



# UBER SAFE VAN

**M**aking a low-CO<sub>2</sub> BlueMotion package standard on all models has helped Volkswagen ensure that its latest Transporter offers noticeably better fuel returns than its predecessor. The sixth model since 1950 to bear the Transporter badge, the newcomer boasts Start/Stop, regenerative braking and low-rolling-resistance tyres.

As a result, its 102bhp 2.0-litre Euro 5 TDI common rail single-turbo diesel is 4.5 mpg more frugal than the comparable old model and pumps out 22g/km less CO<sub>2</sub>, says VW. In Euro 6 guise it is a very healthy 10.2 mpg better and delivers a creditable 45g/km less.

The 2.0-litre is also available at 84, 140 and 180bhp if you opt for the twin-turbo BiTDI. The 102bhp engine is to date the only unit offered at Euro 5 and 6 in advance of the latter becoming mandatory for all new light commercials registered from 1 September 2016. However 150 and 204bhp Euro 6 diesels will appear later.

When it comes to styling, VW has always favoured evolution rather than revolution, and changes here are characteristically conservative (internally and externally). "We only modified Transporter where it seemed necessary and where customers expected it," explains VW Commercial Vehicles manager Dr Josef Baumert.

Turning technical, its failure to standardise on a six-speed manual is a



**With the arrival of its sixth iteration of Transporter, Volkswagen Commercial Vehicles has developed another winner. Steve Banner reports from the European launch**

little surprising - the two lowest-powered models take a five-speed - but on the plus side Transporter's build quality eclipses virtually all rivals. It can also be ordered with a seven-speed twin-clutch semi-automatic DSG (direct shift gearbox), which is also available in the all-wheel-drive 4Motion Transporter.

## SERIOUS SAFETY

Nor can VW's emphasis on safety be denied. Devices on all Transporters include Automatic Post Collision Braking System. If the driver slams into something, it activates braking to prevent a secondary shunt. Standard, too, is Driver Alert. If the van wanders out of its lane, visual and acoustic warnings are automatically triggered.

As for the options list, it includes adaptive cruise control (ACC), which employs sensors to ensure that a safe distance is kept between Transporter and the vehicle in front. ACC also includes VW's Front Assist area monitoring technology with City Emergency Braking, which applies the brakes if the van gets dangerously close to an obstruction.

Other options include Side Scan, which displays a warning signal in the appropriate rear-view mirror if the driver starts to switch lanes into the path of a vehicle in his blind spot. High Beam Assist also dips the headlights when oncoming vehicles are detected - switching to main beam automatically at night at speeds above 37mph. And fog lights have integrated cornering.

Operators can select from two wheelbases and three roof heights: the tallest model employs a fibreglass roof extension, although the full-height doors are all-steel. Load cubes range from 5.8 to 9.3m<sup>3</sup> - ample room for a van this size - while payload capacities run from 1,131-1,274kg. Transporter is also sold as a Kombi, with rear seating accommodation plus a rear cargo area.

Yet again, no electric or hybrid versions are being marketed. VW still takes the view that demand would not justify the introduction of such derivatives. However, continued (generally unwarranted) criticisms of diesels and concerns over NO<sub>x</sub> emissions in urban areas may cause this view to change. [TE](#)