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The New Multivan

International Driving Presentation October 2021, Würth am Main

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Note:

1. Mobility in Germany – MiD. Final report. A study by the Federal Ministry of Transport and Digital Infrastructure. Version 1.1, February 2019

Iconic model line: Volkswagen Commercial Vehicles has reinvented the Multivan

- **Three drive system versions:** two petrol engines (136 PS and 204 PS) and a plug-in hybrid (218 PS) at launch
- **Three equipment lines, one special model:** launching as Multivan, Life and Style plus special Energetic model
- **Zero emissions in the city:** the new Multivan eHybrid is a long-distance MUV that masters everyday travel electrically
- **Bulli DNA:** charismatic Multivan follows the iconic design of its legendary predecessors
- **Interconnected assist systems:** 'Travel Assist' and 'Car2X' provide appreciable added safety
- **Automatic as standard:** all new Multivan models are equipped with an efficient dual clutch gearbox (DSG)
- **Seats up to 25 per cent lighter:** individual seats in the back can be variably arranged via a track system
- **Environmental protection:** around 200 kg less weight, excellent aerodynamics and new drive systems reduce energy consumption
- **Gear knob and hand brake are gone:** digitalised interior creates more space for driver and front-seat passenger
- **Can already be ordered:** the first new Multivans, as standard and long versions, already with customers by November

Hannover, October 2021 – Volkswagen Commercial Vehicles is bringing a completely redesigned Multivan onto the market. The technological leap forward is revolutionary. The Multivan's drive system and electronics systems are for the first time based on the components of the Modular Transverse Matrix (MQB). By using this matrix, Volkswagen Commercial Vehicles has opened up a new spectrum of technical innovations for the vehicle. Never before was a Multivan as flexible, connected or sustainable. Included for the first time in the drive system range is a plug-in hybrid: the Multivan eHybrid operates as a zero-emission vehicle in the city, while at the same time coping easily with long journeys to the most distant of destinations. A new level of cutting-edge assist, control and infotainment systems also increase safety and ease of control and for the first time facilitate partly automated driving. The best Multivan ever is transferring a motoring lifestyle feel to modern times. In the process the MUV combines the intelligent usability of space and clever details with the iconic, endearing design DNA of the Bulli. Pre-sales of the new Multivan have already begun in some countries, with the vehicle due to be launched as of mid-November.

Multi Utility Vehicle – One vehicle, countless possibilities

The new Multivan has up to seven individual seats. It can be ordered in any of three equipment lines: Multivan, Life and Style, plus as the special Energetic model. With its completely redesigned seating and load space concept, the multi utility vehicle (MUV) suits countless mobility scenarios. This applies all the more, since as well as the base model, the new Multivan is launching as an extended version too. Up to 4,053 litres of luggage space is also comfortably able to cope with moving flat and or carrying sports equipment. Should the space ever not be enough and the owner wants to take their boat or horse with them on their travels, that too is possible with the new MUV thanks to its towing capacity of up to 2,000 kg. In addition to personal use, it is projected that thanks to its diversity and its high-quality, lounge-like interior, the new Bulli will also build market shares as a business MPV and shuttle.

Zero on-road emissions – Multivan with 218 PS plug-in hybrid drive

One of the most important parameters in the design specification was the benchmarked aim to launch the new Multivan being produced at Volkswagen Commercial Vehicles' Hannover plant, in contrast to its predecessor, with the inclusion of a plug-in hybrid system. The reason for this is that only this type of drive system currently makes zero-emission city driving compatible with very long range. This applies all the more to highly flexible MUVs and SUVs with up to seven seats and commensurate towing loads. The new Multivan is therefore launching from the outset as an e-hybrid: the electric motor and efficient turbo petrol engine deliver together system power of 160 kW / 218 PS.

The Multivan eHybrid covers typical daily distances emission-free

The Multivan eHybrid's lithium-ion battery has a net capacity of 10.4 kWh. With this energy content, the new Multivan eHybrid achieves an equivalent electric range of 46 to 50 kilometres (realistic WLTP figure). It thus easily handles typical daily distances emission-free. In Germany, for example, a study¹ by the Federal Ministry of Transport and Digital Infrastructure shows that 95% of all day-to-day car journeys are less than 50 kilometres. Depending on specification, the total range of the Multivan eHybrid is up to 700 kilometres (WLTP). The plug-in hybrid drive system has been conceived in such a way that the Multivan eHybrid starts by default on purely electric power and thus automatically does short trips in particular with no on-road emissions. Only when the speed goes above 140 km/h does the frugal 1.4 TSI kick in. With its gears always automatically changed via a 6-speed dual clutch gearbox (DSG), the Multivan eHybrid achieves an NEDC fuel and power consumption of 1.6 to 1.5 l/100 km and 14.6 to 14.5 kWh/100 km. As the Multivan eHybrid, the new Bulli achieves efficiency class A+++ in both body versions.

New turbo petrol engines – Two power output levels delivering 136 PS and 204 PS

In parallel with the plug-in hybrid drive system, the front-wheel drive Multivan is being launched with two four-cylinder turbocharged engines. They deliver 100 kW / 136 PS and 150 kW / 204 PS. The Multivan 1.5 TSI with power output of 136 PS achieves a combined NEDC fuel consumption level of 6.7 to 6.6 l/100 km; for the 204 PS 2.0 TSI the figures are 7.7 to 7.6 l/100 km. In the case of the versions extended by around 200 mm they are

6.7 (1.5 TSI) and 7.7 l/100 km (2.0 TSI). All Multivan models fulfil the currently strictest emissions standard, Euro 6d ISC FCM. The Multivan 1.5 TSI is in efficiency class A (both lengths); the 2.0 TSI achieves efficiency class C - B.

Protecting the climate and resources – More than 200 kg less weight

Volkswagen Commercial Vehicles has enhanced the environmental characteristics of the Multivan through a whole package of measures. For the one part, that is the efficient engines, with which the emissions are reduced and – in the case of the Multivan eHybrid – even temporarily avoided altogether on the road. For the other, it is general advances in central areas, which make the Multivan more environmentally friendly than ever before. This includes the very low air resistance: compared to the previous model the c_w value has gone down from 0.35 to 0.3 – a best-in-class figure for family-friendly MUVs. Thanks to the better c_w value alone, the CO₂ emissions fall by on average 7.8 g/km. In addition to this the new Multivan has been made significantly lighter than the previous model. In the area of the largely redeveloped chassis alone, Volkswagen Commercial Vehicles has saved 45 kg by switching from steel to aluminium components. In addition, the 17-, 18- and 19-inch aluminium wheels, designed as high-quality forged wheels, reduce the weight by up to 10 kg. The seats in the back are now also significantly lighter. Another area contributing to the reduction in weight is the completely redesigned body. Despite stricter crash requirements than for the previous model and an over 50% improvement in torsional rigidity, it has been possible to reduce the weight of the metal (aluminium and steel) components used in the bodywork: the redesigned suspension strut mounts made of aluminium instead of steel are, for example, 7 kg lighter; the front wing, now also made of aluminium, came down in weight by 1 kg – a sign that really every kilogram counts. The vehicle body weight has been further reduced through the use of synthetics. At least 23.5 kg of these plastics used in the Multivan are made up of recycled materials. The lightest Multivan of the new generation weighs 1,941 kg. The lowest-weight current version Multivan 6.1 weighs in at 2,145 kg. That corresponds to a difference of 204 kg or 9.5 per cent. In addition, by use of an allergen activated charcoal filter, the climate in the interior has been improved too.

Automatic transmission – Every new Multivan comes with DSG

All drive system versions are coupled as standard to a dual clutch gearbox (DSG). The eHybrid's 6-speed DSG is a gearbox (DQ400E) specifically developed for the plug-in hybrid drive system and forms a system unit with the electric motor. For the TSI versions and a turbo diesel engine delivering 110 kW / 150 PS that follows next year a 7-speed DSG is being used. For the first time in the Multivan, selecting gear is done by wire and thus extremely simply via a small DSG selector button on the instrument panel.

Partly automated driving – First Bulli with 'Travel Assist'

The number of driver assistance systems has been significantly increased. Depending on specification, there are now more than 20 systems. Always as standard: the Front Assist area monitoring system including pedestrian and cyclist monitoring, swerve support and new turn-off assist, Dynamic Road Sign Display, the Lane Assist lane keeping system and cruise control. The optional systems include the new Travel Assist, which facilitates partly

automated driving from 0 to 210 km/h. Travel Assist fuses together the predictive 'ACC' Adaptive Cruise Control (linear control) and Lane Assist (lateral control) into a new system that makes driving much less taxing and significantly improves safety. That applies in particular in combination with the new 'Car2X' local warning system: via Car2X the Multivan exchanges warning information with other vehicles and the highways infrastructure. Because in the Multivan the system is always offered in combination with ACC, these two systems merge together too. Car2X therefore not only warns of hazards, but for the first time also intervenes directly in the situation where necessary, in order, for example, to stop the Multivan running into the back of a traffic jam – and does so well before the obstruction appears in the driver's view.

Charismatic exterior – DNA of the world's best-known MUV design

The design is new, yet 'unambiguously Multivan'. It has remained unique, as the origin of the model line is unique. "The new Multivan bears the unmistakable genes of the world's best-known MUV design," says Albert Kirzinger, Head Designer at Volkswagen Commercial Vehicles. It is very evident that the DNA of its predecessors plays a dominant part in shaping the new Multivan's design. Kirzinger: "Taking a major step forward, we have further enhanced the unmistakable character of this iconic vehicle, while still staying true to the typical Bulli line. We consciously invoke, for example, the horizontal character line that runs around the body of a T3." On the new Multivan this character line is enhanced by a chrome strip on the sides and at the back; this trim is included as standard on the Multivan Style. Being a contrasting colour to the paintwork, the strip emphasises the character line even more strongly than on the T3. The T3 was the third generation of the Bulli and simultaneously the first of the Multivan. If the new Multivan is ordered in two-tone paintwork, the character line, which in this case is always added as standard, also separates the two areas of colour one from the other.

The new MUV likewise incorporates an element of styling from the T4 and thus from the second Multivan generation: the bonnet stretched laconically forward beneath the windscreen. Albert Kirzinger again: "The DNA of the T's multifaceted story lives on. In a completely new Multivan, which is at first sight nevertheless a typical Bulli. With a characterful, endearing look and clear, timeless design."

Striking dimensions – Wheelbase, width and length increased

The proportions of the new Multivan show changes. Compared to its predecessor, the base version is now longer and wider. At the same time Volkswagen Commercial Vehicles has slightly reduced the height – yet kept the interior headroom almost identical. In combination with the new panoramic glass roof the maximum interior headroom has even been improved. In detail the new Multivan is 1,941 mm wide, excluding the optional electric fold-in exterior mirrors (+37 mm compared to the Multivan 6.1), 4,973 mm long (+69 mm) and up to 1,907 mm high (-43 mm). Its wheelbase measures 3,124 mm (+124 mm). The Multivan is, as already mentioned, once again available as a long version. With a wheelbase that is identical, it measures 5,173 mm from bumper to bumper, making it 131 mm more compact than its predecessor.

Intuitive to use – Doors and tailgate operated by gesture control

The body of the Multivan has been not only redesigned, but technically completely rethought as well. It is, for instance, now possible for the first time ever on a Bulli to open the optionally electrically operated rear hatch via gesture control ('Easy Open & Close'), using a simple flick of the foot. The same thing also works as a new feature in combination with the sliding doors that open and close electrically as standard on the 'Style' version and above. For the 'Multivan', 'Life' and 'Energetic' versions – equipped as standard with two manually operated sliding doors (for 'Life' and 'Energetic' inclusive of power closing) – the function is available as an option. As well as via the respective handle switches, the sliding doors can in the case of the electric versions be opened and closed from the inside via buttons on the dash panel to the right of the infotainment system. The rear hatch of the Multivan eHybrid Energetic is linked as standard to an electric opening and closing system, while the Life and Style versions are equipped at no extra cost with a power-close function.

LED headlights and tail lights – Matrix LED headlights for the first time

Another new feature for a Multivan is the interactive IQ.LIGHT matrix LED headlights with daytime running lights, which are being offered as an optional alternative to the LED headlights and as standard on the Style line and special Energetic model. The features of the IQ.LIGHT – LED matrix headlights include Dynamic Light Assist (permanent full beam, without dazzling oncoming drivers), Dynamic Cornering Light (precise illumination of the course of the corner) and poor weather light (reduces dazzle on wet roads for the driver and other road users). With the IQ.LIGHT – LED matrix headlights a further new feature is included: a backlit LED lateral bar in the radiator grille, which comes on whenever the full or dipped beam lights are on. The Style version and the special Energetic model are thus equipped across the board with the illuminated radiator grille bar. On all new Multivan models the rear lights are also always LED lights.

Multivan interior – More variable and more digitalised than ever

The first generation of the Multivan has always had an influence too on the interior concept of its successors. And that goes for the new Multivan as well: the T3's engine was at the back, not the front, as has been the case since the T4. As a result, on the T3 there was a very short front overhang. The driver therefore had the feeling in the T3 of sitting on top of the front axle. As a result of the switch to a front-mounted engine in the T4 and then for safety reasons with each further generation, the front section became somewhat longer and the driver moved back in parallel. However, the typical seating feel that was already present in the Multivan T3 was preserved. Always. And that is the case with the new model too: high up, what feels like a long way forward and what is in fact safer than ever.

Digital Cockpit – Connectivity making driving easier and safer

Like the exterior, the complete interior has been created anew. That includes the instrument panel – an ergonomically arranged and interconnected display landscape. It is equipped as standard with a Digital Cockpit and the Ready 2 Discover infotainment system. Always integrated are the online services of We Connect and We Connect Plus (the latter for a limited period, which can then be extended for a fee). Also new is a

windscreen head-up display, which projects the information onto the window.

Most controls have been designed as digital touch keys and buttons. An important point here is the fact that Volkswagen Commercial Vehicles is systematically utilising the digital technology too in order to further improve the Bulli's typical everyday practicality. One example: the 30-colour ambient lighting. it serves on the one hand to personalise the lighting mood inside the vehicle. Thanks to the digital interconnection with other vehicle systems the ambient lighting becomes on the other hand an interactive tool that provides intuitively discernible information. Another example of improvements systematically implemented through digitalisation is the way through from the front to the back: a Multivan will never have a conventional centre console stretching out into the interior, as with such a console this practical, essential and typical way through to the back wouldn't work. And it is for that reason that there is no centre console in the new Multivan either. Rather, as mentioned earlier, it for the first time has a digital and thus space-saving shift-by-wire gear-selection system for the as-standard dual clutch gearbox. The parking brake is also operated electrically. The two solutions create even more space for the way through to the back between driver's seat and front-passenger seat. Many of the Multivan's functions can also be operated by voice control (as standard for eHybrid, Style and Energetic). Also able to react to the spoken word in the Multivan are Alexa (Amazon / as standard for eHybrid, Style and Energetic) and Siri (Apple / as standard across the board).

New track system – Lightweight rear seats and multi-variable table

Even though until now there have never been any in a Multivan, places to store things in a centre console are very practical. As is the table in the back offered for every Multivan generation to date. And because that's the case, Volkswagen Commercial Vehicles has reinvented them both and combined them. What has been created in this way is a multi-function table that is integrated on the seating's track system, which has also been redesigned. Thanks to an innovative locking system, the multi-functional feature can be used as a centre console between driver's seat and front passenger seat or as a fold-out table complete with cup holders and storage bins on the second or third seating row.

Redesigned individual seats in the back – Up to 25 per cent lighter

The Multivan stands for the ability to make masterful use of space. And always has. In the new Multivan this space can be better used than ever before. And that is so for multiple reasons: for one thing there will now be only individual seats in the back – the full-width bench seat on the third row has gone. Secondly, the new individual seats on the second and third rows are up to 25% lighter. Dependent on specification and position in the passenger compartment, they weigh between 23 and 29 kg. It is thus now even easier to take them out, put them in and arrange them flexibly inside using the new track system. As the three-seater rear bench has given way to individual seats, it is for the first time also possible to simply remove the seats on just one side of the vehicle, for instance, for transporting expensive e-bikes. How the total of up to five seats in the back are arranged can thus be individually decided. Offering the right solution for every transport task – precisely that is a typical Multivan characteristic. As in some configurations

the tracks are supplied with electric current, Volkswagen Commercial Vehicles is offering the option of having the outer passenger compartment seats as heated seats. Another new feature in the Multivan is the technical implementation of the seat occupancy recognition function in the passenger compartment: the signal is relayed wirelessly. The seats are especially equipped for this with a small battery.

Space giant – Between 469 and 4,053 litres of luggage capacity

Loaded to roof height behind the third seating row, the base version of the Multivan can take 469 litres of luggage; loaded up to behind the second row this rises to 1,844 (1,850 litres with panoramic glass roof). If the full cargo capacity is utilised roof-high up to behind the first seating row, it comes to 3,672 litres. The corresponding figures for the longer body version are 763, 2,171 and 4,005 (4,053 litres with panoramic glass roof).

Flooded with light – First Multivan with panoramic glass roof

As a new feature, the Multivan is optionally available with a two-part panoramic glass roof, enabling you at night to watch the stars or the big city lights. By day, on the other hand, the sun floods through the transparent roof, filling the interior with light; a 'LowE' (low emissivity / heat-reflecting glass) coating on the laminated safety glass reduces the incoming thermal radiation by 78%. At the front the transparent area is 913 mm wide and 403 mm long; above the second seating row this completely unobstructed area is between 900 and 910 mm wide and a whopping 1,284 mm long. With the panoramic glass roof the Multivan incidentally achieves a maximum internal height of even more than its predecessors.

Entering a new era – One Bulli becomes three

With the new Multivan generation, Volkswagen Commercial Vehicles is heralding the advance into a new era. It is a decade that is going to be defined by the multi-layered electrification of the drive systems and the start of automated driving. Against this backdrop, the Bulli range is broadening itself out in future into three pillars: the new Multivan, the Transporter 6.1 and the full production versions of the ID.BUZZ, being launched in 2022. Each of these pillars is of fundamental importance: as Transporter and Caravelle, the T6.1 remains the specialist for commercial use, and as California the camper van icon. With the lifestyle ID.BUZZ MPV and the ID.BUZZ Cargo van, which is tailored to the urban environment, two all-electric models will conquer new segments in the future. Meanwhile, the new Multivan is now taking on the role of the highly talented all-rounder: in the Multivan eHybrid version it temporarily becomes a zero-emission vehicle. At the same time, its impressive total range makes it ideal as an MUV for long journeys.

EXTERIOR – DESIGN AND DIMENSIONS

Vehicle body design follows Bulli DNA

Volkswagen Commercial Vehicles has redrawn and redesigned every last millimetre of the Multivan. One of the most unique and successful MUV concepts on the market has thus been realigned. Nevertheless, it remains the case that the DNA of its famous predecessors plays a key part in shaping the design of the new Multivan generation too. "Taking a major step forward, we have further enhanced the unmistakable character of this iconic vehicle, while still remaining loyal to the typical Bulli line. We consciously invoke, for example, the horizontal character line that runs around the body of a T3", says Albert Kirzinger, Head of Design at Volkswagen Commercial Vehicles. The monolithic shape thus also pays homage to the first generation of the Multivan, which made its debut more than 35 years ago. The new Multivan also incorporates an element of styling from the T4 and thus from the second generation: the bonnet stretched laconically forward beneath the windscreen.

New dimensions and very low drag coefficient of 0.30

Compared to the previous model the new Multivan's wheelbase has been made longer (compared to the standard-length base version). Along with that come correspondingly striking proportions. In detail the new Multivan is 1,941 mm wide, excluding exterior mirrors (+37 mm compared to the Multivan 6.1), 4,973 mm long (+69 mm) and 1,907 mm high (-43 mm). The wheelbase has been increased to 3,124 mm (+124 mm). The Multivan is once again available as a long version. With a wheelbase that is identical, it measures 5,173 mm from bumper to bumper, making it 131 mm more compact than its predecessor. The aerodynamics have also been appreciably enhanced: the c_w figure is for an MUV an outstanding 0.30; the previous model had a c_w figure of 0.35. The aerodynamics have thus been improved by 14%. That reduces energy consumption and emissions, and increases the range. An example: through the improved c_w figure alone it was possible to reduce CO₂ emissions in comparison with the previous Multivan generation by up to 7.8 g/km.

Front section's smooth surface follows the DNA of the first Bulli models

The theme of aerodynamic perfection runs like a common thread through the Multivan's exterior. The front section, for example, has been shaped by the designers, aided by computer-based airflow simulation, in such a way that it has been possible to reduce airflow displacement and thus energy-sapping turbulence to a great degree. It is therefore possible for Volkswagen Commercial Vehicles, for example, to forgo the now customary air curtains – vents in the front section to optimise airflow around the tyres and side of the vehicle body – in favour of a smooth shape and thus an optimal drag coefficient. At the front the airflow-optimised A-pillars and exterior mirrors also provide much less air-stream resistance. The same applies on the side in relation to the likewise aerodynamically optimised door handles.

As aerodynamic elements, roof spoiler and flaps are defining features at the back

The aerodynamic measures taken at the back are very visible. The airflow is optimised here by a roof spoiler and aerodynamic elements called flaps on

the D-pillars. Roof spoiler and flaps form a combined unit, which in designer jargon is termed an 'attica' – a term derived from architecture for a wall design extending over the edge of a roof. The underbody of the Multivan, which is largely enclosed by smooth covers, has also been completely incorporated into the aerodynamic concept.

Charismatic front section, 'IQ.LIGHT – LED matrix headlights for the first time

The new Multivan has a front section design that is both charismatic and endearing. It becomes immediately clear that the vehicle approaching is a new generation of the world famous MUV. Now bigger and less angled, the windscreen extends all the way into the A-pillars, emphasising the Multivan's width. One level lower, the upper part of the bonnet features the area derived from the T4 that abuts horizontally with the windscreen. It gives the Multivan the look of having a lower centre of gravity. Towards the radiator grille the bonnet has a striking horizontal stripe that extends laterally above the as-standard LED headlights and likewise underlines the vehicle's width. The LED headlights not only generate light as bright as day and provide optimum illumination of the road, but also require less power than conventional headlights.

Between the new headlights themselves there is a chrome bar within the slim radiator grille, which continues in the transparent, three-dimensional headlight housing units and in this way also emphasises the width of the Multivan. The trim around the lights is gloss black on the standard headlights. For the first time there is also the Multivan with 'IQ.LIGHT LED matrix headlights' – an interactive light system. It is being offered as an option and included as standard on the top Style version and special Energetic model. In the case of the IQ.LIGHT LED matrix headlights the trim has a vaporised aluminium and correspondingly bright finish. The different and in part interactive lighting functions are realised and projected onto the road via 32 LEDs per headlight module (24 in each case for the matrix light and 8 for the dipped beam). In combination with the IQ.LIGHT LED matrix headlights, or the top Style specification, the complete lateral bar within the radiator grille – running to the left and right of the VW badge all the way into the headlight housing – is also illuminated whenever the full or dipped beam lights are on and gives the MUV a particularly unique light signature. The new Multivan is the first model from Volkswagen Commercial Vehicles with this feature.

Adding to the picture below the radiator grille is the flat bumper. The entire area is painted in the vehicle's colour. The black lateral areas for all the different engines' air intakes that were a typical feature of the previous model are now no longer. The front section of the Multivan thus shows a paradigm shift not only visually, but technically too: the altogether smaller and very narrow air intakes – made possible, as mentioned above, by the particularly good aerodynamics – create a visual crossover to the world of partially electric hybrid drive. At the same time they pay homage to the first three Bulli generations, which had no or only very narrow air intakes at the front, as due to the air-cooled engines at the back there was simply no need for them from an engineering perspective.

Elongated silhouette with chrome-look character line

Its much longer wheelbase makes the new Multivan look more stretched out than the previous models. This impression is strengthened by the fact that, despite an interior height matching that of the Multivan 6.1, the top of the vehicle's body is now overall lower. At both the front and back the short body overhangs caused as a result of the long wheelbase also catch the eye. This reinforces in particular to the front part of the side section. The longer of the two body versions, meanwhile, shows an overhang extended by 200 mm. This stretches the MUV further and the cargo space reaps the full benefit.

The character line's trim, optionally available as a chrome strip (included as standard with bi-colour paint finishes and on the Style models), visually splits the silhouette into an upper and lower level – this gives the side a special orientation of its own. This effect is strengthened if the vehicle has been configured in any of three possible bi-colour paint finishes. The upper section – which the designers call the 'Greenhouse' by virtue of all the windows – is dominated by the long roof line with a roof spoiler extending way back over the rear hatch (the trailing edge minimises swirling air and thus optimises the aerodynamics), by the side flaps and by the long run of side windows.

In the front part of the silhouette the new Multivan differentiates itself from the previous model by in particular the A-pillars now having an additional side window. They increase all-round visibility. Both models, meanwhile, are united by the fact that the end of the A-pillar visually meets the front wheel at its centre – since the T4 this has been a typical design feature of the model line. The name 'Multivan', 'Bulli' or 'Energetic' (in the case of the special model), as chosen by the customer, is now strikingly located underneath the new triangular window in line with the A-pillar (on the previous model it was at the front next to the headlight).

The area of the body below the character line has been given an expressive design: a line rising slightly towards the back powerfully divides the segment above the door sills. The new design element splits the door in the horizontal plane, creates the look of a lower centre of gravity and gives the areas an electric feel. The wings and wheel arches are clearly contoured and compared to the previous model more prominent. The Multivan's wheels are up to 19 inches in size. Harmoniously integrated into the silhouette are the left and right sliding door; the running tread of the door in the rear wing is concealed in the new Multivan and can now hardly be seen.

Powerful rear section with LED tail light cluster as standard

At the back of the Multivan the design takes a new direction. Particularly striking features here include the roof spoiler, the rear window with the way it terminates on each side and the rear lights. Acting as part of the rear hatch, the roof spoiler stretches a long way back. On its top the spoiler is painted in the bodywork colour, while on the bottom it is black. Visually the black surface of the roof spoiler crosses directly over into the rear window. The latter spans practically the complete width of the MUV. Joining at the side are flaps – aerodynamic air guide elements, which in tandem with the roof-edge spoiler perfect the aerodynamics at the rear. The D-pillars are

drawn by the flaps more strongly to the rear than on the previous model and emphasise the discrete nature of the rear section.

The designers also reconfigured the two-part, standard-feature LED rear lights. They carry on the side character line towards the back, as the chrome strip (dependent on specification) gets continued at the top within the rear light fittings. As a result of the two-part rear lights' internal elements being integrated into the rear hatch, the new Multivan differentiates itself even more clearly from the previous model and from practically all competitors, which generally have one-piece and vertically arranged lights. The clearly structured rear hatch extends in effect well into to the painted bumper. The load sill is just 580 mm high and is thus at the good level of the previous model. If the Multivan is equipped with the sporty DCC adaptive chassis control system, the load sill's height comes down to 560 mm.

INTERIOR – FLEXIBILITY AND CONNECTIVITY

The most versatile Multivan ever

The Multivan is regarded as the master of transformation: an MUV for the family, a miracle of space for sports equipment, a removal van and a camper with a place to sleep all in one. The first generation's Multivan T3 unveiled in 1985 already scored with this concept, and it remained the line's DNA across every generation. With each new Multivan the flexibility of the interior has been further perfected. Debuting now in the new Multivan is the most digital and most variable interior that a Bulli has ever had. At the same time the interior has become even homelier and ergonomically more perfect. Nothing remains as it was. And yet it has become an interior that will feel familiar within moments to all present-day Multivan drivers.

Seating row 1 – Typically Bulli

It starts off with the typically high seating position and the way that the steering wheel lies in the driver's hands. Unequivocally Multivan. A big part in this very unique Multivan feeling is played by the comfortable driver's and front passenger's seats, fitted as standard with armrests in the Life version and above. Volkswagen Commercial Vehicles has integrated largely digitalised displays and controls into this new Multivan world.

Digitalised cockpit and head-up display

Volkswagen Commercial Vehicles is focussing the use of digitalisation on taking the operation, ergonomics and range of functions in the Multivan up to a new level. What catches the eye first, however, is the design of the new cockpit landscape: its styling and standard of quality is now on par with the most upmarket of models. Both the quality of the materials and their feel match this overall impression. Moreover, all key features in the new Multivan are on just one line of sight and control. Following on a second line are elements whose functions have been consciously separated from it in order to make operation of the Multivan as simple and intuitive as possible.

Arranged on the central line of sight and control are the 10.25-inch display of the Digital Cockpit (digital instruments) and the 10.0-inch touchscreen of the infotainment system. For the first time in the Multivan, a real 360-degree representation of the vehicle is shown on the infotainment display as Area View (available as an option). It makes parking and manoeuvring in particular easier. Centrally arranged between Digital Cockpit and infotainment system on a shared high-gloss black surface is the new, minimalist shift-by-wire switch of the dual clutch gearbox.

Online infotainment systems and We Connect as standard

The standard infotainment system for all versions is called Ready 2 Discover, for which the navigation function can also be enabled retrospectively. Via an online control unit (OCU) with integrated eSIM (free of charge), the Ready 2 Discover system brings important safety functions, such as the eCall emergency call system, and practical online services on board. Via We Connect and We Connect Plus that makes diverse services available. We Connect can be used free of charge for an unlimited period. The array of services includes Breakdown Call (help and service in the event of a breakdown), Vehicle Status (enables calling up of the Multivan's status) and parked position (displayed in the app).

The We Connect Plus services are available free of charge for a period of three years, which can then be extended for a fee. These services make it possible to Lock & Unlock the vehicle or control the Online Auxiliary Heater from a distance via smart phone. In combination with the optional Discover Media and Discover Pro navigation systems, We Connect Plus includes further navigation-related services. These include Online Map Update and Online Traffic Information, which guarantee optimum, anticipatory route guidance. We Connect Plus provides additional online services in the Multivan eHybrid for even greater comfort and ease of use: via the smart phone app it is possible, for example, to pre-set the Multivan eHybrid's inside temperature (warm up or cool down) and to control and manage the charging process.

For business use, Volkswagen Commercial Vehicles is offering We Connect Fleet as an option across the board. This third level has been developed as a fleet management system. Integrated in it are the following features: Automated Maintenance Management, GPS Tracking and Route Information, Digital Logbook and Digital Costs Log.

Via App Connect or Wireless App Connect plus smart phone, a navigation option is provided by the standard Ready 2 Discover system too. In addition with this infotainment system it is possible via We Upgrade to retrospectively enable the navigation function online at any time. This makes route guidance possible even without a smart phone. The navigation instructions also get fed to the Digital Cockpit (only in combination with the top upgrade of the digital instruments: the optional Digital Cockpit Pro). What's more, in combination with the head-up display (optional extra) being offered for the first time in a Volkswagen Commercial Vehicles model, navigation pictograms can, if desired, also be projected onto the windscreen in front of the driver.

Voice control plus Amazon Alexa and Apple's Siri

The voice control possibilities in the Multivan are many and varied. For the Style version and special Energetic model and for all Multivan eHybrid models Volkswagen Commercial Vehicles is offering voice control as standard, including an Alexa Web app. While all sorts of different functions, such as air conditioning, navigation and media library can be controlled via the voice control system, Alexa (Amazon) enables access to a huge range of Android apps, the Internet and the customer's smart home. Also included on all models is App-Connect and thus Apple CarPlay™. In combination with a paired iPhone this thus makes Siri voice control available for App Connect..

840-watt sound system from Harman Kardon

Offered as options for the new Multivan are the even more extensively equipped Discover Media and Discover Pro navigation systems. All three infotainment systems can also be combined with a Harman Kardon sound system developed specially for the Multivan. In addition to 14 high-end loudspeakers (including subwoofers), a 16-channel Ethernet amplifier with 840 watts of music output and four sound settings, the system utilises as a new feature the so-called 'Fraunhofer Sonamic Panorama Algorithm'. The algorithm separates out the individual sources of a stereo recording and

distributes them evenly across a U-shaped acoustic stage, creating a fascinating sound. Visually upmarket: the wafer-thin steel loudspeaker panels made using a newly developed, highly precise laser technology. The Harman Kardon sound system can be ordered for the Life and Style versions and for the special Energetic model.

Shift by wire and electronic parking brake create more space

The interplay of electronics and software makes it possible to transform the classic gear lever knob into a small switch and thus to enlarge the gap through to the back between driver and front passenger seat that is such a typical feature of the Multivan. The technology behind it: shift by wire. The electronic relaying of the gear selection signals. By clicking. Shift by wire makes selecting gear easier and much more reliable. 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 Multivan has slowed down sufficiently to permit it. The switch is ergonomically integrated between the steering wheel and the infotainment system. One level lower, meanwhile, the conventional handbrake lever has also been cleared out of the way. From now on, the parking brake is activated electronically by button or automatically. And thus the space for climbing through to the back is increased even more. Integrated next to the parking brake are two USB-C sockets (as standard) and a tray for inductive smart phone charging (optional).

Touch controls for light, menu, climate and sound functions

Controls that are digitalised in the Multivan are a touch module for the light and sight functions on the left of the steering wheel, another module below the infotainment system acting as direct access buttons to various menu functions and air-conditioning system sliders for setting the interior temperature. The seat heating is also activated here by touch control. Furthermore the audio volume is set via the sliders. The volume can also be controlled from the multifunction steering wheel.

Interactive ambient lighting – Lighting design and warning functions

The Multivan Style and Energetic are equipped as standard with a 30-colour ambient lighting system (optional on the Life version). It serves for the one part to personalise the lighting mood inside the vehicle. Thanks to the digital interconnection with other vehicle systems the ambient lighting becomes on the other hand an interactive tool that provides intuitively discernible information. A total of six LED light lines make up the ambient lighting system in the Multivan: two in the instrument panel in front of driver and front-seat passenger, two in the front doors and two in the sliding doors. Via these light strips it is possible to illuminate the interior in a bespoke way. This includes seven preconfigured lighting profiles and various different lighting scenarios. When the Multivan is unlocked, for example, first the light lines in the instrument panel, then in the front doors and then in the sliding doors dim up from 30 to 100 per cent in the colour 'Apple Green'. Towards the end of the lighting scenario, the illumination briefly goes out, before then as a final step lighting up permanently in one of the 30 colours that can be set. When the vehicle is locked, every light line shines 100 per cent bright red, before then switching off step-by-step from the back to the front. Furthermore, if desired, the ambient lighting can be automatically linked to the Multivan's driving profile at any given time (blue

for 'Comfort', green for 'Eco' and red for 'Sport'). The lights of the storage bins and foot wells are also integrated into the interior lighting's intelligent controls.

As mentioned above, the ambient lighting also takes on interactive functions. An example: if one of the front doors is opened, the entire ambient lighting comes up to 100 per cent brightness. The line in the opened door shines red, regardless of the preset colour, in order to warn road users behind the Multivan and to make it safer for the person getting out. The ambient lighting in a door also turns red if it is not closed while the vehicle is moving (at 15 km/h or above). If the hazard warning lights are switched on, the light strips in the doors also flash in time with them.

Seating rows 2 and 3 – New seating system

From now on in the new Multivan there will be nothing but practical individual seats in the back too – the full-width, heavy bench seat on the third row has now gone. At the same time, Volkswagen Commercial Vehicles has made the new individual seats of the second and third rows up to 25% lighter. Being used here are outer seats with no safety belts (belts get pulled as usual out of the side walls) and middle seats with integrated belts. Depending on the type of seat, the weight is between 23 and 29 kg. They can now be moved very quickly and also taken out and put back in with the utmost ease. That's because the track system has been reworked as well. It is now an end-to-end system from the back through to the second seating row. That makes the seating layout more flexible than ever. Since the three-seater rear bench has given way to individual seats, it is possible, for example, to simply remove the seats on one side of the vehicle for transporting, for instance, expensive bikes. Or to seamlessly push the middle seat of the third row forward to just shy of the first seating row. The communicative face-to-face layout of the passenger compartment seats is also another variant (available as an option). In the base Multivan version the MUV leaves the factory with three individual seats on the second seating row. On the Life version and above, it is two individual seats on the second row and three on the third.

The table in the back becomes a multi-function tool

It is a feature that even the first Multivan already had on board more than 35 years ago: a table in the back. Since then, this practical feature has been an ever-present in every generation of the all-rounder. Over the years the detailed design of the tables became increasingly innovative. Now comes the most flexible table ever to have been integrated into a Multivan. Volkswagen Commercial Vehicles has completely redesigned the feature: from now on it is a multi-function system, which can also be used as a centre console – not just in the front, but on any seating row. Thanks to a new track system the new Multivan's table can now be moved around and arranged in the back in a great variety of ways. And that's not all! As the relevant tracks extend all the way to the front between driver's and front passenger seat and as the table has become a multi-tool, it can in fact also be used as a centre console in the first seating row. That's something that no Multivan before has ever had.

This is how the new multi-function table works: it gets locked into place on the new track system in the middle of the vehicle. In its default position the

two fold-out halves of the table and the height adjuster are retracted. In this position the table is a centre console, which, as mentioned, can be set up on any seating row. Integrated in the top of this console are three cup holders and a storage bin. The multi-function table can be raised up by pressing a large button. This now gives access to further storage compartments – for instance, for toys or larger drinks bottles. In parallel, the two halves of the table can now be pulled out and folded up into place on the left and right. If you want to take the table out, you simply release it using two grips on its base. Using just one of the grips, the multi-function table can be moved about. If the table was being used between driver's and front passenger seat as a centre console, it can be moved very easily into the second or third seating row in order to open up the typical gap through to the back.

SPECIFICATION PACKAGES – VERSIONS AND OPTIONS

Versions – Multivan, Life, Style and special Energetic model

Volkswagen Commercial Vehicles is offering the new Multivan in several versions: Multivan (base version), Life (middle specification level) and Style (top version), plus as the Energetic (a special version of the Multivan eHybrid). The Multivan and Life lines are powered as standard by a turbo petrol engine delivering 100 kW / 136 PS. Shifting gear is done in all cases by an automatic dual clutch gearbox (DSG). The Multivan Style has a turbo petrol engine already delivering 150 kW / 204 PS. The special Energetic model is, as described, coupled with a plug-in hybrid drive system with power output of 160 kW / 218 PS. The plug-in hybrid drive system can as an alternative also be ordered in combination with the Multivan, Life and Style versions. Also available as an option for the Multivan and Life versions is a 204 PS petrol engine. All lines and drive systems can be ordered in two body lengths. There are thus 18 different specification, drive system and body combinations.

Multivan – The base version

The base Multivan version already includes a comprehensive set of standard features from the Volkswagen Commercial Vehicles plant in Hannover. Always included as safety features are systems such as swerve support, turn-off assist, Front Assist with pedestrian and cyclist monitoring, Lane Assist, Driver Alert, Dynamic Road Sign Display, the emergency eCall system, tyre pressure loss indicator, LED headlights (including daytime running lights and indicators) and LED rear lights. The occupants are additionally protected by a combination of airbags for driver and front-seat passenger (front, side and head airbags, plus a centre airbag in the front) and airbags for the outer seats in the back.

Standard exterior features include two sliding doors and the green heat-reflecting glass. The interior is fitted out in the back with three individual seats on the second seating row, height-adjustable front seats, bi-colour fabric seat covers in 'Bright Dots' pattern, carpeted floor in the passenger compartment, decorative trim in 'Scale Light Grey', plus various storage trays and compartments.

In terms of functions, the Multivan version is equipped with the Ready2Discover infotainment system including 10-inch colour touchscreen display, digital (DAB+) radio, mobile phone interface, App-Connect including Wireless App-Connect for Apple CarPlay, eight loudspeakers, the Digital Cockpit with large 10.5-inch colour display, the Keyless Start system, two USB-C sockets in the front, an air conditioning system, a cruise control system with speed limiter and additional air vents in the floor in front of the second row of seats for improving the inside air conditions in the back.

Life – The middle specification level

The next level up sees the array of standard features expanded still further. In addition to all the features of the Multivan version, the Multivan Life has further exterior features that include: an electric power-closing function for the rear hatch, two chrome bars between the headlights, electric power-close function for both sliding doors and 16-inch 'Syrakus' alloy wheels in place of steel wheels with hubcaps. The Multivan eHybrid, meanwhile, is

fitted with 17-inch 'Dundrod' alloy wheels in silver. Additionally included in the specification in terms of safety are an automatic anti-dazzle interior mirror (manual in the Multivan version) and the Coming Home / Leaving Home light functions.

Identifying features of the Multivan Life on the inside are two individual seats on the second row and three on the third. Under each of the outer seats in the passenger compartment there are handy drawers. Thanks to armrests on the inside, the seats on the second row provide added comfort; the third-row seats can be fitted with armrests as an option (all removable). At this specification level driver and front-passenger seat already have armrests, electrically adjustable lumbar support and fold-down tables on the seat backs as standard. The 'Ribella' pattern bi-colour seat covers are visually matched to the decorative 'Dark Silver Brushed' trim. The glove box and the mirrors on the sun visors are illuminated.

The standard set of functions include details such as a supplementary heating system in the back, four USB-C sockets for the passenger compartment, Park Distance Control for front and back, rain sensor for the windscreen wipers and an electric release function from the inside for the tailgate.

Multivan Style – The premium top version

In the Style version the Multivan becomes one of the most exclusive vehicles in its class. On the outside the Multivan Style is identifiable by the chrome strips in its silhouette and the 17-inch 'Dundrod' alloy wheels with burnished surfaces in black. Also upgraded with a chrome strip is the lower section of the rear hatch. At the front, meanwhile, the chrome transverse bar in the radiator grille between the headlights is backlit. Getting in and out is made easier by electrically opening and closing sliding doors. The safety features are enhanced with a theft alarm system, the IQ.LIGHT – LED matrix headlights inclusive of dynamic main beam control (Dynamic Light Assist) and dynamic cornering light, the Rear View reversing camera, poor weather lights and a surround lighting system in the door area with a logo projection of the Multivan silhouette.

On the inside, bi-colour 'ArtVelours' covers and bolsters in smooth leather look give the seats a premium feel. In keeping with this lounge character are the wood-like inlays in 'Dark Woodgrain Optic'. The pedals of the Multivan Style are also fitted with stainless steel caps. Stainless steel as decorative trim is likewise used for the cover of the rear hatch lock.

The Multivan Style's set of functions is also greatly expanded. A comfortable atmosphere on board is ensured here by the Air Care Climatronic system, a 3-zone automatic climate control system with additional controls in the back. Heated seats in the front ensure pleasant starting conditions in the winter. And Park Assist allows assisted manoeuvring into and out of parking spaces.

Multivan eHybrid Energetic – The special model

The new Multivan is the first Bulli with a plug-in hybrid drive system. In principle this leading edge drive system can be configured in combination with all Multivan versions. Nevertheless, for the launch of the Multivan

eHybrid Volkswagen Commercial Vehicles has come up with a special avant-garde model tailored to the vehicle's progressive character: 'Energetic'. This Energetic version is based on the Life specification, but in terms of its features has been greatly expanded and individualised. On the outside, the hybrid MUV has in this version an electric rear hatch; the practically silent opening and closing matches the drive system. From the outside users can as an alternative open or close the rear hatch by foot movement via a gesture control system fitted as standard (Easy Open and Easy Close). The Multivan eHybrid Energetic is also fitted as standard with the large, two-part panoramic roof. The side windows in the back are tinted. The special model is the only Multivan to come as standard with 18-inch 'Toshima' alloy wheels and the Keyless Advanced lock and start system.

Like the Style version, the Multivan eHybrid Energetic also comes off production line in Hannover with the IQ.LIGHT – LED matrix headlights complete with poor weather lights, Dynamic Light Assist, dynamic cornering light and the surround lighting system with logo projection. Added safety is also provided by a proactive occupant protection system (PreCrash Basic and Front) and the Area View function inclusive of reversing camera (Rear View). Defining features on the inside of the Energetic model include exclusive 'Metal Grid' decorative inlays. Also included as standard here is the multi-function table, which can be moved around the interior and can thus be used on any seating row. Like all Multivan eHybrid models, this version too is equipped with the advanced Digital Cockpit Pro. In addition, the Multivan eHybrid Energetic is also fitted with the Discover Media radio and navigation system.

Colour spectrum – Eleven single-colour and three bi-colour paint finishes

The new Multivan is launching with a broad spectrum of exterior colours. The total of 14 shades include the standard 'Pure Grey' and optional 'Candy White'. Besides those there are the following paintwork finishes as special options or dependent on specification: Cooper Bronze Metallic, Energetic Orange Metallic, Fortana Red Metallic, Indium Grey Metallic, Medium Blue Metallic, Mono-Silver Metallic, Reflex Silver Metallic and Starlight Blue Metallic. As another paintwork finish Volkswagen Commercial Vehicles is offering the optional Deep Black Pearl Effect for the Multivan. Typical for the Bulli and thus also for the new Multivan there are also bi-colour paint finishes. There is a total of three of these two-tone paintwork options available: Medium Blue Metallic / Candy White (blue on top, white below), Mono-Silver Metallic / Energetic Orange Metallic (silver on top, orange below) and Deep Black Pearl Effect / Fortana Red Metallic (black on top, red below).

Options – The main packages

Via the special options it is possible to further individualise the Multivan. Particularly key features are pooled together as packages. That is sometimes cheaper for the customer and certainly makes configuration easier. The main packages in detail:

Easy Open Package

- Surround lighting on the rear hatch and ambient lighting (in 30 colours)
- Rear hatch with electric opening and closing
- Central locking with Keyless Advanced locking and starting system with no deadlock mechanism
- Electric rear hatch (opening and closing) with Easy Open and Easy Close function
- Sliding door on the left, electric with Easy Open function
- Sliding door on the right, electric with Easy Open function

Family Package

- Tinted rear windows
Heat-reflecting tinted glass absorbing 65 per cent of the light
- Drawers under the outer seats in the passenger compartment
- Multi-function table / centre console with 3 cup holders, movable throughout the whole vehicle
- Sliding window in sliding door, on the left
- Sliding window in sliding door, on the right
- Left and right sliding doors with power-close function
- Sliding door on the right with power-close function
- Two waste bins

Launch Package

- Rear View reversing camera
- Tinted rear windows
Heat-reflecting tinted glass absorbing 65 per cent of the light
- Heated driver and front passenger seats
- Discover Media radio navigation system with 25.4 cm (10-inch) touchscreen colour display
- Park Distance Control front and rear
- 'Comfort' mobile phone interface with inductive charging function

Top package

- Panoramic glass roof (90 per cent blackout)
- Safety interior mirror, automatic non-dazzle
- Sun visors with mirror, illuminated, ticket holder on driver's side
- IQ.LIGHT – LED matrix headlights with LED daytime running lights
- Dynamic Light Assist (main beam control) for LED matrix headlights
- Rain sensor for windscreen wipers
- Headlight range control, dynamic, with dynamic cornering light
- LED rear lights, smoked
- Poor weather light
- 3-zone Air Care Climatronic air-conditioning system with additional control panel in the passenger compartment
- Daytime running lights activation with automatic lighting control and Coming Home / Leaving Home function

Travel Assist and Emergency Assist

- Travel Assist including Lane Assist lane keeping system and Emergency Assist
- Side Assist lane change system including Blind Spot Detection, Rear Traffic Alert and exit warning system
- 'ACC Stop & Go' Adaptive Cruise Control with speed limiter

6-seater package = 2-1-3

- Approved for a maximum of 6 seats
- 1 individual seat facing forwards on the 2nd seating row
- 3 individual seats on the 3rd seating row

6-seater package = 2-2-2

- Approved for a maximum of 6 seats
- 2 individual seats facing forwards on the 2nd seating row
- 2 individual seats on the 3rd seating row

6-seater package with vis-à-vis = 2-2-2

- Approved for a maximum of 6 seats
- 2 individual seats facing backwards on the 2nd seating row
- 2 individual seats on the 3rd seating row

7-seater package = 2-2-3

- Approved for a maximum of 7 seats
- 2 individual seats facing forwards on the 2nd seating row
- 3 individual seats on the 3rd seating row

AGR ErgoComfort seats in the front, in leather, including seat ventilation, electrically adjustable

- Bi-colour seat covers, seat centre panels in 'Savona' leather, perforated for AGR seats, seat bolsters in smooth leather look
- AGR seat electrically adjustable, front left and right, with 4-way head restraints, plus memory and massage function for the driver
- Front seats with active seat ventilation

AGR ErgoComfort seats in the front, in ArtVelours, electrically adjustable

- Bi-colour seat covers, seat centre panels in 'ArtVelours' microfleece
- Seat bolsters in smooth leather look
- AGR seat electrically adjustable, front left and right, with 4-way head restraints, plus memory and massage function for the driver

ASSIST SYSTEMS – FOR SAFER, EASIER DRIVING

Turn-off assist, exit warning system and Car2X provide added safety

Volkswagen Commercial Vehicles has greatly expanded the array of assist systems. In the top specification model there are more than 20 systems on board the Multivan, enhancing safety, comfort and ease of use. Standard features include the Front Assist area monitoring system inclusive of pedestrian and cyclist monitoring, a swerve support system with new turn-off assist, Dynamic Road Sign Display and the Lane Assist lane keeping system. Many systems are also available for the product line for the first time. These include the interactive Car2X warning system (local communication with other vehicles and the highways infrastructure), turn-off assist (warns of any oncoming traffic when turning across a carriageway), the exit warning system (part of Side Assist; warns when opening a door of any bicycles or vehicles approaching from behind) and Travel Assist. The latter makes assisted driving possible for the first time across the full speed range. Travel Assist fuses together the 'ACC' Adaptive Cruise Control (partly automated linear control) and Lane Assist (partly automated lateral control) into one system that significantly enhances driving ease and safety. In addition, Car2X and ACC also merge together for the first time in the Multivan into a system that can apply the brakes before the driver is even able to spot the actual danger.

The new Multivan's main assist systems in detail

Partly automated journeys with Travel Assist

Added safety and ease of driving is provided on long motorway journeys by Travel Assist. The system works within a speed range of 0 to 210 km/h, automatically keeps the Multivan at a desired speed set by the driver, following as it does so the course of the road. Travel Assist is activated via a button on the as-standard multi-function steering wheel. It merges together multiple functions, including the ACC Adaptive Cruise Control with predictive speed recognition, the Lane Assist lane-keeping system and – if fitted – the Side Assist lane change system.

As for legal and safety reasons the driver must be in permanent control of the system, Volkswagen Commercial Vehicles always offers Travel Assist in combination with capacitive steering wheel sensors. Thanks to these sensors, it is sufficient for the driver just to lightly touch the wheel. If he or she lets go of the wheel for longer than ten seconds, visual and audible warning signals draw attention to this. Now, if not already done, the driver has to react and touch the steering wheel again, as Travel Assist is otherwise deactivated with a message to this effect displayed. If the Multivan is also equipped with Emergency Assist, it directly takes over in this situation in order to bring the Multivan safely to a halt.

ACC Stop & Go with speed limiter

The Adaptive Cruise Control system reacts to other vehicles and slows the Multivan down accordingly behind road users driving at a lower speed. If the traffic flow becomes faster again, the Multivan with ACC enabled accelerates up to the speed previously set by the driver / the permitted speed. ACC is able to do the latter as it uses the front camera and the road sign recognition function to scan for speed limit and other relevant signs

and adapts the speed accordingly. The system also reacts to the course of the road. It uses the navigation system's route and GPS data to calculate the Multivan's position and in this way reduces the speed predictively ahead of corners, roundabouts and crossroads. The highest speed that can be set via ACC is 210 km/h. As the Multivan is equipped as standard with the automatic dual clutch DSG, it can also slow the vehicle to a complete halt. In stop-and-go traffic the Multivan with ACC enabled also pulls away again automatically as long as the respective stop does not exceed a duration of 15 seconds. Available to order separately, ACC is automatically included if the Multivan is equipped with the optional Travel Assist system. In this case, the vehicle remains ready to pull away again in stop-&-go traffic for 60 rather than 15 seconds – making driving much less taxing in traffic jams and city centres.

Via Car2X vehicles warn each other

Included within the scope of the ACC system is the Car2X assist system tailored to the close surroundings. Via Car2X the Multivan exchanges safety-relevant information with other vehicles and the highways infrastructure in the local surrounding area. The calibration of this data occurs in quasi real time. As a result of using the EU-harmonised, manufacturer-independent Car2X standard (WLANp / ITS G5), data can be transferred between vehicles of every make and the infrastructure of all EU states. Thanks to Car2X, the Multivan driver is informed and warned about local traffic hazards. The following scenarios get registered via Car2X communication: roadworks, emergency vehicles, sudden braking, broken-down vehicles, ends of traffic jams and accidents. Vehicles that break down or have an accident can, for example, alert other road users early on to the dangerous situation by means of a 'virtual warning triangle' (an indicator in the cockpit of the other vehicles). As Car2X is offered across the board in the Multivan in combination with ACC, the two systems merge together. For the first time, Car2X therefore not only warns of hazards, but where necessary intervenes directly in the situation via ACC in order to slow the Multivan ahead of the end of a traffic jam or any other danger. And it does so well before the obstruction appears in the driver's field of vision.

Lane Assist keeps the vehicle in the lane

The camera-based Lane Assist lane keeping system is included as standard. The system can recognise different kinds of carriageway boundary. If the vehicle is threatening to leave the lane, Lane Assist intervenes with corrective steering. On the other hand, in the case of a planned change of lane that the driver signals by using the indicator the system remains passive. In combination with the optional Travel Assist, Lane Assist, within its system limits, continuously keeps the vehicle in the middle of the lane through constant steering interventions.

Side Assist including exit warning system

Side Assist enhances safety when changing lane. The rear radar sensors scan the area alongside and behind the Multivan. The system notifies the driver of any other road users that are behind or alongside with the vehicle. In such event, 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. If Lane Assist is also enabled, it automatically steers away whenever a vehicle is detected in the blind spot. Integrated as standard into the rear radar sensor's range of functions is a new exit warning system, which within its system limits alerts occupants activating the door opener before they get out of the vehicle of any cars or bikes approaching from the rear. The warning is given via the Side Assist LED in the relevant exterior mirror and via a simultaneous warning sound.

Rear Traffic Alert makes reversing out of parking spaces easier

Rear Traffic Alert helps the driver in situations where it is difficult to see, such as when reversing out of parking spaces or driveways, 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 road users directly behind the vehicle, but also any approaching from the left or right, which are otherwise almost impossible for the driver to see. 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 a possible collision.

Front Assist with pedestrian and cyclist monitoring

One of the standard Multivan features is the emergency braking system Front Assist. Working with a radar sensor and front camera, this area monitoring system warns the driver and applies the brakes in emergency situations where the distance to the vehicle in front is not enough. By means of the City Emergency Braking function including pedestrian and cyclist monitoring, the system also works at low speeds and thus contributes to making road traffic safer in cities.

Swerve support and turn-off assist help to avoid accidents

Linked to the Front Assist sensors are the swerve support and turn-off assist functions. Both systems are included as standard. Swerve support can help the driver to drive around a sudden obstruction. The turn-off assist function, meanwhile, helps to avoid any crash with oncoming traffic: when turning off to the left the Multivan is automatically brought to a standstill (within the system limits and with a simultaneous visual and audible warning) if there is a vehicle coming the other way on the carriageway about to be crossed. Depending on the speed of the two vehicles, the system is able within its technical limits to prevent or lessen the severity of the accident. In countries that drive on the left, like Great Britain, the assist system works in the same way when turning off to the right.

Trailer Assist makes manoeuvring with a trailer easier than ever

With a maximum trailer weight of up to 2,000 kg the new Multivan is also ideal as a towing vehicle. The optional Trailer Assist makes manoeuvring with a trailer easier for the driver: whether it be with a caravan, boat trailer or horsebox, Trailer Assist relieves the driver of the task of mentally adjusting to the fact that when reversing the steering wheel has, for example, to be turned to the left to make the trailer go to the right. Reversing in a straight line is also made much easier. And this is how Trailer Assist works: in order to manoeuvre the Multivan and trailer in reverse from the road into a driveway, the driver stops the vehicle, puts it into reverse

and activates Trailer Assist via the infotainment system. The current and possible steering angles are now visualised in on the Digital Cockpit display. 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 vehicle 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 Multivan executes the steering commands entered by the driver, who only needs to operate the accelerator pedal and the brake. The driving direction of the vehicle-trailer combination is set by automatic control of the electromechanical power steering.

Side protection helps to avoid parking damage

The new Multivan is an automotive companion for every day of the year. Smart assist systems make such everyday driving easier. The best example: side protection. It is a component respectively of the optional Trailer Assist, Area View and Park Assist systems. How side protection works is made clear by how it combines with Park Assist: the latter enables the Multivan to be driven into and out of parking spaces in a partly automated manner. For doing this, the system works with twelve ultrasound sensors at the front, side and rear. Two on each side are near to the wheel arches (at the height of the front and rear bumpers). The Multivan uses these sensors for the side protection function, scanning the surrounding area at the side. The side sensors at the front have a range of c. 4.5 metres and those at the back of c. 1 to 1.5 metres. If the system detects an obstacle beside the vehicle, it emits an audible warning and a visual alert on the Digital Cockpit display.

Area View including Rear View reversing camera

Included as standard on the Multivan Energetic and otherwise available as an option, the Area View system uses four cameras to visually capture the space in front, behind and alongside the Multivan and by doing so to generate a 360-degree all-round view. On the infotainment system display the driver sees the Multivan and its surrounding area as a bird's eye view and is thus able to spot obstacles of any kind. Moreover, depending on the situation, it is possible to access different camera perspectives. An integral part of the system is the Rear View reversing camera, which can also be configured separately.

Emergency Assist brings the Multivan to a halt

One system that is being offered as an option (in combination with Travel Assist only) is Emergency Assist. As soon as the sensors detect that the driver is not actively steering, braking or accelerating, the system initiates various measures to warn 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. Finally, the system continues to apply the Multivan's brakes until it comes to a standstill. Meanwhile, the area around the vehicle is monitored in order to prevent any accidents caused by running into another vehicle. Once the Multivan has come to a stop, an emergency call (eCall) is automatically made to ensure that the driver quickly receives medical attention.

Proactive Occupant Protection System

Included as standard in the Multivan Energetic and otherwise available as an option, the Proactive Occupant Protection System recognises a potential accident situation, for instance caused by sudden braking. In such an event, the seatbelts of the driver and front seat passenger are automatically pre-tensioned to ensure the best possible protection by the airbag and belt system. If a highly critical and unstable driving situation is detected – such as severe oversteer or understeer with ESC intervention – the side windows are closed (except for a small gap).

All the new Multivan's assist systems in overview:

- Swerve support with turn-off assist (as standard on all models)
- 'ACC Stop & Go' Adaptive Cruise Control with speed limiter including Car2X
- Front and rear Park Distance Control (as standard on the Life version)
- ESC with ABS, ASR and EDL (as standard on all models)
- Side protection (integrated in Trailer Assist, Area View and Park Assist)
- Cruise control system with speed limiter (as standard on all models)
- IQ.DRIVE Travel Assist (automated driving, Level 2)
- Light Assist (main beam control)
- Driver Alert System (as standard on all models)
- Automatic Post-Collision Braking System (as standard on all models)
- Front Assist emergency braking system with pedestrian and cyclist monitoring (as standard on all models)
- eCall Emergency System (as standard on all models)
- Park Assist and Park Distance Control front and rear (as standard on Style and Energetic versions)
- Proactive Occupant Protection System / PreCrash Basic and Front (as standard on the Energetic)
- Rear View (reversing camera; as standard on the Style version)
- Lane Assist lane keeping system (as standard on all models)
- Side Assist lane change system including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Trailer Assist (trailer manoeuvring system)
- Travel Assist including Lane Assist, Side Assist including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Travel Assist and Emergency Assist including Lane Assist, Side Assist including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Area View including Rear View reversing camera (as standard on the Energetic)
- Area View including Rear View reversing camera and Park Assist
- Dynamic Road Sign Display (as standard on all models)

DRIVE SYSTEMS – PLUG-IN HYBRID AND TURBO PETROL ENGINES

Three drive system versions at launch – One eHybrid and two TSIs

The new Multivan is launching with two turbocharged (TSI) petrol engines and, as a new feature, with a plug-in hybrid drive system. The TSI engines develop 100 kW / 136 PS and 150 kW / 204 PS. The Multivan eHybrid provides a system output of 160 kW / 218 PS. Drive power is delivered on all models to the front axle. All motor versions are coupled as standard to a dual clutch gearbox (DSG). The eHybrid's 6-speed DSG is a gearbox specifically developed for the plug-in hybrid drive system and forms a single unit with the electric motor. The gearbox used for the pure TSI versions is a 7-speed DSG. For the first time in the Multivan, selecting gear is done by wire and thus extremely simply via a small DSG selector switch on the instrument panel. Following next year, there will be a turbo diesel direct injection engine (TDI) with a power output of 110 kW / 150 PS.

1.5 TSI delivering 100 kW / 136 PS

The starting point in the new Multivan's array of drive systems is marked by a leading-edge turbocharged petrol engine from the EA211 evo range. The four-cylinder direct injection engine develops its top power of 100 kW / 136 PS from a displacement of 1,498 cm³ between 5,000 and 6,000 rpm. The TSI's maximum torque is 220 Nm and is available over an engine speed range of 1,750 to 3,500 rpm. With a top speed of 182 km/h, the Multivan 1.5 TSI is coupled as standard to a 7-speed DSG and achieves a combined NEDC fuel consumption of 6.7 to 6.6 l/100 km. Just how systematically Volkswagen Commercial Vehicles utilises every possible way of lowering consumption and thus of reducing emissions is shown by one small detail: the generator. Instead of a normal alternator, what is being used is what's known as a mid-efficiency generator with much greater effectiveness, as a result of which CO₂ emissions are further reduced.

The Multivan's 1.5 TSI is a high-tech power unit. Its particular features include temporary shutting off of two cylinders in order to save fuel in the partial load range. This cylinder shut-off system is called ACT (Active Cylinder Technology). Another special technical feature is a turbocharger with variable turbine geometry (VTG), which provides charge pressure dependent on the power required, thus reducing consumption at low engine speeds and at other times spontaneously ensuring the engine's maximum dynamic performance. The fuel is injected into the cylinders at a pressure of 350 bar. The high compression, four-cylinder engine operates using the highly-efficient Miller combustion cycle; it likewise ensures high efficiency in the partial load range and optimum responsiveness when higher levels of power are required.

2.0 TSI delivering 150 kW / 204 PS

The new Multivan's most powerful TSI engine has a cubic capacity of 1,984 cm³ and is likewise coupled to a 7-speed DSG. Delivering 150 kW / 204 PS between 5,000 and 6,500 rpm, the four cylinder power unit belongs as an evo4 generation unit to the EA888 engine line's most modern range and facilitates a top speed of 200 km/h. The efficient turbocharged petrol engine develops its maximum torque of 320 Nm as of 1,600 rpm; this torque remains consistently available at this high level up to 4,300 rpm. The Multivan 2.0 TSI has an NEDC cycle fuel consumption of 7.7 to 7.6 l/100 km.

The technical design of this 2.0 TSI is also highly innovative. As in the 1.5 TSI, this engine too uses a combustion process based on the Miller Cycle with an especially high level of compression. The combustion cycle increases the engine's efficiency, thus increasing the torque even at low engine speeds and simultaneously reduces fuel consumption. In the partial load range the 2.0 TSI achieves fuel consumption advantages similar to a downsizing power unit with significantly lower cubic capacity; at higher load levels on the other hand the 2.0-litre engine utilises the benefits of its bigger cubic capacity. Optimum mixing of fuel and air inside the four cylinders is ensured by likewise redesigned combustion chamber bowls. All of these measures added together thus produce optimum efficiency and performance across the entire engine speed range.

eHybrid delivering 160 kW / 218 PS of system power

The first Multivan with plug-in hybrid drive system has the name suffix 'eHybrid'. It utilises the alliance of lithium-ion battery (net capacity: 10.4 kWh), electric motor and turbocharged petrol engine to combine zero-emission driving with high total range. The low profile battery is housed in the vehicle floor under the front seats; this position lowers the Multivan's centre of gravity and also has the benefit of not restricting the space on offer. The type HEM80 evo electric motor delivers 85 kW / 116 PS and forms a single system unit with the DQ400e-6F 6-speed DSG developed for plug-in hybrids. As usual in plug-in hybrid systems the electric motor in the Multivan also takes on the functions of alternator and starter.

The 1,395 cm³ four-cylinder turbocharged petrol engine (EA211) develops maximum power output of 110 kW / 150 PS between 5,000 and 6,000 rpm. The 1.4 TSI has been enhanced for its use in the Multivan. The optimised features include the engine management system, the injection system (injection pressure 350 bar), the piston rings (reduction of particulate emissions), the design of the piston nozzles, the oil pump, the sodium-filled exhaust valves (better heat release) and, outside of the engine, the temperature and pressure sensors upstream and downstream of the petrol particulate filter (PPF). The system output as a result of coupling both drive units is 160 kW / 218 PS. The maximum system torque is 350 Nm and the top speed is 192 km/h. The combined NEDC consumption figure is 1.6 to 1.5 l/100 km of fuel and 14.6 kWh/100 km of electric power.

Whenever possible, the Multivan eHybrid starts in 'e-mode', i.e. powered 100% electrically and thus emission-free (exceptions: battery temperature below minus 10 degrees or low charge level). In E-Mode the Multivan temporarily becomes a zero-emissions vehicle. The equivalent electric range has been designed to be 46 to 50 kilometres (WLTP), as a result of which typical daily distances can be covered emission-free. In Germany, for example, a study¹ by the Federal Ministry of Transport and Digital Infrastructure shows that 95% of all day-to-day car journeys are less than 50 kilometres. Only at a speed of more than 140 km/h or depending on battery charge level does the TSI kick in. The Multivan is then operating in Hybrid Mode. If the battery is sufficiently charged, E-Mode can also be activated manually. When doing so it is even possible to reserve power in the battery for driving later into the city centre and any corresponding low-emission zones. With just a few clicks via the infotainment system the driver

sets in 20 per cent increments how much of the 100 per cent battery capacity is to be reserved for the destination area. For this the battery does not even have to be fully charged at the start of the journey, as it can be charged en route via the TSI engine and brake energy recuperation. Depending on specification, the total range of the Multivan eHybrid is up to 700 kilometres (WLTP). In any case, for the Multivan, which can seat up to seven people, the plug-in hybrid is an ideal drive system, as it combines zero emissions in urban settings with the ability to complete long journeys, such as going on holiday, with a minimal number of stops.

The new Multivan eHybrid's smart software and hardware contribute to increasing range and lowering consumption: if one of the optional navigation systems (Discover Media or Discover Pro) is fitted or if the navigation functions of the standard Ready 2 Discover infotainment system have been simply enabled via We Upgrade in the In-Car Shop, the route gets incorporated via map and GPS data into the hybrid control system in order to advise the driver in advance to, for instance, slow down ahead of a corner in order to be able to make optimum utilisation of brake energy recuperation and the vehicle's kinetic energy. With ACC, the optional Adaptive Cruise Control system, enabled, the Multivan eHybrid regulates this automatically as well. Furthermore, thanks to the predictive hybrid strategy, the Multivan eHybrid recognises, for instance, when it is about to enter a built-up area and in Hybrid mode adapts the use of the electric motor before getting there.

In normal situations the Multivan's battery is charged externally via an interface in the front wing on the passenger side (left-hand drive vehicles). That is where the charging cable is plugged in. From empty, the battery can be fully recharged in five hours from the standard domestic mains (230 volts, 2.3 kW AC). If the power source is, for example, a wall box or charging station providing 360 volts and a charging cable designed for 3.6 kW, the charging time comes down to three hours and 40 minutes. The charging unit integrated within the vehicle manages the charging process fully automatically; all the driver has to do is connect the plug. Via the infotainment system or the We Connect app on a smart phone it is also possible to control when the charging takes place in order, for example, to take advantage of particularly favourable electricity tariffs that are dependent on the time of day. Both during charging and when parked with the charging cable attached it is possible to warm up or cool down the Multivan's interior – an added comfort feature. If the charging cable is attached, the electric range gets increased by doing this air conditioning in advance, as in this case after the Multivan starts up the battery has to provide much less energy for cooling or heating the interior.

In practical use the plug-in hybrid drive system leads to a completely new Multivan experience: the driver first presses the START button. The Multivan eHybrid's Digital Cockpit Pro (fitted as standard) now shows among other information the total range (based on fuel tank and battery charge levels) and that the vehicle is 'READY' to go. On the Cockpit layout with its classical round instruments, an enabled power meter appears in place of a rev counter. On the left half of this scale an indicator shows whether the driver is drawing electric power (Power / blue area) or is feeding it through recuperation to the battery (Charge / green area); the right half of the scale,

meanwhile, shows the TSI's rev count. Now, by clicking, shift the 6-speed DSG (DQ400E), developed specially for the plug-in hybrid drive, by wire to 'D', press the accelerator pedal and the front-wheel drive MUV silently sets off. In Hybrid mode the electric motor also acts as an extra booster, which supports the turbocharged engine and permanently provides a superior level of torque. It is the interplay of the both motors that also makes the maximum power output of 218 PS available.

Specific fuel tank and air conditioner compressor

The fuel tank, which on this version holds 45 litres, has been specifically adapted for the Multivan eHybrid. The background to this is that since vehicle with a plug-in hybrid drive system is sometimes driven for long periods using only the electric drive, fuel vapour, unlike in a vehicle with a conventional internal combustion engine, cannot be regularly burned off. The Multivan eHybrid is therefore fitted with a pressure tank so that while running on electric power the fuel vapours that occur can be temporarily stored. As soon as the TSI is running again, these temporarily stored gases are fed into the combustion process. Due to this special feature, when refuelling the pressure in the fuel tank first gets equalised via a pipe to the activated carbon filter so that no hydrocarbons get into the environment in this case either.

The Multivan eHybrid is also equipped with a high-voltage air conditioner compressor, which is supplied with direct current from the on-board charging unit. This ensures that even in E-Mode or with the TSI switched off the air conditioning system reliably cools the vehicle. Furthermore the HV air conditioner compressor can be used for auxiliary air conditioning in order to warm up or cool down the interior even before setting off. This is possible both with or without the charging cable plugged in. If the Multivan is connected to an external source of mains power such as a wall box, the electric range gets increased by doing this air conditioning in advance, as in this case after the Multivan starts up the battery has to provide much less energy for cooling or heating the interior.

CHASSIS – LAYOUT AND LIGHTWEIGHT CONSTRUCTION

Enhanced chassis layout and adaptive chassis control

The new Multivan remains in this latest generation too a typical Volkswagen commercial vehicle – with all the multi-tool qualities that have set the Bulli apart since the first T1 of 1950. And they include a chassis that shows great resilience when carrying or towing a heavy load. For the new Multivan, Volkswagen Commercial Vehicles has therefore backed the proven architecture of a McPherson front axle in combination with a semi-trailing arm rear axle. The chassis geometry and the towing components have, however, been completely redeveloped. This has significantly improved the suspension comfort, the handling characteristics and thus also the active safety. The Multivan is also optionally available with the latest generation of the DCC adaptive chassis control system. DCC is being offered in combination with the standard running gear and alternatively with a dynamic chassis including a vehicle body lowered in this case by 20 mm.

Aluminium instead of steel cuts weight by 45 kg

It was a fundamental objective to achieve a weight reduction in the chassis area too in order to reduce the unsprung masses and to increase the Multivan's efficiency. With that in mind, the subframe, the transverse link and the wheel bearing housing on the front axle, plus the rear axle's trapezium link, were changed from a steel design to aluminium construction. As a result of this design measure, Volkswagen Commercial Vehicles was able to reduce the weight of the chassis, compared to the previous model, by 45 kg. A further contribution to weight reduction is made by the aluminium rims in the dimensions 17, 18 and 19 inches, designed as high-quality forged wheels. They reduce the weight by up to 10 kg. Moreover the bearings used on both axles are optimised for reduced rolling resistance. Compared to conventional bearings they create 11 per cent less friction. The Multivan's kinetic energy can therefore be utilised even more efficiently. Another important contribution to increasing efficiency is made by the tyres, which as summer and all-season versions carry the label A – the category of least rolling resistance.

More neutral, more agile and safer

Through the reworking of the running gear geometry and the accompanying adjustment as part of intensive test drives, the development team achieved pleasantly neutral and thus safer handling. Contributing to that was the electro-mechanical power steering. The enhanced steering system is characterised by a very clear steering feel. Compared to the previous model, the steering ratio has also been made more direct. In combination with the front axle's subframe now being rigidly bolted to the structure and the overall alignment of the chassis, it produces easier, more precise handling than is generally found in this vehicle class. And that was very deliberate. The background to this is that a key objective of the driving dynamics development from the outset was to give the new Multivan the best possible handling serenity at all speeds and in all load conditions. A virtual mirror image of the good handling characteristics is the so-called roll gradient – what is meant here is the vehicle's angle of roll in relation to lateral acceleration. Compared to the previous model it was possible to reduce this by an impressive 25 per cent. Furthermore the wider tracks and extended wheelbase have a positive effect on the vehicle handling. At the

front axle the track was increased by 20 mm and at the rear axle by 30 mm. The wheelbase grew compared to the previous model by 124 mm.

Clearly enhanced comfort at a new level

In parallel with the handling characteristics, Volkswagen Commercial Vehicles has also improved the Multivan's comfort and brought it up to a new level. The added comfort is in part down to new and larger rubber-and-metal bearings for diverse components, a suspension strut mounting with reduced dynamic levels of rigidity, and wishbone bearings optimised in respect of roll noise. In kinematic terms the so-called sloped suspension angles at both axles were increased in order to facilitate softer cushioning when going over bumps. Also having a positive effect on on-road comfort is the low weight of the new axle components made of aluminium, as a result of which, as mentioned above, the unsprung masses are reduced. Driving comfort and dynamics are further optimised by the body's appreciably greater torsion resistance. The connection points of the front and rear axle, for instance, are 80 per cent more rigid than on the previous model. Body rigidity itself has been increased by 50 per cent.

Enhanced adaptive chassis control (DCC)

As was already the case with the Multivan 6.1, the new Multivan too is again being offered with optional Dynamic Chassis Control (DCC). It, however, has been considerably enhanced. In the new Multivan generation a new valve system is now being used that offers greater freedoms in the balancing between on-road comfort and handling. The Dynamic Chassis Control reacts continuously to the road surface and driving situation, taking into account in so doing factors such as steering, braking and acceleration processes. For each wheel the ideal damping is calculated in almost real time and set at the shock absorbers. DCC thus provides the best driving comfort and optimum handling at all times. The driver is also able to adjust the system to their individual preference. Modes available for this in the Multivan are 'Comfort' and 'Sport'. Via sliders it is possible to control the damping properties over and above the default settings almost seamlessly between alignments geared to comfort or driving dynamics. In the same way as for the damper characteristics, the steering system too has its own means of adjustment in the 'Comfort' and 'Sport' modes.

Datasheet – Facts and figures

Body versions

- Multivan
- Multivan, long version with 200 mm longer rear overhang

External dimensions

- Width excluding exterior mirrors: 1,941 mm
- Width including exterior mirrors: 2,252 mm
- Height: 1,907 mm
- Length: 4,973 mm
- Length with extended rear overhang: 5,173 mm
- Wheelbase: 3,124 mm
- Load sill: 580 mm
- Load sill with extended rear overhang: 583 mm
- C_d value: 0.30
- Turning circle: 12.1 m

Interior dimensions

- Luggage capacity, roof-high up to 3rd seating row: 469 litres
- Long version luggage capacity, roof-high up to 3rd seating row: 763 litres
- Luggage capacity, roof-high up to 2nd seating row: 1,844 litres
- Luggage capacity with panoramic roof, roof-high up to 2nd seating row: 1,850 litres
- Long version luggage capacity, roof-high up to 2nd seating row: 2,171 litres
- Long version luggage capacity with panoramic roof, roof-high up to 2nd seating row: 2,180 litres
- Luggage capacity, roof-high up to first seating row: 3,672 litres
- Luggage capacity with panoramic roof, roof-high up to first seating row: 3,710 litres
- Long version luggage capacity, roof-high up to first seating row: 4,005 litres
- Long version luggage capacity with panoramic roof, roof-high up to first seating row: 4,053 litres
- Load space length up to 3rd seating row: 461 mm
- Long version load space length up to 3rd seating row: 661 mm
- Load space length up to 2nd seating row: 1,316 mm
- Long version load space length up to 2nd seating row: 1,516 mm
- Load space length up to front seats: 2,425 mm
- Long version load space length up to front seats: 2,625 mm
- Interior height of 2nd and 3rd seating row: max. 1,312 mm
- Interior height of 2nd and 3rd seating row with panoramic roof: max. 1,346 mm
- Max. luggage space width: 1,665 mm
- Luggage space width between wheel housings: 1,207 mm

Two-part panoramic roof

- Outer dimensions at the front: 487 mm x 1,024 mm / length x width
- Transparent area at the front: 403 mm x 913 mm / length x width
- Outer dimensions at the back: 1,372 x 1,010 mm / length x width
- Transparent area at the back: 1,284 mm x 900 mm (B-pillar)
up to 910 mm (C-pillar) / length x width

Weights, payload, roof load and trailer load

- Kerb weight, Multivan 1.5 TSI, short overhang: 1,941 kg
- Kerb weight, Multivan 1.5 TSI, long overhang: 1,963 kg
- Kerb weight, Multivan 2.0 TSI, short overhang: 2,002 kg
- Kerb weight, Multivan 2.0 TSI, long overhang: 2,024 kg
- Kerb weight, Multivan eHybrid, short overhang: 2,120 kg
- Kerb weight, Multivan eHybrid, long overhang: 2,142 kg
- Max. payload: 410 kg to 848 kg
- Max. roof load: 100 kg
- Max. drawbar load: 80 kg
- Maximum trailer loads: 1,600 to 2,000 kg
- Individual seat weights dependent on specification and position in the passenger compartment: between 23 kg and 29 kg

Equipment lines

- Multivan
- Multivan Life
- Multivan Style

Special model

- Multivan Energetic

Drive system versions (at launch 2021)

- 1.5 TSI, 7-speed DSG, front-wheel drive
Four-cylinder turbocharged petrol engine (1,498 cm³ cubic capacity)
Max. power: 100 kW / 136 PS at 5,000 to 6,000 rpm
Max. torque: 220 Nm at 1,750 to 3,500 rpm
Consumption (NEDC) combined, short overhang: 6.7 – 6.6 l/100 km
Consumption (NEDC) combined, long overhang: 6.7 l/100 km
Emissions standard: Euro 6d-ISC-FCM
Top speed: 182 km/h
Acceleration 0 – 100 km/h: 13.5 seconds
- 2.0 TSI, 7-speed DSG, front-wheel drive
four-cylinder turbocharged petrol engine (1,984 cm³ cubic capacity)
Max. power: 150 kW / 204 PS at 5,000 to 6,500 rpm
Max. torque: 320 Nm at 1,600 to 4,300 rpm
Consumption (NEDC) combined, short overhang: 7.7 – 7.6 l/100 km
Consumption (NEDC) combined, long overhang: 7.7 l/100 km
Emissions standard: Euro 6d-ISC-FCM
Top speed: 200 km/h
Acceleration 0 – 100 km/h: 9.4 seconds
- eHybrid, 6-speed DSG, front-wheel drive
Four-cylinder turbocharged petrol engine (1,395 cm³ cubic capacity,
110 kW / 150 PS) plus electric, permanently excited synchronous
motor (85 kW 116 PS)

Max. system power: 160 kW / 218 PS at 4,900 to 6,500 rpm
Max. system torque: 350 Nm at 1,000 to 4,100 rpm
Consumption (NEDC) combined, short overhang: 1.5 l/100 km and 14.6 kWh/100 km
Consumption (NEDC) combined, long overhang: 1.6 – 1.5 l/100 km and 14.6 – 14.5 kWh/100 km
Emissions standard: Euro 6d-ISC-FCM
Top speed: 190 km/h
Acceleration 0 – 100 km/h: 11.6 seconds

Assist systems

- Swerve support with turn-off assist (as standard on all models)
- 'ACC Stop & Go' Adaptive Cruise Control with speed limiter including Car2X
- Front and rear Park Distance Control (as standard on the Life version)
- ESC with ABS, ASR and EDL (as standard on all models)
- Side protection (integrated in Trailer Assist, Area View and Park Assist)
- Cruise control system with speed limiter (as standard on all models)
- IQ.DRIVE Travel Assist (automated driving, Level 2)
- Light Assist (main beam control)
- Driver Alert System (as standard on all models)
- Automatic Post-Collision Braking System (as standard on all models)
- Front Assist emergency braking system with pedestrian and cyclist monitoring (as standard on all models)
- eCall Emergency System (as standard on all models)
- Park Assist and Park Distance Control front and rear (as standard on Style and Energetic versions)
- Proactive Occupant Protection System / PreCrash Basic and Front (as standard on the Energetic)
- Rear View (reversing camera; as standard on the Style version)
- Lane Assist lane keeping system (as standard on all models)
- Side Assist lane change system including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Trailer Assist (trailer manoeuvring system)
- Travel Assist including Lane Assist, Side Assist including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Travel Assist and Emergency Assist including Lane Assist, Side Assist including Blind Spot Detection, Rear Traffic Alert and exit warning system
- Area View including Rear View reversing camera (as standard on the Energetic)
- Area View including Rear View reversing camera and Park Assist
- Dynamic Road Sign Display (as standard on all models)

Mobile online services

- 'We Connect' – including eCall emergency system, Breakdown Call, Information Call, Vehicle Status and Doors & Lights
- 'We Connect Plus' – including, dependent on trim level, Area Alert, Speed Alert, Horn & Turn Signals, Online Anti-Theft Alarm, Online Auxiliary Heater, media streaming, Wi-Fi hotspot and Lock & Unlock
- 'We Connect Fleet' – Digital Logbook, Fuel Logbook, Driving Efficiency, GPS Tracking and Route Information, Consumption Analyser and Maintenance Management