

# Tiguan adds shove to VW pack

 By [Henrie Geysers](#)

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The new Volkswagen Tiguan has moved up from Business Class to First Class with distinctive upmarket looks and attractive styling, smart new technology, more practicality and a choice of engines and transmissions. The latest VW five-seater SUV is lighter, longer and wider than the previous model and also has more cabin and boot space. It is also the first VW SUV to sit on the same platform and uses much of the underpinnings of the Golf and Passat.



The completely redesigned Tiguan is powered by a range of engines but will initially be sold with two 1.4 TSI engines – 92Kw and 110kW. The 2.0 TDI engines with 81kW, 105kW and 130kW as well as the range-topping 2.0 TSI with 162kW will be introduced later this year. Buyers have the choice of three equipment levels, Trendline, Comfortline and Highline.

The latest Tiguan is a vast improvement on the previous model, particularly in the make-up department where it combines an imposing lower, wider presence with attractive lines, bold radiator emphasised by LED headlights (optional), shapely wheel arches and integrated door handles.

At the local media launch in Gauteng I piloted two versions of the 1.4 Comfortline-specced Tiguan - the manual 6-speed and the pricier and more powerful version armed with a 6-speed DSG.

## Slick ride quality

The immediately noticeable features were the much slicker manner in which they hugged both gravel and tar roads, steering accuracy and confidence-inspiring brakes. This Tiguan's ride quality is as good, if not better, than most of its immediate competitors.

As to be expected, the 110kW/250 Nm version felt slightly quicker thanks to the extra horses under the bonnet which give it a top speed of 200km/h and a 0-100km/h in 9.2 sec – yet the slightly less powerful 92kW/200Nm with a top speed of 190km/h and sprint time of 10.5 sec would be my preferred choice, thanks to its nifty manual shift which is well-suited to its performance. Another strong motivator is the price difference of R38,680 in favour of the manual. Unfortunately we did not have an opportunity to put the much-acclaimed 4MOTION Active Control to the test in off-road conditions.

The new Tiguan certainly scores well in the key field of family-friendly practicality, particularly when the rear bench is folded and cargo space is stretched to 1,655 litres (145 litres larger than its predecessor). The bench seat can also be split 40:20:40. Headroom and leg room have also been increased.



## Mind-boggling tech kit

The new passenger-hauler bristles with the latest technology, most of it too technical to explain here, so best ask your nearest VW dealership to explain and demonstrate the mind-boggling array of kit such as Active Info Display, HMI, the optional 12.3-inch Active Info Display, including 3D navigation, Head-up Display, MIB-based infotainment, the standard 5-inch touchscreen Radio/CD 'Composition Colour' system with MP3 compatibility, 8-speakers, SD Card and AUX-in connection (the system is further enhanced by the connectivity package which includes Bluetooth and USB interface).

While you are there ask about the optional 6.5-inch touchscreen Radio/CD 'Composition Media' with MP3/WMA, 8-speakers, Bluetooth, SD Card, USB interface and AUX-in connection and also get them to explain (or better still, demonstrate) the optional 400-watt DYNAUDIO Excite Surround system.

## Passenger protection

Back to the easier to understand features, another strong buyer-motivator is the Tiguan's full army of passenger protectors such as driver and front passenger airbags, a curtain airbag system and front seat side impact airbags. Hazard lights flash automatically under hard braking, while Electronic Stability Control, XDS transverse differential lock and fatigue detection (Rest Assist) are all standard which have all contributed to the SUV's Euro five-star NCAP rating that makes this SUV one of the safest in its class.

Nice-to-have standard equipment include manual aircon, electric front and rear windows, cruise control, front fog lights, leather multi-function steering wheel, connectivity package (Bluetooth and USB interface) and roof rails.

In line with the trend in modern motoring VW offers a wide range of optional extras for Tiguan such as a panoramic sunroof, electrically detachable tow-bar, LED-mid headlights package, R-Line exterior package with 19-inch Sebring alloy wheels, head-up display, parallel parking assistance with rear view camera, active info display, 8-inch Discover Pro radio with satellite navigation system, 6.5-inch radio/CD composition media, adaptive cruise control with front assist, app-connect, ambient light package, leather seats with electric adjustment, DynAudio Premium sound system, keyless access - keyless locking and engine starting system, electric tailgate and adaptive cruise control.



## Competitive pricing

Tiguan was introduced in 2007 (2008 in South Africa) and since then 2.8 million of them have been sold world-wide – 19,000 in South Africa. Little wonder then that this SUV ranks with the Golf, Passat and Polo in VW's line-up and the new smart-looking, well-priced and easy-riding Tiguan is guaranteed to add substantial extra shove to VW's sales scrum.

The Tiguan's prices (inclusive of a 5-year/90,000km Service Plan and 3-year/120,000km warranty) are:

- 1.4 TSI 92kW Trendline Manual - R378,000
- 1.4 TSI 92kW Comfortline Manual - R419,000
- 1.4 TSI 110kW Comfortline DSG - R457,680

## ABOUT HENRIE GEYSER

Henrie Geyser joined the online publishing industry through iafrica.com where he worked for five years as news editor and editor. He now freelances for a variety of print and online publications, on the subjects of cars, food, and travel, among others; and is a member of the South African Guild of Motoring Journalists. [henrieg@africa.com](mailto:henrieg@africa.com)

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