



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Caddy

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Brieffach 2963

Postfach 21 05 80

D - 30405 Hannover

Fax. +49 (0)511 / 7 98 - 85 00

Online contact: <http://www.vwn-aufbaurichtlinien.de/de/kontaktformular>

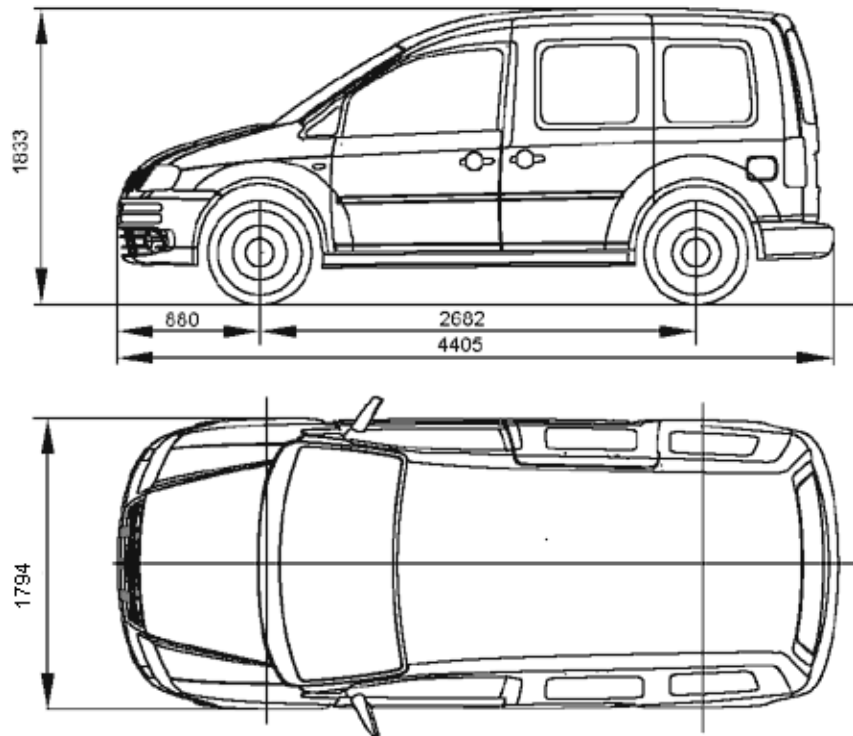
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Data status October 2009

2.1 Permissible weights/unladen weights

2.1.1 Caddy short wheelbase



| Weights panel van KR | | | | | | | | | |
|-------------------------|-------|--------------|--------------|-------------------|------------------|-----------------|----------------|------------------------|-----------------------|
| Engine | Seats | Running gear | Wheels/tyres | Max. perm. weight | Perm. front axle | Perm. rear axle | Unladen weight | Of which on front axle | Of which on rear axle |
| 1.4l / 59kW (16V) MPI | 1-2 | 15" | 15" | 2092 | 1050 | 1200 | 1351 | 782 | 569 |
| 1.6l / 75kW (16V) MPI | 1-2 | 15" | 15" | 2124 | 1050 | 1200 | 1383 | 814 | 569 |
| 2.0l / 80kW natural gas | 1-2 | 15" | 15" | 2270 | 1090 | 1250 | 1569 | 869 | 700 |
| 2.0l / 51kW SDI | 1-2 | 15" | 15" | 2162 | 1050 | 1230 | 1421 | 849 | 572 |
| 1.9l / 77kW TDI M5 | 1-2 | 15" | 15" | 2198 | 1065 | 1230 | 1457 | 892 | 565 |
| | 1-2 | 15" | 15" | 2130 | 1110 | 1100 | 1460 | 895 | 565 |

VW Nutzfahrzeuge Aufbau Richtlinien



| | | | | | | | | | | |
|--------------------------------------|-----|-----|-----|------|------|------|------|-----|-----|--|
| 1.9l / 77kW TDI M5 Blue Motion | | | | | | | | | | |
| 1.9l / 77kW TDI AG6 | 1-2 | 15" | 15" | 2230 | 1090 | 1230 | 1489 | 923 | 566 | |
| 1.9l / 77kW TDI SG6/ 4-motion | 1-2 | 15" | 15" | 2280 | 1140 | 1230 | 1549 | 942 | 607 | |
| 1.9l / 55kW TDI SG | 1-2 | 15" | 15" | 2189 | 1065 | 1230 | 1448 | 900 | 548 | |
| 2.0l / 103kW TDI SG | 1-2 | 16" | 16" | 2222 | 1075 | 1230 | 1481 | 913 | 568 | |

| Weights Kombi KR | | | | | | | | | |
|-------------------------------------|-------|--------------|--------------|-------------------|------------------|-----------------|----------------|------------------------|-----------------------|
| Engine | Seats | Running gear | Wheels/tyres | Max. perm. weight | Perm. front axle | Perm. rear axle | Unladen weight | Of which on front axle | Of which on rear axle |
| 1.4l / 59kW (16V) MPI | 2-5 | 15" | 15" | 2000 | 1000 | 1200 | 1388 | 799 | 589 |
| 1.4l / 59kW (16V) MPI | 2-7 | 15" | 15" | 2160 | 1000 | 1200 | 1388 | 799 | 589 |
| 1.6l / 75kW (16V) MPI | 2-5 | 15" | 15" | 2176 | 1000 | 1200 | 1412 | 819 | 593 |
| 1.6l / 75kW (16V) MPI | 2-7 | 15" | 15" | 2176 | 1000 | 1200 | 1412 | 819 | 593 |
| 2.0l / 80kW natural gas | 2-5 | 16" | 16" | 2186 | 1030 | 1200 | 1608 | 871 | 737 |
| 2.0l / 80kW natural gas | 2-7 | 16" | 16" | 2267 | 1030 | 1250 | 1608 | 871 | 737 |
| 2.0l / 51kW SDI | 2-5 | 16" | 16" | 2035 | 1035 | 1200 | 1439 | 852 | 587 |
| 2.0l / 51kW SDI | 2-7 | 16" | 16" | 2220 | 1035 | 1200 | 1439 | 852 | 587 |
| 1.9l / 55kW TDI | 2-5 | 15" | 15" | 2035 | 1065 | 1200 | 1474 | 884 | 590 |
| 1.9l / 55kW TDI | 2-7 | 15" | 15" | 2250 | 1065 | 1200 | 1474 | 884 | 590 |
| 1.9l / 77kW TDI M5 | 2-5 | 15" | 15" | 2251 | 1065 | 1200 | 1480 | 888 | 592 |
| 1.9l / 77kW TDI M5 | 2-7 | 15" | 15" | 2251 | 1065 | 1200 | 1480 | 888 | 592 |
| 1.9l / 77kW TDI M5 BlueMotion | 2-5 | 15" | 15" | 2185 | 1110 | 1100 | 1484 | 892 | 592 |
| 1.9l / 77kW TDI AG6 | 2-5 | 15" | 15" | 2280 | 1095 | 1200 | 1524 | 930 | 594 |

| | | | | | | | | | |
|-------------------------------------|-----|-----|-----|------|------|------|------|-----|-----|
| 1.9l / 77kW TDI AG6 | 2-7 | 15" | 15" | 2280 | 1095 | 1200 | 1524 | 930 | 594 |
| 1.9l / 77kW TDI SG6/ 4-motion | 2-5 | 15" | 15" | 2280 | 1110 | 1200 | 1577 | 937 | 640 |
| 1.9l / 77kW TDI SG6/ 4-motion | 2-7 | 15" | 15" | 2280 | 1110 | 1200 | 1577 | 937 | 640 |
| 2.0l / 103kW TDI SG | 2-5 | 16" | 16" | 2280 | 1090 | 1200 | 1512 | 919 | 593 |
| 2.0l / 103kW TDI SG | 2-7 | 16" | 16" | 2280 | 1090 | 1200 | 1512 | 919 | 593 |

The weights indicated refer to series production vehicles with driver. If special equipment is installed, the unladen weight will be increased. The final unladen weight should be checked on a weighbridge or similar.

2.1.1.2 Gewichte Kombi KR (PKW)

| Motor | Getriebe | PR-Nr. | Sitze | Zul. Gewichte [kg] | | | Leergewicht inkl. Fahrer [kg] | | | Nutzlast max. [kg] | |
|---------------------------|----------|----------------|-------|--------------------|--------------------|----------------------|-------------------------------|---------|---------|--------------------|-----|
| | | | | Gesamtgewicht [kg] | Achslast vorn (VA) | Achslast hinten (HA) | Gesamtgewicht (min.) | VA [kg] | HA [kg] | | |
| 1,4l/ 59kW Otto | SG | 0J2 | 2-5 | 2000 | 1000 | 1200 | 1382 | 789 | 593 | 618 | |
| | | | 2-7 | 2145 | 1000 | 1200 | 1382 | 789 | 593 | 763 | |
| 1,6l/ 75kW Otto | SG | 0J1 (+2MH*) | 2-5 | 2000 | 1000 | 1200 | 1402 | 809 | 593 | 598 | |
| | | | 0J2+ | 2-5 | 2020 | 1000 | 1100 | 1402 | 809 | 593 | 618 |
| | | | 2MH* | 2-5 | 2176 | 1000 | 1200 | 1402 | 809 | 593 | 774 |
| | | | 0J2 | 2-7 | 2176 | 1000 | 1200 | 1402 | 809 | 593 | 774 |
| 1,9l/ 55kW TDI | SG | 0J1 (+2MH*) | 2-5 | 2000 | 1065 | 1200 | 1473 | 883 | 590 | 527 | |
| | | | 0J2+ | 2-5 | 2020 | 1065 | 1100 | 1473 | 883 | 590 | 547 |
| | | | 2MH* | 2-5 | 2035 | 1065 | 1200 | 1473 | 883 | 590 | 562 |
| | | | 0J2 | 2-7 | 2245 | 1065 | 1200 | 1473 | 883 | 590 | 772 |
| 1,9l/ 77kW TDI | DSG | 0J1 | 2-5 | 2000 | 1095 | 1200 | 1525 | 930 | 595 | 475 | |
| | | | 0J2+ | 2-5 | 2120 | 1095 | 1100 | 1525 | 930 | 595 | 595 |
| | | | 2MH* | 2-5 | 2280 | 1095 | 1200 | 1525 | 930 | 595 | 755 |
| | | | 2MH* | 2-7 | 2280 | 1095 | 1200 | 1525 | 930 | 595 | 755 |
| | SG | 0J1 (+2MH*) | 2-5 | 2000 | 1065 | 1200 | 1486 | 893 | 593 | 514 | |
| | | | 0J2+ | 2-5 | 2085 | 1065 | 1100 | 1486 | 893 | 593 | 599 |
| | | | 2MH* | 2-5 | 2185 | 1110 | 1100 | 1482 | 893 | 589 | 703 |
| | | | 2MD** | 2-5 | 2251 | 1065 | 1200 | 1486 | 893 | 593 | 765 |
| 1,9l/ 77kW TDI 4MOTION | SG | 0J2 | 2-5 | 2280 | 1110 | 1200 | 1578 | 938 | 640 | 702 | |
| | | | 0J2 | 2-7 | 2280 | 1110 | 1200 | 1577 | 937 | 640 | 703 |



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3.1 Roof racks, rear luggage racks / rear ladders

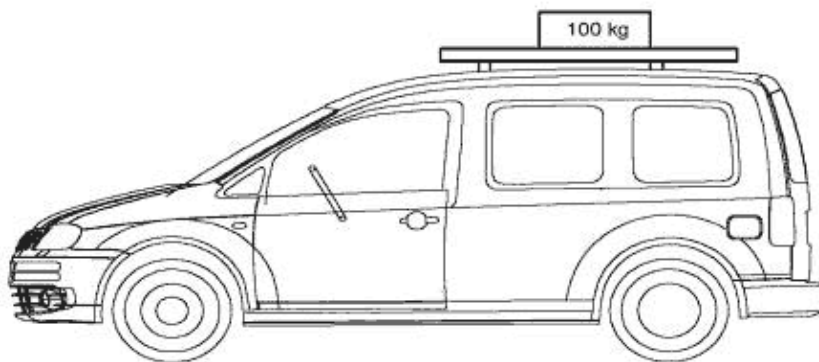
Roof racks

Roof loads increase the centre of gravity of the vehicle and lead to increase dynamic axle load displacement as well as vehicle tilting during cornering and where road surfaces are uneven. Road handling is considerably impaired. For this reason, roof loads should be avoided if at all possible.

Depending on the load distribution, at least 2 roof carriers are required, which should be mounted, if possible, in the pillar area.

On each side, there are 2 attachment points on the Caddy KR and 3 attachment points on the Caddy LR roof.

The roof load for the Caddy KR and LR is max. 100 kg.



Rear luggage carriers/rear ladders

The rear luggage carrier and rear ladder should be of a design that, when fitted, does not allow static or dynamic loads to affect the shock absorbers.

The load on the rear lid may not exceed max. 45 kg.

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3.2 Trailer hitches/space allowance in accordance with DIN 74058

Only the trailer hitches authorised by the factory should be installed for towing. As an option, the following trailer hitches can be ordered from the factory:

Ball head coupling:

Caddy short wheelbase

a) Maximum towing capacity for fixed couplings

| Vehicle type | Engine type | Braked [kg] | Unbraked [kg] |
|--------------|--------------------------|--------------|---------------|
| Panel van | Depending on engine type | 1200-1500 | 660-750 |
| | EcoFuel | 1300 | 750 |
| | BlueMotion | 1500 | 730 |
| Kombi | Depending on engine type | 1040-1500 | 690-750 |
| | EcoFuel | 1200 | 750 |
| | BlueMotion | No coupling! | |

with 12% gradient rise (depending on engine type).

b) Maximum towing capacity for removal couplings

| Vehicle type | Engine type | Braked [kg] | Unbraked [kg] |
|--------------|--------------------------|-------------|---------------|
| Kombi | Depending on engine type | 1040-1500 | 690-750 |

as above but removal and lockable (Kombi only), not EcoFuel!

Caddy long wheelbase

a) Maximum towing capacity for fixed couplings

| Vehicle type | Engine type | Braked [kg] | Unbraked [kg] |
|--------------|--------------------------|-------------|---------------|
| Panel van | Depending on engine type | 1300-1500 | 710-750 |
| Kombi | Depending on engine type | 1040-1500 | 730-750 |

with 12% gradient rise (depending on engine type).

b) Maximum towing capacity for removal couplings

| Vehicle type | Engine type | Braked [kg] | Unbraked [kg] |
|--------------|--------------------------|-------------|---------------|
| Kombi | Depending on engine type | 1040-1500 | 690-750 |

as above but removal and lockable (Kombi only!)

The maximum drawbar load on the panel van is 80 kg.

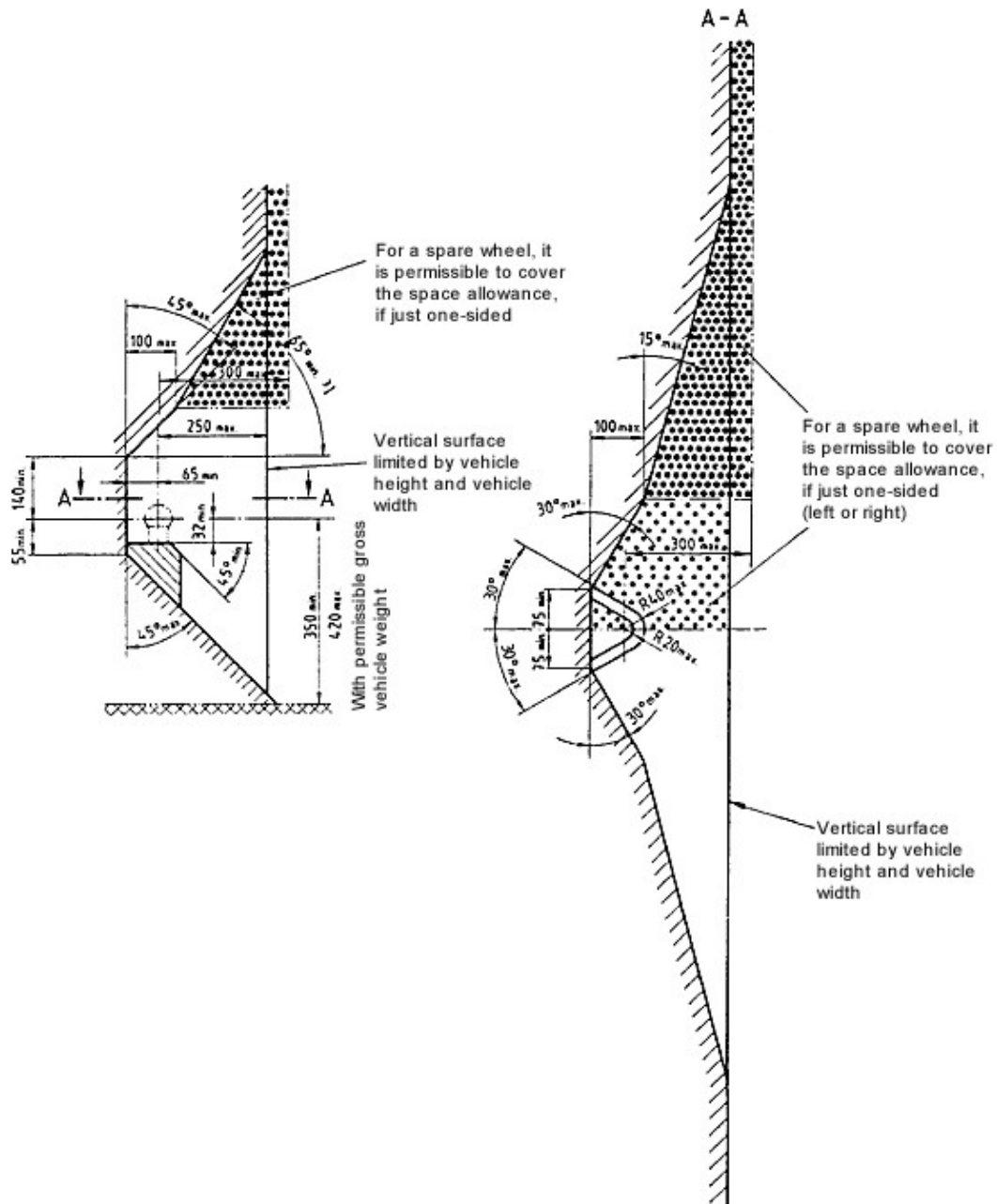
The permissible drawbar load on the Kombi is 75 kg.

Space allowance in accordance with DIN 74058

Details not given are to be determined in accordance with the purpose.

Inspection

Inspection of the dimensions and angles should be carried out with suitable test instruments.



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3.3 Preservation of vehicle battery for long periods out of use

If a vehicle is subjected to long periods out of use, the battery will be gradually discharged by electrical consumers (clock, tachograph, cigarette lighter or radio) and thereby permanently damaged.

To avoid this kind of damage, the wiring harness is separated by a connector in the factory and reconnected on vehicle delivery and handover.

Should vehicles be subjected to the same periods out of use at custom body manufacturers, the connector should be separated again.

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3.4 Power take-off units

No provision has been made for power take-off from the gearbox.

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3.5 Brake system

An operating permit has been granted for the vehicle brake systems. This permit becomes void if any changes to the brake system are made.

Modifications to braking system are not permitted!

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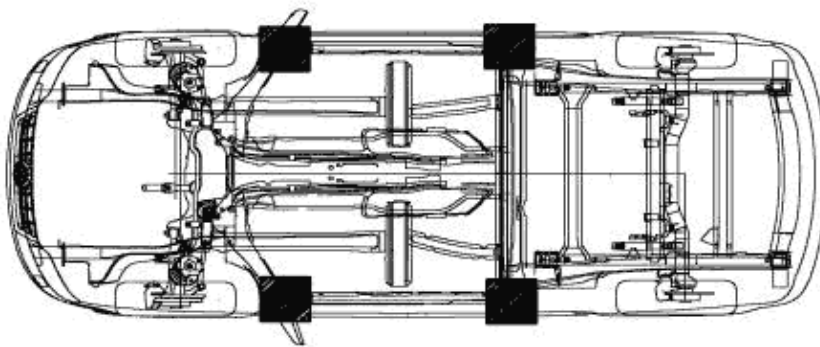
3.6 Lifting/jacking up vehicle

a) With lifting platforms

The vehicle may only be lifted at the allocated mounting points. See chapter in operating instructions on lifting vehicle! . Only 2-pillar lifting platforms (vehicle hoists) may be used.

b) With vehicle jack

For the jacking-up procedure and location of mounting points for the vehicle jack, see chapter in operating instructions on lifting vehicle!



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3.7 Electromagnetic compatibility

In onboard electrical systems, electrical disturbances can be caused by individual consumers. At Volkswagen AG, the electronic components installed in the factory are checked in the vehicle for their electromagnetic compatibility.

If retrofitting electrical or electronic systems, their electromagnetic compatibility should also be checked.

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4.1 General notes on modifications to series production vehicles

The damping characteristic, braking system and steering should not be modified. Exceptions must be authorised by Volkswagen AG prior to these conversion measures being carried out.

For modifications to parts that generate noise (e.g. engine, tyres, exhaust, ...) carry out noise measurement in accordance with EC guidelines. The permissible values should not be exceeded.

We recommend that custom body manufacturers/coachwork specialists include relevant service details and, if necessary, operating instructions for their scope of equipment.

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4.2 Sidewall apertures

Body and platform form a self-supporting unit. Structural parts of this self-supporting unit should not be removed without replacement.

Partition walls do not have a structural function. Modifications other than complete removal are permissible.

Retrofitting of windows is difficult and expensive. The window requirement, therefore, should be specified before the vehicle leaves the factory (see supply programme).

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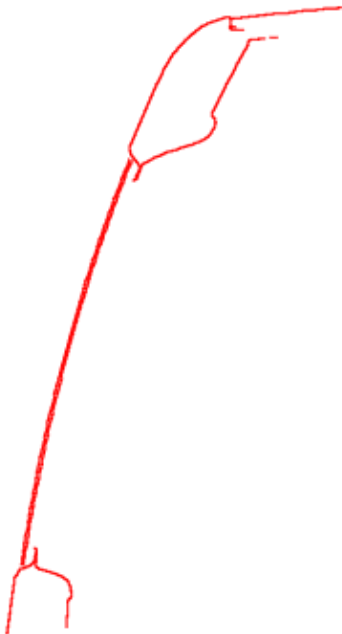
4.3 Retrofitting of windows

If windows are to be retrofitted, the following work procedure is suggested:

1. Cut out the outer panel along the inner panel of the window surround and install the window.
2. If windows smaller than those shown below are desired, the following applies: The aperture should only ever be made between the pillars. No structural elements should be cut into or weakened. The aperture must be supported by a surrounding frame, which should be flush bonded to the adjacent structural elements.

The differences between Kombi/panel van in the window area are shown below.

Kombi



Panel van



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4.4 Retrofitting of roof apertures

Roof apertures can be made between the roof bracing and the side roof frames. For details, see fig.4.4.1 and 4.4.2 below.

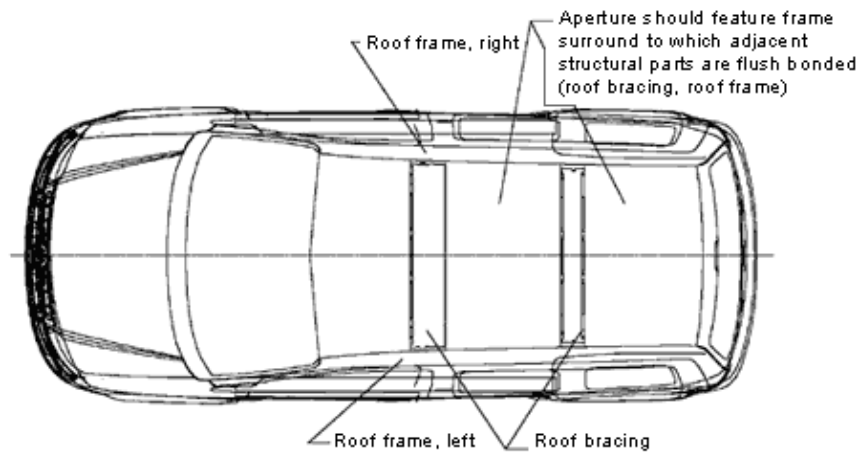


Fig.4.4.1: Caddy KR

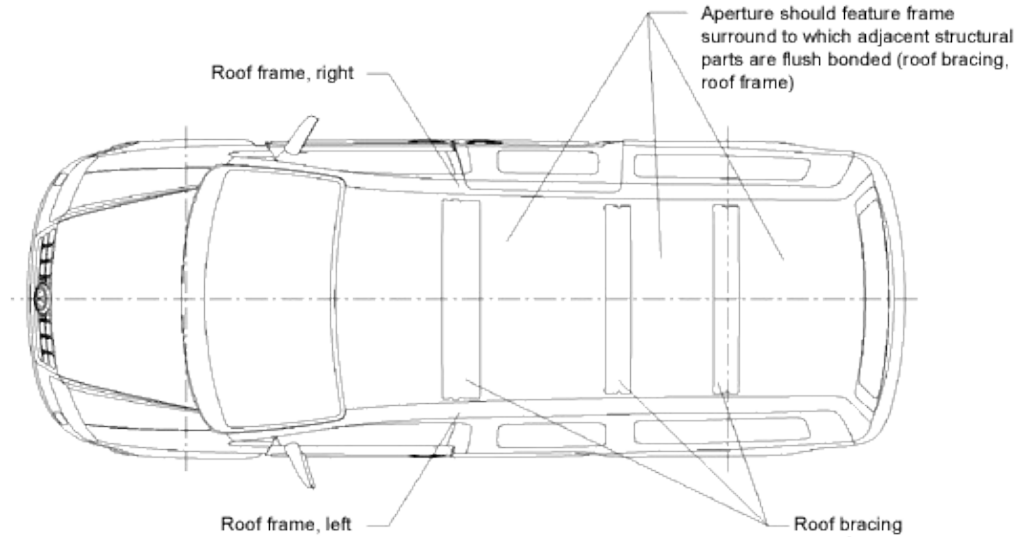


Fig.4.4.2: Caddy LR

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4.5 Forced ventilation

On panel vans with partitions, vent slits can be found in the partition and D-pillars.

On custom bodies, these vents should only be covered if new vents are provided, for example, in the cab doors.

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5.1 Panel van, short wheelbase

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Click on the link in question to save the selected file directly to your computer. You can then view and print out the dimension drawing using appropriate software (e.g. CAD system).



Designation Internal dimensions drawing

| | |
|-----------|--|
| Wheelbase | 2.682 mm |
| TIF | Z.-Nr.2K0 000 011 , 264 kB |
| DXF | Z.-Nr.2K0 000 011 , 588 kB |
| IGES | Z.-Nr.2K0 000 011 , 784 kB |
| PDF | Z.-Nr.2K0 000 011 , 248 kB |

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5.2 Panel van, long wheelbase

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Click on the link in question to save the selected file directly to your computer. You can then view and print out the dimension drawing using appropriate software (e.g. CAD system).



Designation Internal dimensions drawing

| | |
|-----------|--|
| Wheelbase | 3.002 mm |
| TIF | Z.-Nr.2K0 000 011 A , 112 kB |
| DXF | Z.-Nr.2K0 000 011 A , 724 kB |
| IGES | Z.-Nr.2K0 000 011 A , 568 kB |
| PDF | Z.-Nr.2K0 000 011 A , 148 kB |

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