the Touran and Caddy from this era, especially at the front; from the B-pillars back, however, the Caddy, conceived as a high-roof estate, was a standalone model with cargo space of now 3.2 m³. For the first time the Caddy was offered with a choice of rear wing doors or a large rear hatch. Another new feature for the range was also the practical sliding doors in the back.

Providing up to seven seats, the third-generation Caddy quickly developed, as a panel van and estate, into one of the most successful compact vans/MPVs of the early years of the new millennium. In 2004, the Caddy Life was launched, an affordable MPV that appealed above all to young families thanks to its enormous flexibility: the second row incorporated three seats (one single plus a double bench seat), which could be folded down and tipped forward, and for the third row an option of two further single seats, which when not in use could be folded down flat onto the cargo floor to save space.

In 2005, there followed the cleverly designed Caddy Tramper, the product line's first compact camper. The Caddy family was then complete from 2007 onwards with arrival of the Caddy Maxi. Extended in length from 4.41 to 4.88 metres and with a larger cargo capacity, it won over further customer groups as the Life, Kombi and panel van. At over 856,000 units sold, Caddy 3 sales soared between 2003 and 2010. The hugely successful model was made in Volkswagen Commercial Vehicles' Polish plant in the city of Poznań – a precedent that was continued for the Caddy 4 and now the new Caddy.

Caddy 3 update (2010 to 2014)

In 2010, the Caddy made a quantum leap forward with a major update. Visually and technically enhanced, the panel van, Kombi and compact MPV was now fitted as standard in all versions with ESC. The new Caddy was now available not only with front-wheel drive, but also with optional 4MOTION all-wheel drive – the first vehicle in its class to offer this. It was available, too, with both wheelbases. Unveiled in 2013, the Cross Caddy, with its robust exterior panels and all-wheel drive offered as an optional extra, was a crossover of compact MPV and SUV. When the third-generation Caddy made way in 2015 for its successor, it had achieved total sales in eleven years of over 1.6 million.

Caddy 4 (2015 to 2020)

In February 2015 in Poznań, Volkswagen Commercial Vehicles presented the fourth generation of the Caddy to the international media. Until the step-by-step introduction of the new fifth-generation Caddy it will continue to be produced as a panel van, Kombi and compact MPV. While the panel van is always a two-seater, the Kombis and compact MPVs, which as standard are

five-seaters, can optionally be ordered, like the Caddy 3 before them, with two further single seats on the third row to make them into seven-seaters. Shortly after the debut of the fourth generation, Volkswagen Commercial Vehicles also launched the successor to the Cross Caddy, the Caddy Alltrack, optionally with all-wheel drive. This crossover of compact MPV and SUV is more than ever right for the times. The Tramper became the Caddy Beach, and the Caddy EcoFuel, the CNG variant of the Caddy 3, now became the Caddy TGI.

In the fourth-generation Caddy numerous assist systems began to enhance both ease of use and safety. These include the Front Assist area monitoring system with integrated City Emergency Braking function, ACC Adaptive Cruise Control, Driver Alert and Automatic Post-Collision Braking. The Caddy's concept, design and specification are carrying on the previous models' story of success in this generation too: in March 2018, Volkswagen Commercial Vehicles broke through the 2-million mark for third- and fourth-generation Caddy vehicles produced in the Polish Poznań plant alone. Up to the end of 2019, around 722,000 of them were accounted for by the Caddy 4, on sale since 2015. In the first nine months of coronavirus year 2020 a further 88,000 Caddy 4 vehicles were delivered to customers around the world. That takes the fourth-generation Caddy figure alone to around 810,000 to date.

About the Volkswagen Commercial Vehicles brand:

'We transport success.' As a stand-alone brand within the Volkswagen Group, Volkswagen Commercial Vehicles (VWCV) is responsible for the development, construction and sales of light commercial vehicles. They include the Transporter, Caddy and Amarok ranges, which are produced in Hannover (D), Poznań (PL), Września (PL) and Pacheco (ARG). In 2019, the Volkswagen Commercial Vehicles brand shipped around 491,600 vehicles. Our vehicles transport construction workers, families and adventurers, bread rolls, parcels and surfboards. Every day they help countless people all over the world to do a good job, they operate as mobile workshops and they bring paramedics and the police to wherever they are needed. Within the Volkswagen Group, Volkswagen Commercial Vehicles is also the lead brand for Autonomous Driving, Mobility as a Service (MaaS) and Transport as a Service (TaaS), and in future will therefore be developing and producing corresponding Special Purpose Vehicles (SPV), such as robo-taxis and robo-vans. In this way we are transporting an entire society, with all its requirements for clean, intelligent and sustainable mobility. Working at the company's sites around the globe are more than 24,000 employees, including around 15,000 at the Hannover site.

Information about the Hannover site can be found at:

<https://www.facebook.com/VolkswagenNutzfahrzeugeMeinWerk/>

Volkswagen Commercial Vehicles

Product Communications

Andreas Gottwald

Tel.: +49 (0) 511 / 798-9454

E-mail: andreas.gottwald@volkswagen.de

www.vwn-presse.de