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Düsseldorf, 20 February 2020

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*1) Concept vehicle*

## **World première – Volkswagen Commercial Vehicles is celebrating the debut of the most digital Caddy<sup>1</sup> ever**

- **Completely new: with over three million built, Volkswagen Commercial Vehicles now presents the innovative fifth generation of the Caddy**
- **High-tech hardware: dynamically designed new Caddy based now on the Modular Transverse Matrix (MQB)**
- **More room: new Caddy, Caddy Cargo and Caddy Maxi score with their perfected package**
- **Ideal delivery van: now room in the Caddy Maxi for two Euro pallets loaded sideways**
- **Sustainable diesel: TDI engines' nitrogen oxide emissions appreciably reduced via twin dosing**
- **Connectivity: 'Innovision Cockpit' makes Caddy the smart phone of the segment**
- **Safer and easier to drive: six of the 19 driver assistance systems on the fifth-generation Caddy are new**

Hannover / Düsseldorf, 20 February 2020 – It wins plaudits as a van, family MPV, shuttle and camper with limitless versatility: the Caddy from Volkswagen Commercial Vehicles (VWCV). To date over three million have been built, and now, as a world première, VWCV is revealing the progressive, fifth generation of the completely new Caddy. Every detail from the ground up is new, as for the first time the best seller is now based on the Modular Transverse Matrix (MQB). As a result the Caddy world is changing – thanks to the MQB, new high-end technologies now find their way into the range: innovative driver assistance systems enhance safety and make driving easier; networked infotainment and digitalised control systems turn the Caddy into a smartphone on wheels; a new twin dosing technique makes the TDI engines cleaner than ever before. The exterior has been given a completely new and strikingly sporty design. At the same time the cockpit, controls and space in the highly modern interior have also been significantly improved. The unique Caddy DNA is nevertheless 100% retained. Versatility, functionality and practicality – the Caddy is an all-rounder, the Swiss Army knife of urban delivery vans and family MPVs.

“Our aim was to make working and living with the new Caddy simpler, more practical and more aligned to individual needs than ever before. Our motto here was: Work – Life – Unlimited,” says Dr Thomas Sedran, Chairman of the Board of Management of Volkswagen Commercial Vehicles, outlining the primary strategic objectives for the completely redesigned fifth-generation Caddy. The new Caddy will launch later this year, initially in Germany, Austria and Poland. Before the year is out other countries will then follow in quick succession. The key other markets include France, Great Britain, Spain, Belgium, the Netherlands, Turkey and Italy.

“With its significant increase in space, absolute perfection in detail, new technologies and a new design dynamic, the new Caddy is making a huge leap forward,” says Sedran. “This gives it the potential to grow Volkswagen

Commercial Vehicles' share in the so-called A segment of the market for urban delivery vans and compact MPVs all around the globe," explains Heinz-Jürgen Löw, Member of the Board of Management for Sales and Marketing.

### **Charismatic design and new exterior features**

The switch to the MQB platform is evident in the extended short wheelbase, which gives the new Caddy more dynamic-looking proportions. The designers utilised the exciting technical opportunity presented by the MQB platform to create a completely redesigned vehicle body – one that is more charismatic than ever, but which remains practical and can seat up to seven people. In terms of engineering and specification, the exterior of the Caddy has a number of new features. These include as options the electric closing aids for the sliding doors and tailgate, plus a panoramic sunroof – with an especially large glass area of 1.4 m<sup>2</sup> – that stretches above both the first and second rows of seats. Also new are up to 18-inch alloy wheels and – fitted as standard in the top versions – new LED headlights and LED rear lights. Included for the first time are the Keyless Access (Kessy for short) ignition and locking system and the 'Digital Cockpit'. The nomenclature for the passenger car lines has also been reconfigured: 'Trendline' now becomes 'Caddy', 'Comfortline' becomes 'Life' and 'Highline' is now 'Style'.

### **Large interior with digitalised high-tech cockpit**

Inside, the fifth generation of the all-rounder impresses with new high-tech solutions and appreciably more space. The long version – the Caddy Maxi – now, for example, provides room for up to two Euro pallets, which can optionally be loaded sideways in the middle and back or sideways in the middle and lengthways in the back. The indicator and control elements have been completely redesigned: the interactive interfaces to driver and front-seat passenger are formed here by the new Digital Cockpit (optionally fully digital instruments) and the radio and infotainment systems (between 6.5 and 10 inches in size). The fusion of Digital Cockpit and top 10-inch navigation system creates a new digital landscape of indicators and controls: the 'Innovision Cockpit'. Here the Caddy has a great likeness to the Golf. Via an online connectivity unit (OCU) with integrated eSIM the infotainment systems are able to access the mobile online services and functions of 'Volkswagen We', meaning the new Caddy is 'always connected'.

Another new feature in the Caddy: digital buttons for light, sight, audio and menu functions. The rotary switch for light has served its time, with the front array of buttons for Light & Sight to the left of the steering wheel now taking over its role. In this way the central control system's menu items can be reached very quickly and easily via the direct access buttons. In addition, LED interior lights, ergonomic seats and a power supply for external 230V devices enhance life on board. Another new feature is a roof vent for better climate control and faster stationary ventilation in the back.

### **New assistance systems make the Caddy safer and easier to drive**

Six of the 19 driver assistance systems on the Caddy are new: these include Travel Assist, which, for the first time in a Volkswagen commercial vehicle, facilitates assisted driving across the full speed range. In connection with

Travel Assist, the Caddy's redesigned multifunction steering wheel is also equipped with capacitive sensors. The background to this is that for legal and safety reasons the driver must permanently monitor the system. The wheel's capacitive sensors ensure precise detection of even a lightly touching hand, thus avoiding any false alarms. Now also in the new Caddy: Trailer Assist, familiar from the Crafter, for significantly easier reverse manoeuvring and Side Assist inclusive of Rear Traffic Alert – all innovative systems that make driving simpler and safer (*for details see 'Driver assistance systems'*).

### **Twin dosing significantly reduces the TDI engines' nitrogen oxide emissions**

Like the driver assistance systems, the Caddy's new four-cylinder engines are also innovative. They are from the next stage of engine evolution, naturally already fulfil the 2021 Euro 6 emissions standards and are all fitted with particulate filters. Also being used for the first time in the TDI units – which have power outputs between 55 kW / 75 PS and 90 kW / 122 PS – is the new twin dosing system. Via two SCR catalytic converters and hence double AdBlue injection, the nitrogen oxide (NO<sub>x</sub>) emission levels are significantly reduced in comparison to the previous model, making the Caddy's TDI engines among the cleanest diesel engines in the world. Also efficient and sustainable are a turbocharged petrol engine (TSI) delivering 84 kW / 116 PS and a supercharged natural gas engine (TGI). The new drive system technologies have a noticeably positive effect both ecologically and economically: dependent on engine version, the Caddy's projected fuel consumption is up to twelve per cent lower than the previous model (forecasts; certified consumption figures are anticipated to be available from early July). The new exterior also contributes to the vehicle's efficiency: with the  $c_w$  value (previous model: 0.33) reduced to 0.30, the Caddy sets a new benchmark for this type of vehicle.

### **All versions more comprehensively equipped than ever before**

The fifth generation of the Caddy will again launch as the Cargo (panel van with enclosed superstructure), an estate (with passenger compartment windows) and in various different passenger car variants (MPVs). The nomenclature of the passenger car lines has been reconfigured: the base model will in future be the 'Caddy'; above that follows the 'Life' specification and finally the premium 'Style' line. All of the models are even better equipped than the corresponding previous one, with for example new, all-metal rear doors without windows (for better theft protection) available on the Caddy Cargo. Further details of the standard Cargo specification include electric windows in the front, electrically adjustable exterior mirrors, an electronic handbrake with Auto Hold function, new H7 headlights and LED number plate lighting. Also new to the range are optional armrests on the seats.

The estate and 'Caddy' passenger car version include further features as standard, such as a multifunction steering wheel, two sliding doors, a radio system with 6.5-inch display and the Driver Alert System. Added in the 'Life' specification and above are 16-inch alloy wheels, manual air conditioning, an infotainment system with 8.25-inch screen, fold-out table for the second seating row, roof rails (black), body-coloured bumpers, electric folding wing

mirrors, a stand-alone centre console with central armrests and front-seat lumbar support.

Customers opting for the 'Style' specification get a Caddy with at least 17-inch alloy wheels (18-inch ones are possible as an option), LED headlights, LED tail lights, ParkPilot (front and back), silver roof rails and chrome exterior trim. Inside, standard features include a leather multifunction steering wheel, automatic air conditioning (Air Care Climatronic), App Connect, digital instruments (Digital Cockpit) for the first time and seat covers in 'ArtVelours'.

## **EXTERIOR – ALL NEW AND YET 100% CADDY**

Volkswagen Commercial Vehicles is the inventor of the Bulli – the icon of its vehicle class. After updating the Transporter, Multivan and California 6.1 in 2019, the VWCV design team led by Albert Kirzinger has now completely redesigned the Caddy. No contour or component has been left untouched. The designers created a new, visually complete presence, but also succeeded in transferring the model's DNA to the next decade, and so ensuring the fifth generation is unmistakably recognisable as the next stage in the Caddy's evolution. "The new Caddy is now very much more powerful and yet remains uncompromisingly practical. We have concentrated on the typical 'form follows function' concept and nevertheless created significantly more dynamism. The new Caddy's sporty design will thus appeal to target groups that would never previously have considered a compact MPV," explains Kirzinger.

### **Sporty, charismatic design based on sculptural lines**

**Front:** The increase in powerful sportiness and independent charisma is visible from every angle. Looked at from the front, the higher bonnet, similar to that of a compact SUV, catches the eye. Seen below it are the redesigned radiator grille and headlamps. This area is particularly striking on the Caddy Style, which has LED headlights fitted as standard. There is a shiny black crossbar in the radiator grille and below it two bars in aluminium look continuing all the way across to the LED headlights, where they visually merge with the striking slim modules of the LED daytime running lights. The headlights themselves have a new three-dimensional depth, which give a distinctive look to the Caddy's confident face. The headlights and radiator grille in fact form an end-to-end homogeneous unit that – just like the serenely powerful bumper – emphasise the width of the vehicle. That is not a mere visual effect: at 1,855 mm (excluding mirrors), the Caddy is in reality 62 mm wider.

**Side:** The new Caddy's silhouette is appreciably more muscular than its predecessor's and its surfaces look more sculptured. This too shows clearly that it is a completely redesigned vehicle, while a double roof line lowers the vehicle's centre of gravity. Another striking feature is the look of the windows: on the front doors the window's lower frame rises and ends just ahead of the B-pillar and in the back with a slight upward kink near the D-pillar; the side windows in the back are also set higher than in the front doors – details that help to give an unmistakable outline to the silhouette.

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

**Rear:** The view from behind in particular shows just how far the rear wings project and in doing so form a clear shoulder line, and in terms of design an interesting, attractive and practical alternative to a conventional SUV or estate for many customers. The rear section itself is not modelled on any previous model, but instead the designers consciously enhanced the visual DNA of the Caddy and of the brand. Distinctive features of the new rear section design are the vertically arranged and very slim LED tail lights and – on the Caddy with tailgate rather than wing doors – the large, dark rear window, which spans almost the entire width of the vehicle. Below it are areas that also have a strongly horizontal orientation, making the rear look wider and more solid. Proudly on display in the centre of the rear section is the large, new Caddy emblem.

#### **Panel van, estate, compact MPV and two wheelbases**

No matter whether Cargo (panel van), estate or family MPV, as a result of the switch to the MQB platform every variant offers significant advantages: the exterior and interior dimensions have been perfected so the overall package and cargo space have been improved. In addition, the new generation of the urban delivery van and compact MPV will again – like the standard version – be available as the Caddy Maxi with extended wheelbase. The Transporter's little brother will also once again be available, as mentioned, with one or two sliding doors and tailgate or wing doors. On the panel van the wing doors are now also metal, rather than glazed, keeping valuable cargo, materials and tools out of sight and protected from thieves. An important new feature on the Caddy Maxi: the new, longer sliding door, which has increased in length from 701 mm to 840 mm. As a result, a second Euro pallet fits on the cargo bed, which is now also wider (+11 mm) – a clear competitive advantage.

#### **Overall package optimised for taking Euro pallets**

With the standard wheelbase the new Caddy measures 4,501 mm in length, an increase of 93 mm over the previous model. In keeping with this, the wheelbase has grown, thanks to the MQB platform, by 73 mm to now 2,755 mm – the new length is thus being thoroughly utilised. The height of the new all-rounder has been reduced to 1,797 mm (-25 mm). It was nevertheless possible to increase the maximum cargo space height by 7 mm to 1,273 mm. Volkswagen Commercial Vehicles has increased the Caddy's width: 1,855 mm equates here, as mentioned, to an extra 62 mm.

As a result of this increase and clever design measures, it was possible to take the cargo space width up 50 mm to 1,606 mm. The width between the wheel arches increased by 60 mm to 1,230 mm. In line with this, the width of the rear opening increased by 51 mm to 1,234 mm. A Euro pallet can now be carried sideways in the back of the cargo space too. The maximum storage capacity of the Caddy with short wheelbase is 3.3 m<sup>3</sup> (loaded to a height of 1,234 mm).

Even more cargo space (4.0 m<sup>3</sup>) than the Caddy with the short wheelbase (2,755 mm) is, of course, offered by the Caddy Maxi with a 215 mm longer wheelbase (2,970 mm), which is due to make its debut a little later. In its case the maximum cargo space length goes up from 1,797 to 2,150 mm; the external length here is 4,853 mm.

## **INTERIOR – RETHOUGHT IN EVERY DETAIL**

### **The new Caddy's digitalised and connected cockpit**

Volkswagen Commercial Vehicles has redesigned the interior of the Caddy and largely digitalised it in the process. The all-rounder will for the first time therefore be optionally available with the Digital Cockpit. Volkswagen Commercial Vehicles will also be offering the Caddy with a large range of new infotainment systems. Cockpit and infotainment join to form a highly modern digital landscape, arranged along an end-to-end axis of controls. Numerous other controls have also been digitalised: these include a buttons module for Light & Sight functions to the left of the steering wheel, a module below the infotainment system that acts as direct access buttons for various menu functions, sliders for intuitive adjustment of the interior temperature and audio volume, the multifunction steering wheel (likewise redesigned and with capacitive sensors for use with Travel Assist), a linear roof module with emergency call via eSIM, and the button for the electric handbrake.

The new Caddy with dual clutch gearbox (DSG) also gains a digitalised 'shift-by-wire' gear shift mechanism, making gear changing extremely easy and facilitating a new level of operational reliability. The 'D' gear can, for example, be selected even while still manoeuvring backwards, with the gearbox then shifting from 'R' to 'D' only when the Caddy has slowed down sufficiently to permit it. Integrated in front of the gear lever there are up to two USB C sockets and, if requested, an inductive smart phone charging cradle (storage compartment with mobile phone interface). For the first time in the Caddy it will also be possible to use Wireless App-Connect (mirroring of apps on the infotainment system) with an Apple iPhone (until now smartphones required a connection cable).

The way that the air conditioning and infotainment systems are operated is intuitive, using sliders as controls. There is a central slider on the centre console, split into three zones: left, right and centre. By swiping a finger across the two outer zones, driver or front-seat passenger intuitively adjusts the interior temperature. If they do the same in the slider's central zone, they equally intuitively alter the sound system's volume. Meanwhile, if the Caddy is equipped with a navigation system, then in navigation mode the

map zoom level can be altered via the central slider zone using two fingers. It all works as simply and intuitively as operating a smartphone. Anyone, for example, tapping with two fingers on the air conditioning system's temperature slider, directly accesses the seat's heating controls.

### **The new 'Digital Cockpit' in detail**

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

### **The new infotainment systems in detail**

The infotainment systems used in the new Caddy will have either a 6.5, 8.25 or 10-inch screen. They are third generation Modular Infotainment Matrix (MIB3) systems and are all linked to an online connectivity unit (OCU) with integrated eSIM giving them online functionality. The entry-level systems have a 6.5-inch colour touchscreen display. Standard features here: a USB C socket, eCall (emergency call) and, depending on version, a Bluetooth telephone interface and mobile online services and functions tailored to private users, such as 'We Connect'. Enabled or optionally available are also analogue and digital (DAB+) radio reception.

At the next level up the new Caddy has MIB3 radio systems with an 8.25-inch touchscreen. Additional features here include a second USB C socket and, as options, the 'Comfort' hands-free phone system, App-Connect (integration of smart phone apps) and DAB+. Above the 8.25-inch systems come the 10-inch infotainment systems. They are all equipped as standard with DAB+. Further optional or with some versions standard features that can be used here are voice control, electronic voice amplification, streaming & Internet, the navigation function, Wireless App-Connect, and the online services and functions of We Connect and We Connect Plus.

### **The range of We Connect and We Connect Plus services in detail**

'We Connect' is the first level of the 'Volkswagen We' platform's online functions and services, which have been especially tailored to private customers. 'We Connect' is enabled in the Caddy with no time restrictions. Its range of services and functions include the eCall Emergency System, Breakdown Call, Information Call, Vehicle Status and Doors & Lights.

Dependent on the infotainment system selected, also standard in the Caddy is 'We Connect Plus' (limited to a term of 12 or 36 months, which can then



be extended). In addition to the functions of 'We Connect' and dependent on the vehicle specification, 'We Connect Plus' includes, for example, Area Alert, Speed Alert, Horn & Turn Signals, Online Anti-Theft Alarm, Online Auxiliary Heater, media streaming, a Wi-Fi hotspot and Lock & Unlock functions.

Always as an option, Volkswagen Commercial Vehicles is also offering 'We Connect Fleet' for the Caddy. This third level has been developed for commercial customers as a fleet management system and includes features that save companies time and money: Digital Logbook, Fuel Logbook, Driving Efficiency, GPS Tracking and Route Information, Consumption Analyser and Maintenance Management.

### **The new Caddy has a highly flexible seating system**

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

### **New, highly ergonomic seats for long hours spent on the road**

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

### **Up to five flexibly usable individual seats in the back**

It is not only two Euro pallets that can be stowed more easily than ever in the new Caddy – workshop equipment, a day's courier service load, up to seven people complete with luggage or the bikes for the weekend can be accommodated here too. 'Work – Life – Unlimited' in the best sense. In its standard specification the Caddy as an estate or compact MPV is a five-seater, with the second row fitted here with a single seat on the front passenger side and a double bench seat. A third row of two further individual seats, available as optional extras, make the estate and compact MPV into a seven-seater. Folding these over creates a continuous cargo bed. The three second-row seats can also be compactly folded up and tipped forward to increase the cargo space. It is also easier than ever before to completely take out the second- and third-row seats in just a few quick steps. In the Caddy Cargo the front-row seats can optionally be fitted with armrests. An important point for families is that all outer passenger

compartment seats and the front passenger seat have or can be fitted with Isofix anchors for securing compatible child seats.

## **DRIVER ASSISTANCE SYSTEMS – AUTOMATICALLY SAFER AND EASIER TO DRIVE**

The new Caddy is for the first time based on the Modular Transverse Matrix (MQB), which enables the inclusion of a whole host of new driver assistance systems. There are more than 19 systems on board, with six of them being used in the Caddy for the first time. One of the highlights here is the new Travel Assist, which makes assisted driving possible across the full speed range – a new feature in a commercial vehicle. Everyone using the new Caddy as a towing vehicle will also welcome the Trailer Assist function, which makes manoeuvring backwards with a trailer child's play.

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

- Travel Assist (autonomous driving, Level 2)
- ACC (Adaptive Cruise Control) with Stop & Go
- Trailer Assist (trailer manoeuvring system)
- Side Assist (integrated into the rear radar sensor)
- Rear Traffic Alert (integrated into the rear radar sensor)
- Emergency Assist (assisted stopping of the Caddy in an emergency)

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

- Front Assist
- ParkPilot
- Hill Start Assist
- ESC with ABS, ASR and EDS
- Dynamic Light Assist
- Lane Assist (lane keeping system)
- Driver Alert
- Automatic Post-Collision Braking System
- Park Assist
- Tyre Pressure Monitoring System
- Reversing camera (Rear View)
- Speed limiter with cruise control system
- Dynamic Road Sign Display

### **The new driver assistance systems in detail**

**Travel Assist:** Being used in a Volkswagen Commercial Vehicles model for the first time, Travel Assist facilitates assisted driving across the full speed range. To enable this the system accesses multiple functions, including the ACC Adaptive Cruise Control (linear guidance) and Lane Assist lane keeping system (lateral guidance). Travel Assist is activated via the multifunction steering wheel. For legal and safety reasons the driver must permanently monitor the system, for instance by having permanent control of the steering wheel. Thanks to a new system of capacitive sensors within the steering wheel, it is sufficient for the driver just to lightly touch it. However, if the driver lets go of the wheel for longer than ten seconds, visual and

audible warning signals draw their attention to this. The driver must now react without delay and take hold of the steering wheel, as otherwise Emergency Assist becomes active and the Caddy is brought to a stop. To keep the driver better informed a new indicator has been developed in the Digital Cockpit, which provides advanced information (virtual image) about the vehicle's surroundings (number of available lanes, vehicles in front and alongside, and distances).

**ACC 2.0:** The latest generation of ACC Adaptive Cruise Control now works in the Caddy's full speed range and remains active in stop-and-go traffic even if the vehicle is stationary for up to 15 seconds so that it can pull away again automatically.

**Trailer Assist (trailer manoeuvring system)** Trailer Assist relieves the Caddy driver of the task of mentally adjusting to the fact that when reversing with a trailer the steering wheel has to be turned to the left to make the trailer go to the right – and vice versa. The system is also designed to make it easier to reverse in a straight line over relatively long distances. With Trailer Assist this all works almost automatically. An example: to manoeuvre the Caddy and trailer in reverse from the carriageway into a driveway, the driver stops at a suitable point and engages reverse gear. The system is activated by pushing a button. Then the current driving angle and possible angles are visualised in the instrument cluster. These are computed by image processing algorithms based on data from the rear-view camera system, which monitors and analyses the articulation angle between the car and the trailer. By using the mirror adjustment switch, which serves as a sort of joystick, the driver can adjust the desired driving direction of the car-trailer combination. The Caddy executes the steering commands entered by the driver, who only needs to operate the accelerator pedal and the brake. The driving direction of the car-trailer combination is set by automatic control of the electromechanical power steering.

**Side Assist:** Side Assist enhances the driver's awareness of the vehicle's surroundings in driving situations on multi-lane roads.

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

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

**Emergency Assist (assisted stopping of the Caddy in an emergency):** This is a system that is being offering in combination with the dual clutch gearbox (DSG) and Travel Assist (extending the latter's function): as soon as the sensors detect that the driver is not actively steering, braking or accelerating, the system initiates various measures to rouse the driver in escalating stages, and if the driver remains inactive, it initiates an emergency stop. The hazard warning lights are activated automatically to alert the surrounding traffic to the hazardous situation. Meanwhile, ACC prevents the vehicle from colliding with traffic ahead. Finally, the system continues to apply the Caddy's brakes until it comes to a standstill. Once the Caddy has come to a stop, an emergency call (eCall) is automatically made to ensure that the driver quickly receives medical attention.

## **DRIVE SYSTEMS – TDI WITH REDUCED NO<sub>x</sub> EMISSIONS**

Volkswagen Commercial Vehicles will launch the new Caddy with three highly advanced 2-litre turbo diesel engines (TDIs delivering from 55 kW / 75 PS up to 90 kW / 122 PS), a 1.5-litre petrol engine (TSI delivering 84 kW / 116 PS) and a 1.5-litre turbo natural gas engine (TGI delivering 96 kW / 130 PS). They are modern engines that already fulfil the 2021 Euro 6 emissions standards and are all fitted with particulate filters. Compared to the previous model, it has been possible in some cases to reduce the new Caddy's fuel consumption by up to twelve per cent.

The TDI models also have a two-stage AdBlue injection system (twin dosing), allowing Volkswagen Commercial Vehicles to reduce significantly nitrogen oxide emissions (NO<sub>x</sub>) compared to the previous model's corresponding engines. At launch in the fourth quarter of 2020 there will initially be two TDIs available, delivering 75 kW / 102 PS and 90 kW / 122 PS respectively. Volkswagen Commercial Vehicles will be offering the 75-kW TDI across the board with 6-speed manual gearbox and front-wheel drive; the 90-kW version will additionally debut with the option of a 7-speed dual clutch gearbox and front-wheel drive and as a 4MOTION version with all-wheel drive and 6-speed manual gearbox.

## **CHASSIS – NEW AXLE LAYOUT BASED ON THE MQB PLATFORM**

The new Caddy's chassis is for the first time based on the Modular Transverse Matrix (MQB). The new axle layout thus combines passenger car agility with the practical advantages of a commercial vehicle. The front axle uses the proven McPherson concept with an appreciably more direct steering ratio than on the previous model. As a result, the required steering angle when manoeuvring, in city traffic and on country roads is noticeably reduced. The rear axle is completely new, incorporating a solid Panhard rod controlled by a trailing arm. To optimise ride comfort the previous leaf spring has been replaced by a coil spring construction. Its compact design facilitates a wider load width and it also permits the integration of different drive system concepts – from conventional front- and all-wheel drive all the way to alternative drive systems. The rear axle has been designed and balanced in such a way that it offers notably increased agility in all load situations while still providing excellent ride comfort.

Achieving these characteristics was also the specification for the development of the new range of tyres with optimised rolling resistance. All tyres offered for the new Caddy will achieve the highest efficiency class A. Last, but not least, all brake and slip control systems, including the electronic brake servo, have been balanced for ideal interplay between front and rear axle.

## **HISTORY – FOUR PREDECESSORS, ONE SUCCESS STORY**

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

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

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

### **Caddy 2 (1995 to 2003)**

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

Volkswagen offered the Caddy 2 exclusively with wing doors, while the cargo capacity reached an impressive 2.9 m<sup>3</sup>. In 1995 with the 'Vantasy' concept vehicle, Volkswagen unveiled a first conceptual foretaste of the subsequent Caddy campers (Tramp and Beach). 1996 saw the launch of a Caddy pick-up, which was identical to the Škoda Felicia and was produced in the Czech Republic. In 1997 there followed the Caddy Family, a forerunner of the later compact MPVs. By the time it was discontinued, around 520,000 drivers had opted for a second-generation Caddy or an almost identical Seat Inca or Škoda Felicia model.

### **Caddy 3 (2003 to 2010)**

Volkswagen Commercial Vehicles then launched the third generation of the Caddy, a completely new model, in 2003. This Caddy now shared the 'PQ35' engineering platform with the fifth Golf and first Touran. There were many similarities in the design of the Touran and Caddy from this era, especially at the front; from the B-pillars back, however, the Caddy, conceived as a high-roof estate, was a standalone model with cargo space of now 3.2 m<sup>3</sup>. For the first time the Caddy was offered with a choice of rear wing doors or a large tailgate. Another new feature for the range was also the practical sliding doors in the back.

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

In 2005, there followed the cleverly designed Caddy Trampler, the product line's first compact camper. The Caddy family was then complete from 2007 onwards with arrival of the Caddy Maxi. Extended in length from 4.41 to 4.88 metres and with a larger load capacity, it won over further customer groups as the Life, estate and panel van. At over 856,000, Caddy 3 sales figures soared between 2003 and 2010. The hugely successful model was

made in Volkswagen Commercial Vehicles' Polish plant in the city of Poznań – a precedent that was continued in the Caddy 4 and now the new Caddy.

### **Caddy 3 (2010 to 2014)**

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

### **Caddy 4 (2015 to 2020)**

In February 2015 in Poznań, Volkswagen Commercial Vehicles presented the fourth generation of the Caddy to the international media. Until the step-by-step introduction of the new fifth-generation Caddy it will continue to be produced as panel van, estate and compact MPV. While the panel van is always a two-seater, the estates and compact MPVs, which as standard are five-seaters, can optionally be ordered, like the Caddy 3 before them, with two further single seats on the third row to make them into seven-seaters. Shortly after the debut of the fourth generation, Volkswagen Commercial Vehicles also launched the successor of the Cross Caddy, the Caddy Alltrack, optionally with all-wheel drive. This crossover of compact MPV and SUV is more than ever right for the times. The Tramper became the Caddy Beach and the Caddy EcoFuel, the third generation's CNG variant, now became the Caddy TGI.

In the fourth-generation Caddy numerous driver assistance systems began to enhance both comfort and safety. These include the Front Assist area monitoring system with integrated City Emergency Braking function, ACC Adaptive Distance Control, Driver Alert and Automatic Post-Collision Braking. The Caddy's concept, design and specification are carrying on the previous models' story of success in this generation too: in March 2018, Volkswagen Commercial Vehicles broke through the 2-million mark for third- and fourth-generation Caddy vehicles produced in the Polish Poznań plant alone. Up to the end of 2019, around 722,000 of them were accounted for by the Caddy 4, on sale since 2015.

About the Volkswagen Commercial Vehicles brand:

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

**Information about the Hannover site can be found at:**

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

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