



Body builder guidelines Transporter T5





Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

1.1 Body assembly guidelines

The body assembly guidelines contain technical guidelines for custom body manufacturers/coachwork specialists for construction and assembly of custom body-related parts and conversions in and on the Volkswagen Transporter.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

For all modifications, make absolutely sure that the functional safety of all components of the running gear, the body and the electrical system is guaranteed. These modifications should only be carried out by trained specialists in accordance with recognised trade skills from the motor vehicle industry.

The prerequisite for modifications to used vehicles is: The vehicle should be in a generally good state of repair, i.e. structural parts such as longitudinal members and cross members, pillars, etc. should not be corroded to the extent that sacrifices have to be made in structural rigidity.

Modifications that affect the vehicle's general certificate of roadworthiness must be presented to an authorised testing centre for validation. It is recommended that such modifications are agreed upon in advance with the relevant authority.

For inquiries about planned modifications, please attach two sets of plans with the full scope of work, including all weight, centre of gravity and dimensional figures, from which the exact means of attachment of the body to the chassis can be gleaned. Furthermore, please inform us about the conditions in which the modified vehicle will operate.

Providing the customisation or conversion measures to the interior or exterior of the vehicle meet these guidelines, there will be no need to obtain a special permit from Volkswagen AG for submission to the relevant authority.

The relevant work safety regulations should be observed.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status: August 2007

1.2 Warranty (material defect liability) and liability of custom body

For the items supplied by the custom body manufacturer/coachwork specialist, the associated conditions of warranty apply. Warranty claims associated with complaints to the items supplied can therefore not be made within the scope of warranty for the Volkswagen Transporter.

The responsibility for design and assembly of custom body parts and conversions for the interior or exterior of the vehicle, and any consequent defects to the base vehicles caused as a result, is placed wholly on the custom body manufacturer/coachwork specialist. With a view to the diversity of modifications and different end uses, the notes given by Volkswagen AG herein are restricted to the provision that they have not carried out any trials on the modified vehicles themselves. Modifications can result in changes to the properties of the vehicle.

For reasons of liability, it is therefore necessary for the custom body manufacturer/coachwork specialist to offer, in writing, the following notice to its customers:

Due to modifications to your Volkswagen Transporter, the properties of the vehicle have been affected.

Please understand that Volkswagen AG can accept no liability for any negative effects that may have been brought about by modifications to the vehicle.

If there is uncertainty as to whether a defect or damage has been caused by Volkswagen or the custom/converted body parts from the custom body manufacturer, an assumption will be made in the relationship between Volkswagen and the custom body manufacturer that the custom/converted body parts were the cause.

Volkswagen AG reserves the right in special circumstances to demand proof of the information provided by the customer.

Legal entitlement to a permit for body customisation measures is fundamentally not granted, even if a permit was granted in the past.
































For modifications, all valid legal motor vehicle technology regulations and guidelines (override protection, lighting equipment, etc.) and other relevant regulations, e.g. with regards to environmental issues and vehicle safety, must be observed.

*In place of modifications, the precise work measures carried out can also be specified here, e.g. installation of camping equipment, modification of wheelbase, box body.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

1.3 Supply programme





















- Two wheelbases
- Four weight categories of 2600 kg, 2800 kg, 3000 kg and 3200 kg.
- Good percentage of effective space
- Loading width between wheelbases of 124 cm, size of pallet
- Low, level cargo bed of 56 cm in height
- Rigid frame and smooth upper strap for easy body assembly
- Independent front and rear suspension
- Powerful and economic range of engines
- Excellent drag coefficient of 0.33 on panel van and Kombi
- High vehicle safety
- Towing capacity up to 2,500 kg
- 4motion available on all models
- Low maintenance requirement

Weight category kg	Wheelbase mm	Panel van	Panel van, medium roof	High roof panel van	Kombi	Kombi, medium roof	Kombi, high roof
2.600	3.000						
	3.400						
2800	3.000						
	3.400						
3000	3.000						
	3.400						
3200	3.000						
	3.400						

VW Nutzfahrzeuge Aufbau Richtlinien



Nutzfahrzeuge

Weight category kg	Wheelbase mm	Shuttle	Chassis with cab	Drop-side	Deep bed drop-side	Chassis with double cab	Double cab
2.600	3.000						
	3.400						
2.800 (2.900 Shuttle)	3.000						
	3.400						
3.000	3.000						
	3.400						
3.200	3.000						
	3.400						

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

2.1 Permissible weights, unladen weights

Volkswagen AG offers front-wheel drive vehicle, such as panel van, Kombi, drop-side, chassis with cab, double cab and chassis with double cab, in the following weight categories: Reduced load capacity (PR no. 0WL). Standard load capacity (PR no. 0WM) and increased load capacity (PR no. 0J3) 4motion vehicles are only offered with standard load capacity (PR no. 0WM) and increased load capacity (PR no. 0WQ). For panel vans and Kombis, a maxi version with 3.2 t (PR no. 0WR) is offered.

Permissible weights, unladen weights

The weight entries in the technical data refer to the series production vehicle with basic equipment. Weight tolerances of +5 % in production are permissible in accordance with DIN 70020 and, if necessary, allowances should be made respectively. If special equipment is installed, the unladen weight will be increased. **The final unladen weight of the complete vehicle should be checked on a weighbridge or similar.**

4-cylinder turbo-diesel 1.9 ltr. 77 kW/63 kW

5-cylinder turbo-diesel 2.5 ltr. 96 kW/128 kW

6-cylinder petrol engine 3.2 ltr. 170 kW

4-cylinder petrol engine 2.0 ltr. 85 kW

4-cylinder turbo-diesel 1.9 ltr. 77 kW/63 kW

Designation	PR No.	Wheelbase mm	Max. perm. weight kg	Perm. axle load front kg	Perm. axle load rear kg	Unladen weight with driver	Of which on front axle	Of which on rear axle	load capacity kg
Panel van	0WL	3000	2600	1400	1400	1800	1123	677	800
Panel van, lowered suspension Running gear	0WM +2MD	3000	2800	1450	1500	1800	1123	677	1000
Panel van	0WM	3000	2800	1450	1550	1800	1123	677	1000
Panel van	0WQ	3000	3000	1500	1625	1800	1123	677	1200
Panel van	0WR	3000	3200 1)	1630	1720	1809	1128	681	1391
Panel van, medium high roof, lowered suspension Running gear	0WM	3000	2800	1450	1500	1830	1136	694	970
Panel van, medium high roof	0WM +2MD	3000	2800	1450	1550	1830	1136	694	970
Panel van, medium high roof	0WQ	3000	3000	1500	1625	1830	1136	694	1170
Panel van, lowered suspension	0WM +2MD	3400	2800	1550	1500	1830	1148	682	970
Panel van	0WM	3400	2800	1550	1550	1830	1148	682	970
Panel van	0WQ	3400	3000	1575	1625	1830	1148	682	1170
Panel van	0WR	3400	3200 1)	1650	1720	1839	1153	686	1361
Panel van, medium high roof, lowered suspension	0WM +2MD	3400	2800	1550	1500	1860	1157	703	940
Panel van, medium high roof	0WM	3400	2800	1550	1550	1860	1157	703	940

VW Nutzfahrzeuge Aufbauorientierungen



Nutzfahrzeuge

Panel van, medium high roof	0WQ	3400	3000	1575	1625	1860	1157	703	1140
Panel van, lowered suspension	0WR	3400	3200 1)	1650	1720	1869	1162	707	1331
Panel van, high roof, lowered suspension	0WM +2MD	3400	2800	1550	1500	1880	1162	718	920
Panel van, high roof	0WM	3400	2800	1550	1550	1880	1162	718	920
Panel van, high roof	0WQ	3400	3000	1575	1625	1880	1162	718	1120
Panel van, high roof	0WR	3400	3200 1)	1650	1720	1889	1167	722	1311
Kombi	0WL	3000	2600	1480	1350	1865 2)	1157	708	735
Kombi, lowered suspension	0WM +2MD	3000	2800	1480	1400	1865 2)	1157	708	935
Kombi	0WM	3000	2800	1480	1460	1865 2)	1157	708	935
Kombi	0WQ	3000	3000	1480	1550	1865 2)	1157	708	1135
Kombi	0WR	3000	3200 1)	1640	1720	1874 2)	1162	712	1326
Kombi, medium high roof, lowered suspension	0WM	3000	2800	1480	1400	1895 2)	1170	725	905
Kombi, medium roof	0WM +2MD	3000	2800	1480	1460	1895 2)	1170	725	905
Kombi, medium roof	0WQ	3000	3000	1480	1550	1895 2)	1170	725	1105
Kombi, lowered suspension	0WM +2MD	3400	2800	1550	1400	1905 2)	1172	733	895
Kombi	0WM	3400	2800	1550	1460	1905 2)	1172	733	895
Kombi	0WQ	3400	3000	1550	1550	1905 2)	1172	733	1095
Kombi	0WR	3400	3200 1)	1640	1720	1914 2)	1177	737	1286
Kombi, medium high roof, lowered suspension	0WM +2MD	3400	2800	1550	1400	1935 2)	1181	754	865
Kombi, medium roof	0WM	3400	2800	1550	1460	1935 2)	1181	754	865
Kombi, medium roof	0WQ	3400	3000	1550	1550	1935 2)	1181	754	1065
Kombi, medium roof	0WR	3400	3200 1)	1640	1720	1944 2)	1186	758	758
Kombi, high roof, lowered suspension	0WM +2MD	3400	2800	1550	1400	1955 2)	1186	769	845
Kombi, high roof	0WM	3400	2800	1550	1460	1955 2)	1186	769	845
Kombi, high roof	0WQ	3400	3000	1550	1550	1955 2)	1186	769	1045
Kombi, high roof	0WR	3400	3200 1)	1640	1720	1964 2)	1191	773	1236
Drop-side/deep bed, drop-side	0WM	3000	2800	1350	1580	1740	1150	590	1060
Drop-side/deep bed, drop-side	0WQ	3000	3000	1450	1680	1740	1150	590	1260
Drop-side/deep bed, drop-side	0WM	3400	2800	1390	1580	1800	1197	603	1000
Drop-side/deep bed, drop-side	0WQ	3400	3000	1490	1680	1800	1197	603	1200
Chassis with cab	0WM	3000	2800	1350	1580	1575	1143	432	1225
Chassis with cab	0WQ	3000	3000	1450	1680	1575	1143	432	1425
Chassis with cab	0WM	3400	2800	1390	1580	1615	1179	436	1185
Chassis with cab	0WQ	3400	3000	1490	1680	1615	1179	436	1385



Double cab/deep, bed drop-side	0WM	3400	2800	1480	1630	1840	1180	660	960
Double cab/deep, bed drop-side	0WQ	3400	3000	1510	1680	1840	1180	660	1160
Chassis with double cab	0WM	3400	2800	1480	1630	1690	1183	507	1110
Chassis with double cab	0WQ	3400	3000	1510	1680	1690	1183	507	1310

5-cylinder turbo-diesel 2.5 ltr. 96 kW/128 kW

Designation	PR- No.	Wheelbase mm	Max. perm. weight kg	Perm. axle load front kg	Perm. axle load rear kg	Unladen weight with driver	Of which on front axle	Of which on rear axle	load capacity kg
Panel van, lowered suspension	0WM +2MD	3000	2800	1575	1500	1875	1201	674	925
Panel van	0WM	3000	2800	1575	1550	1875	1201	674	925
Panel van	0WQ	3000	3000	1575	1625	1875	1201	674	1125
Panel van	0WR	3000	3200 1)	1650	1720	1884	1206	678	1316
Panel van, medium high roof, lowered suspension	0WM	3000	2800	1575	1500	1905	1214	691	895
Panel van, medium high roof	0WM +2MD	3000	2800	1575	1550	1905	1214	691	895
Panel van, medium high roof	0WQ	3000	3000	1575	1625	1905	1214	691	1095
Panel van, lowered suspension	0WM +2MD	3400	2800	1575	1500	1905	1226	679	895
Panel van	0WM	3400	2800	1575	1550	1905	1226	679	895
Panel van	0WQ	3400	3000	1575	1625	1905	1226	679	1095
Panel van	0WR	3400	3200 1)	1650	1720	1914	1231	683	1286
Panel van, medium high roof, lowered suspension	0WM +2MD	3400	2800	1575	1500	1935	1235	700	865
Panel van, medium high roof	0WM	3400	2800	1575	1550	1935	1235	700	865
Panel van, medium high roof	0WQ	3400	3000	1575	1625	1935	1235	700	1065
Panel van, medium high roof	0WR	3400	3200 1)	1650	1720	1944	1240	704	1256
Panel van, high roof, lowered suspension	0WM +2MD	3400	2800	1575	1500	1955	1240	715	845
Panel van, high roof	0WM	3400	2800	1575	1550	1955	1240	715	845
Panel van, high roof	0WQ	3400	3000	1575	1625	1955	1240	715	1045
Panel van, high roof	0WR	3400	3200 1)	1650	1720	1964	1245	719	1236
Kombi tiefergelegtes Fahrw.									
Kombi	0WM +2MD	3000	2800	1575	1400	1940 2)	1235	705	860
Kombi	0WM	3000	2800	1575	1460	1940 2)	1235	705	860

VW Nutzfahrzeuge Aufbauorientierungen



Nutzfahrzeuge

Kombi	0WQ	3000	3000	1575	1550	1940 2)	1235	705	1060
Kombi, medium high roof lowered suspension	0WR	3000	3200 1)	1640	1720	1949 2)	1240	709	1251
Kombi, medium roof	0WM	3000	2800	1575	1400	1970 2)	1248	722	830
Kombi, medium roof	0WM +2MD	3000	2800	1575	1460	1970 2)	1248	722	830
Kombi, lowered suspension	0WQ	3000	3000	1575	1550	1970 2)	1248	722	1030
Kombi	0WM +2MD	3400	2800	1575	1400	1980 2)	1250	730	820
Kombi	0WM	3400	2800	1575	1460	1980 2)	1250	730	820
Kombi	0WQ	3400	3000	1575	1550	1980 2)	1250	730	1020
Kombi, medium high roof, lowered suspension	0WR	3400	3200 1)	1710	1720	1989 2)	1255	734	1211
Kombi, medium roof	0WM +2MD	3400	2800	1575	1400	2010 2)	1259	751	790
Kombi, medium roof	0WM	3400	2800	1575	1460	2010 2)	1259	751	790
Kombi, medium roof	0WQ	3400	3000	1575	1550	2010 2)	1259	751	990
Kombi, high roof, lowered suspension	0WR	3400	3200 1)	1710	1720	2019 2)	1264	755	1181
Kombi, high roof	0WM +2MD	3400	2800	1575	1400	2030 2)	1264	766	770
Kombi, high roof	0WM	3400	2800	1575	1460	2030 2)	1264	766	770
Kombi, high roof	0WQ	3400	3000	1575	1550	2030 2)	1264	766	970
Drop-side/deep bed drop-side	0WR	3400	3200 1)	1710	1720	2039 2)	1269	770	1161
Drop-side/deep bed drop-side	0WM	3000	2800	1430	1580	1815	1228	587	985
Drop-side/deep bed drop-side	0WQ	3000	3000	1530	1680	1815	1228	587	1185
Drop-side/deep bed drop-side	0WM	3400	2800	1480	1580	1875	1275	600	925
Chassis with cab	0WQ	3400	3000	1575	1680	1875	1275	600	1125
Chassis with cab	0WM	3000	2800	1430	1580	1650	1221	429	1150
Chassis with cab	0WQ	3000	3000	1530	1680	1650	1221	429	1350
Chassis with cab	0WM	3400	2800	1480	1580	1690	1257	433	1110
Double cab/deep bed drop-side	0WQ	3400	3000	1575	1680	1690	1257	433	1310
Double cab/deep bed drop-side	0WM	3400	2800	1575	1630	1915	1258	657	885
Chassis with double cab	0WQ	3400	3000	1575	1680	1915	1258	657	1085
Chassis with double cab	0WM	3400	2800	1575	1630	1765	1261	504	1035
Panel van, lowered suspension	0WQ	3400	3000	1575	1680	1765	1261	504	1235

6-cylinder petrol engine 3.2 ltr. 170 kW

Designation	PR- No.	Wheelbase mm	Max. perm. weight kg	Perm. axle load front kg	Perm. axle load rear kg	Unladen weight with driver	Of which on front axle	Of which on rear axle	load capacity kg
Panel van, lowered suspension	0WM +2MD	3000	2800	1575	1500	1900	1218	682	900
Panel van	0WM	3000	2800	1575	1550	1900	1218	682	900
Panel van	0WQ	3000	3000	1575	1625	1900	1218	682	1100
Panel van, medium high roof, lowered suspension	0WM	3000	2800	1575	1500	1930	1231	699	870
Panel van, medium high roof	0WM +2MD	3000	2800	1575	1550	1930	1231	699	870
Panel van, medium high roof	0WQ	3000	3000	1575	1625	1930	1231	699	1070
Panel van, lowered suspension	0WM +2MD	3400	2800	1575	1500	1930	1243	687	870
Panel van	0WM	3400	2800	1575	1550	1930	1243	687	870
Panel van	0WQ	3400	3000	1575	1625	1930	1243	687	1070
Panel van	0WM +2MD	3400	2800	1575	1500	1960	1252	708	840
Panel van, medium high roof, lowered suspension	0WM	3400	2800	1575	1550	1960	1252	708	840
Panel van, medium, high roof	0WQ	3400	3000	1575	1625	1960	1252	708	1040
Panel van, medium high roof	0WM +2MD	3400	2800	1575	1500	1980	1257	723	820
Panel van, medium high roof, lowered suspension	0WM	3400	2800	1575	1550	1980	1257	723	820
Panel van, high roof	0WQ	3400	3000	1575	1625	1980	1257	723	1020
Kombi, lowered suspension	0WM +2MD	3000	2800	1575	1400	1965 2)	1252	713	835
Kombi	0WM	3000	2800	1575	1460	1965 2)	1252	713	835
Kombi	0WQ	3000	3000	1575	1550	1965 2)	1252	713	1035
Kombi, medium high roof, lowered suspension	0WM	3000	2800	1575	1400	1995 2)	1265	730	805
Kombi, medium roof	0WM +2MD	3000	2800	1575	1460	1995 2)	1265	730	805
Kombi, medium roof	0WQ	3000	3000	1575	1550	1995 2)	1265	730	1005
Kombi, lowered suspension	0WM +2MD	3400	2800	1575	1400	2005 2)	1267	738	795
Kombi	0WM	3400	2800	1575	1460	2005 2)	1267	738	795



Kombi	0WQ	3400	3000	1575	1550	2005 2)	1267	738	995
Kombi, medium high roof lowered suspension	0WM +2MD	3400	2800	1575	1400	2035 2)	1276	759	765
Kombi, medium roof	0WM	3400	2800	1575	1460	2035 2)	1276	759	765
Kombi, medium roof	0WQ	3400	3000	1575	1550	2035 2)	1276	759	965
Kombi, high roof, lowered suspension	0WM +2MD	3400	2800	1575	1400	2055 2)	1281	774	745
Kombi, high roof	0WM	3400	2800	1575	1460	2055 2)	1281	774	745
Kombi, high roof	0WQ	3400	3000	1575	1550	2055 2)	1281	774	945
Drop-side/deep bed drop-side	0WM	3000	2800	1430	1580	1840	1245	595	960
Drop-side/deep bed drop-side	0WQ	3000	3000	1530	1680	1840	1245	595	1160
Drop-side/deep bed drop-side	0WM	3400	2800	1480	1580	1900	1292	608	900
Drop-side/deep bed drop-side	0WQ	3400	3000	1575	1680	1900	1292	608	1100
Chassis with cab	0WM	3000	2800	1430	1580	1675	1238	437	1125
Chassis with cab	0WQ	3000	3000	1530	1680	1675	1238	437	1325
Chassis with cab	0WM	3400	2800	1480	1580	1715	1274	441	1085
Chassis with cab	0WQ	3400	3000	1575	1680	1715	1274	441	1285
Double cab/deep bed drop-side	0WM	3400	2800	1575	1630	1940	1275	665	860
Double cab/deep bed drop-side	0WQ	3400	3000	1575	1680	1940	1275	665	1060
Chassis with double cab	0WM	3400	2800	1575	1630	1790	1278	512	1010
Chassis with double cab	0WQ	3400	3000	1575	1680	1790	1278	512	1210

4-cylinder petrol engine 2.0 ltr. 85 kW

Panel van	0WL	3000	2600	1400	1400	1785	1107	678	815
Panel van, lowered suspension, Running gear	0WN +2MD	3000	2850	1450	1500	1785	1107	678	1065
Panel van	0WN	3000	2850	1450	1550	1785	1107	678	1065
Panel van, medium high roof, lowered suspension Running gear	0WN +2MD	3000	2850	1450	1500	1815	1120	695	1035
Panel van, medium high roof	0WN	3000	2850	1450	1550	1815	1120	695	1035
Panel van, lowered suspension	0WN +2MD	3400	2850	1550	1500	1815	1132	683	1035



Panel van	OWN	3400	2850	1550	1550	1815	1132	683	1035
Panel van, medium high roof, lowered suspension	OWN +2MD	3400	2850	1550	1500	1845	1141	704	1005
Panel van, medium high roof	OWN	3400	2850	1550	1550	1845	1141	704	1005
Panel van, high roof, lowered suspension	OWN +2MD	3400	2850	1550	1500	1865	1146	719	985
Panel van, high roof	OWN	3400	2850	1550	1550	1865	1146	719	985
Kombi	OWL	3000	2600	1480	1350	1850 2)	1141	709	750
Kombi, lowered suspension	OWN +2MD	3000	2850	1575	1400	1850 2)	1141	709	1000
Kombi	OWN	3000	2850	1575	1460	1850 2)	1141	709	1000
Kombi, medium high roof, lowered suspension	OWN +2MD	3000	2850	1575	1400	1880 2)	1154	726	970
Kombi, medium roof	OWN	3000	2850	1575	1460	1880 2)	1154	726	970
Kombi, lowered suspension	OWN +2MD	3400	2850	1575	1400	1890 2)	1156	734	960
Kombi	OWN	3400	2850	1575	1460	1890 2)	1156	734	960
Kombi									
Kombi									
Kombi, medium high roof, lowered suspension	OWN +2MD	3400	2850	1575	1400	1920 2)	1165	755	930
Kombi, medium roof	OWN	3400	2850	1575	1460	1920 2)	1165	755	930
Kombi, high roof, lowered suspension	OWN +2MD	3400	2850	1575	1400	1940 2)	1170	770	910
Kombi, high roof	OWN	3400	2850	1575	1460	1940 2)	1170	770	910
Drop-side/deep bed drop-side	OWN	3000	2850	1430	1580	1725	1134	591	1125
Drop-side/deep bed drop-side	OWN	3400	2850	1480	1580	1785	1181	604	1065
Chassis with cab	OWN	3000	2850	1430	1580	1560	1127	433	1290

VW Nutzfahrzeuge Aufbaurichtlinien



Nutzfahrzeuge

Chassis with cab	0WN	3400	2850	1480	1580	1600	1163	437	1250
Chassis with cab	0WN	3400	2850	1575	1630	1825	1164	661	1025
Chassis with double cab	0WN	3400	2850	1575	1630	1675	1167	508	1175

1) Max. perm. weight 3,200 kg only for vehicles with 4 cyl. 77 kW and 5 cyl. 96 kW TDI

2) Unladen weight with side trim in passenger/load compartment. Side trim can be deselected with PR no. 5DA.

Unladen weights inc. driver and without seats in passenger compartment. On vehicles with permanent four-wheel drive, 4motion, unladen weight is increased by 100 kg (front axle=25 kg, rear axle=75 kg). The load capacity is reduced respectively. The maximum permissible weight remains unchanged.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status January 2008

2.2 One-sided weight distribution

Under no circumstances should

- max. perm. weight
- perm. front axle load
- perm. rear axle load

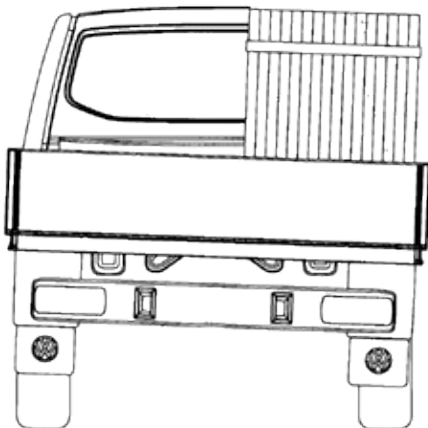
be exceeded.

When drawing up plans for custom body parts/conversions, ensure that onesided weight distribution is avoided, in particular with permanently installed custom body parts. If this cannot be avoided, the one-sided load should not result in a greater difference between the wheel pairs of max. 4%.

Example:

Perm. axle load	1.680 kg
Theor. wheel load left/right	840 kg/840 kg
4% of this wheel load	34 kg
Perm. wheel load distr. left/right	806 kg/874 kg

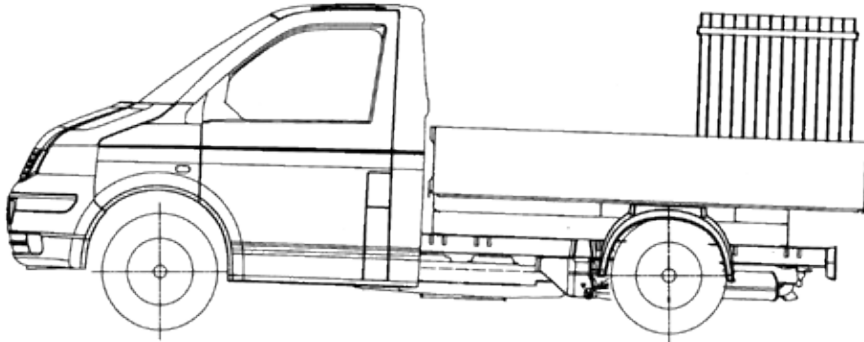
To guarantee an acceptable level of steerability of the vehicle and to assure satisfactory road handling in all load conditions, the minimum front axle load should be 1,050 kg.



VW Nutzfahrzeuge Aufbaurichtlinien

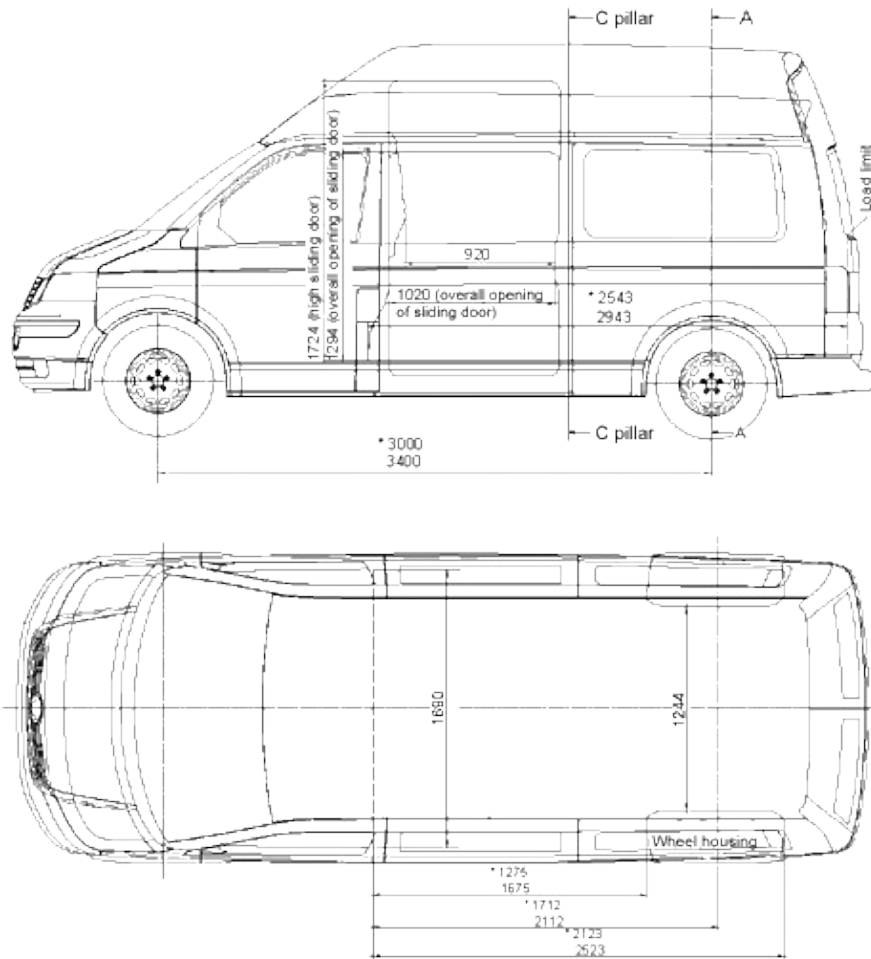


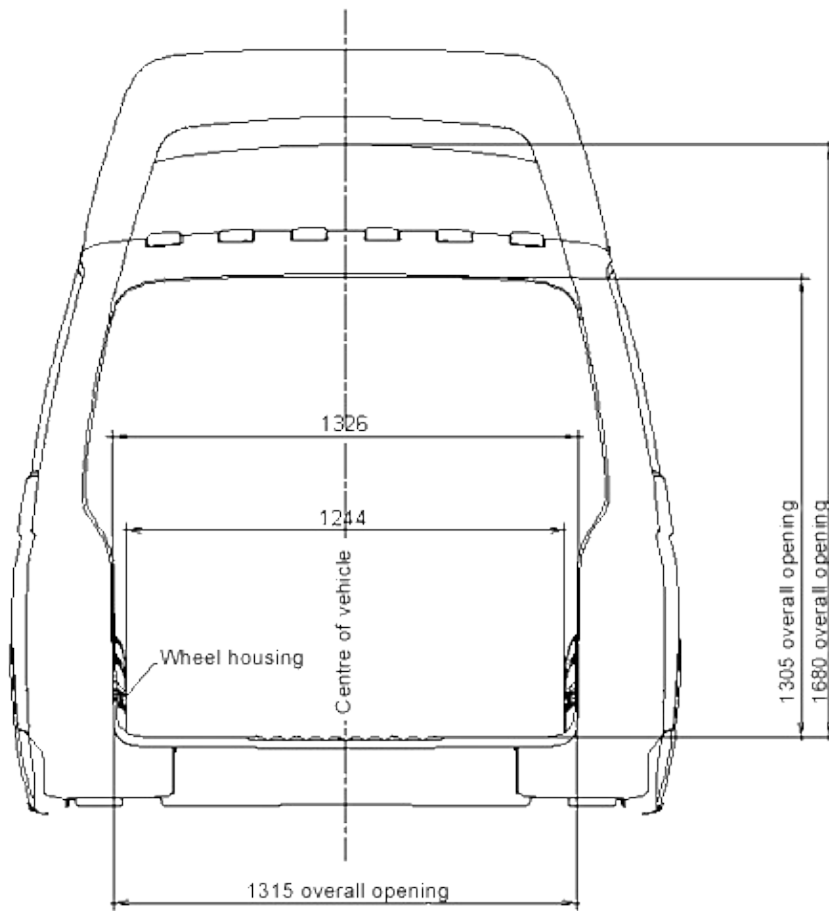
Nutzfahrzeuge



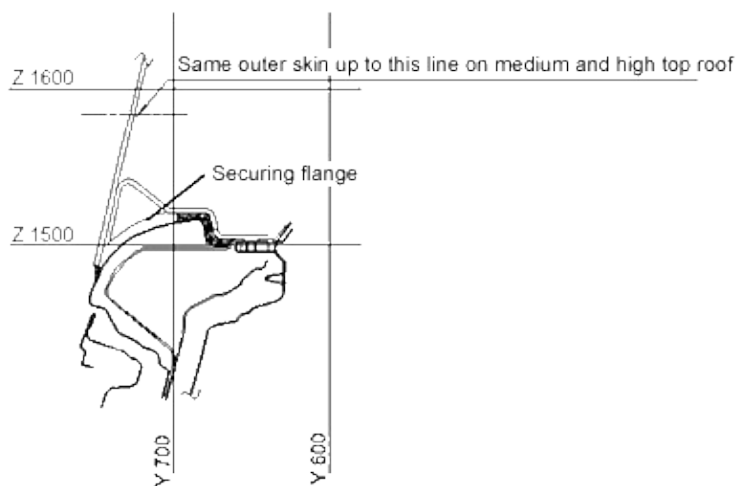
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

2.3 Interior dimensions diagram



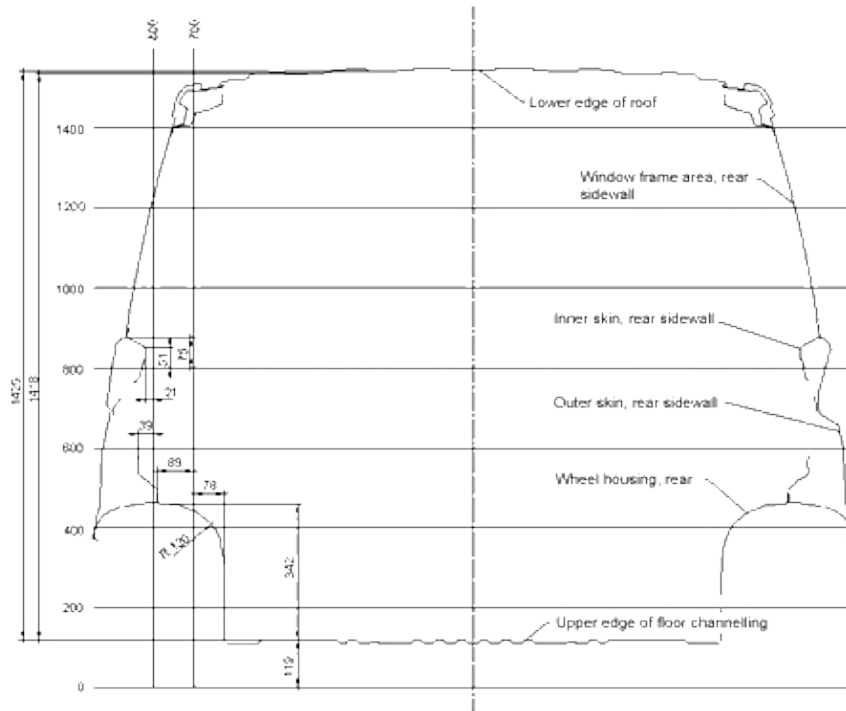


Cross-section C - C

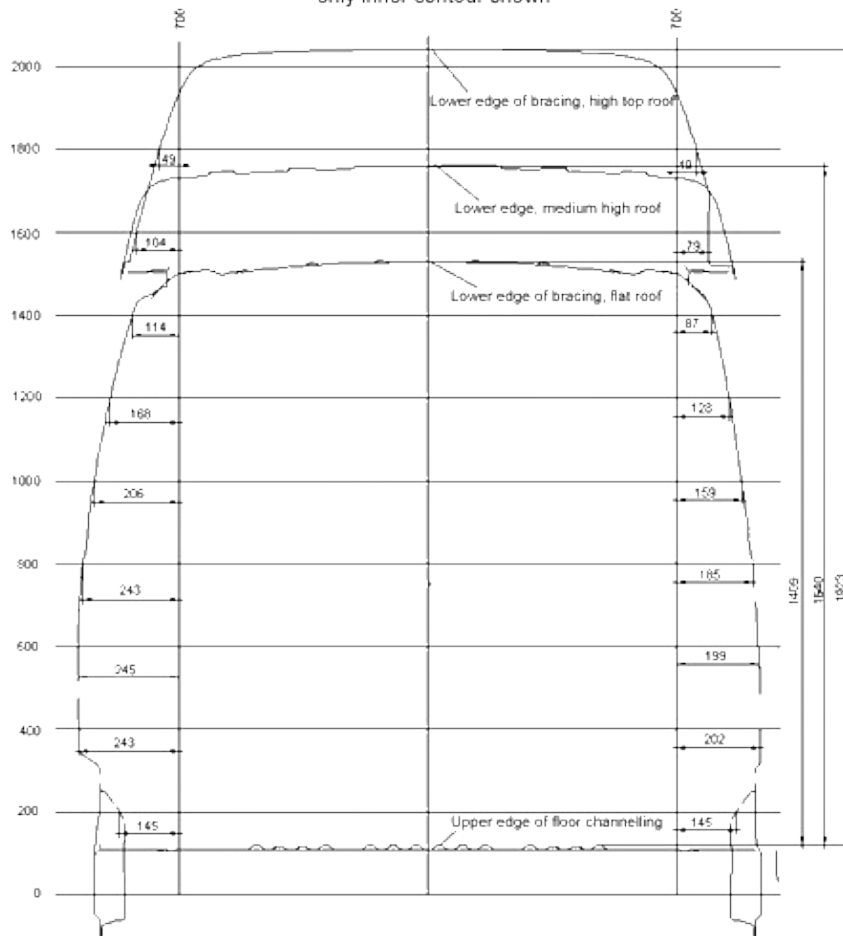




Cross-section B – B



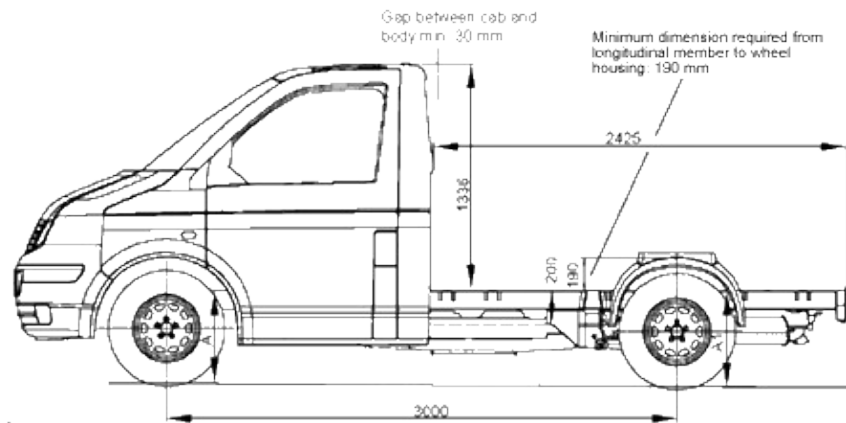
Cross-section PL 2524 (C pillar)
only inner contour shown



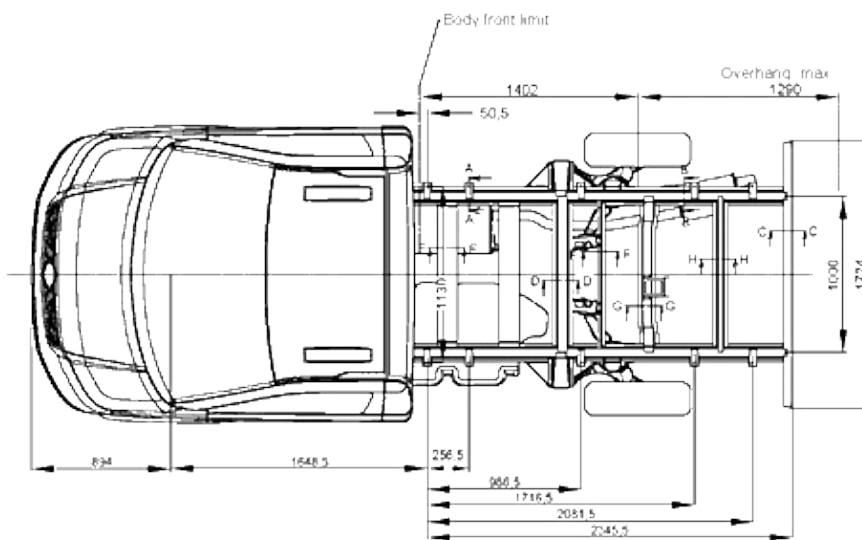
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

2.4 Dimension diagrams for chassis

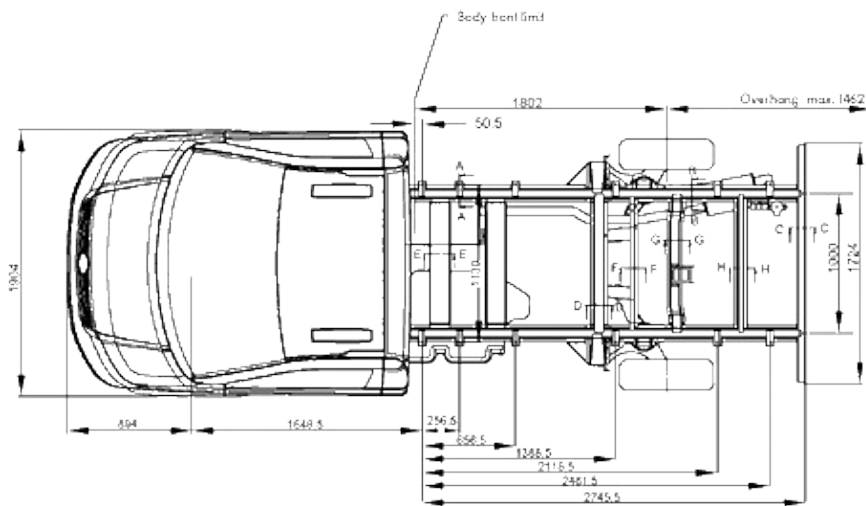
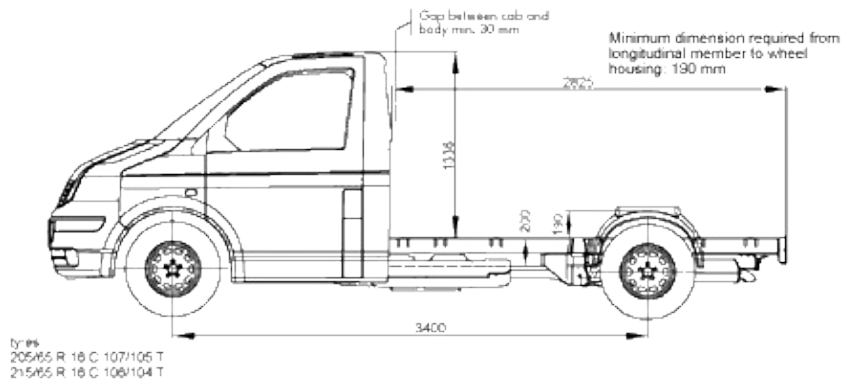
Chassis with cab (short wheelbase)



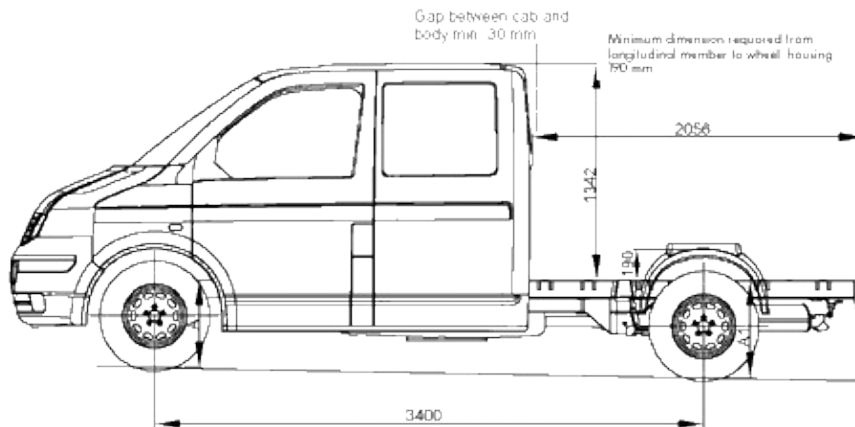
tyres -
 205/65 R 16 C 107/105 T
 215/65 R 16 C 108/104 T



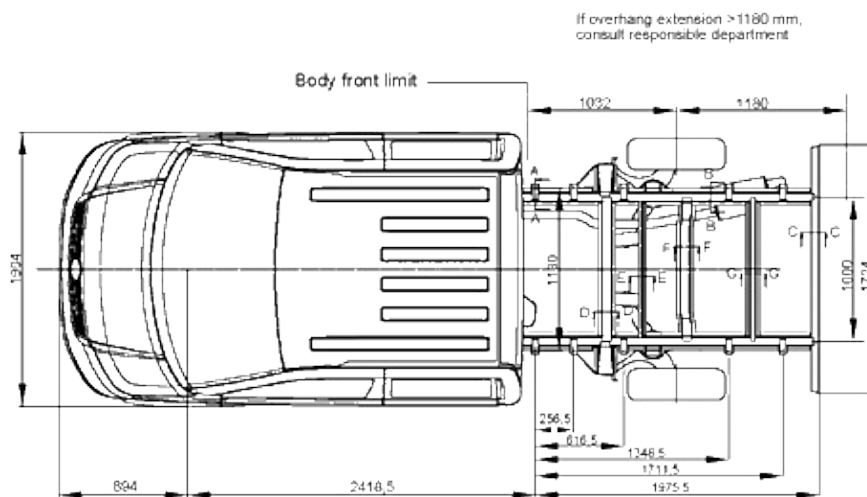
Chassis with cab (long wheelbase)



Chassis with double cab



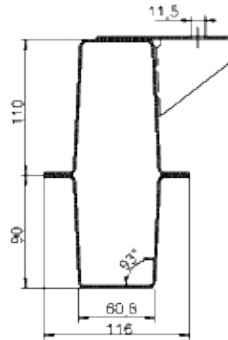
tyres :
 205/65 R 16 C 107/105 T
 215/65 R 16 C 106/104 T



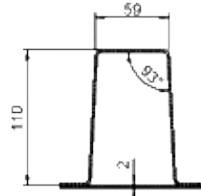
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

2.5 Cross-sections of vehicle chassis frame

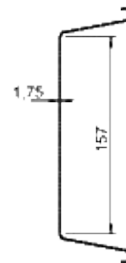
Cross-section A-A



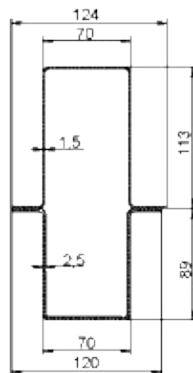
Cross-section B-B



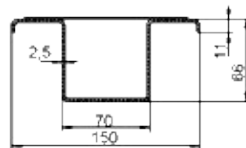
Cross-section C-C



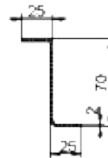
Cross-section D-D



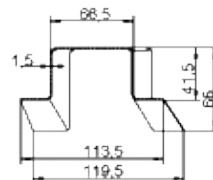
Cross-section E-E



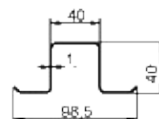
Cross-section F-F



Cross-section G-G



Cross-section H-H



Model name	A +30		A1 +30	
	laden	unladen	laden	unladen
Chassis cab 2.8 t	522	572	610	690
Chassis cab 3.0 t	522	572	610	690
Double cab 2.8 t	522	572	610	697
Double cab 3.0 t	522	563	610	687

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

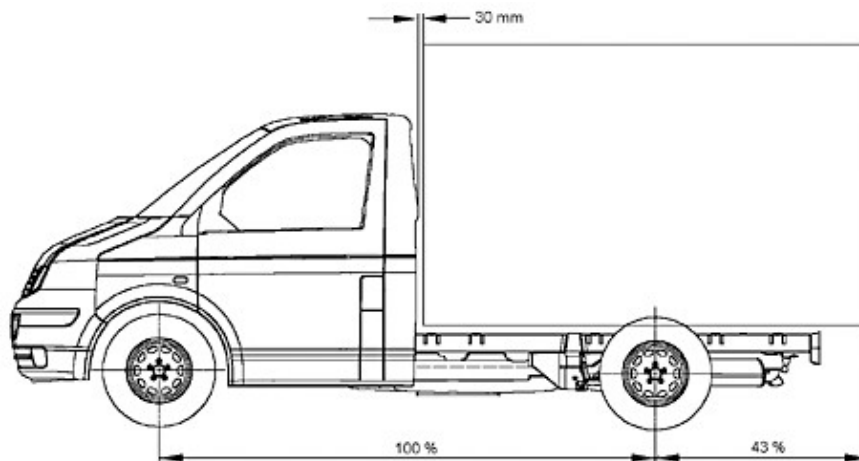
2.6 Maximum dimensions

The dimensions of the vehicle chassis can be gleaned from the diagrams. To aid your conversion plans, the chassis dimensions are given in a scale of 1:20 and 1:10.

If uprated springs, comfort springs or tyre sizes that deviate from the standard specifications are fitted, the vehicle and frame heights can change considerably from the base level. If this equipment is to be used, we ask you to please take this fact into consideration.

Important note

- The minimum distance between cab and body should be 30 mm.
- The rear overhang of the custom body should not exceed 43% of the wheelbase.



Due to this restriction in length, the following custom body outer lengths should not be exceeded:

	Wheelbase	Standard body length, inner	Wheelbase	Standard body length, inner
Chassis with cab	3.000 mm	2.539 mm	2.692 mm	
Chassis with cab	3.400 mm	2.939 mm	3.264 mm	
Chassis with double cab	3.400 mm	2.169 mm	2.212 mm	

The outer width of the cab is 1,902 mm. If standard type exterior mirrors are used, the body width should not exceed 2,200 mm.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

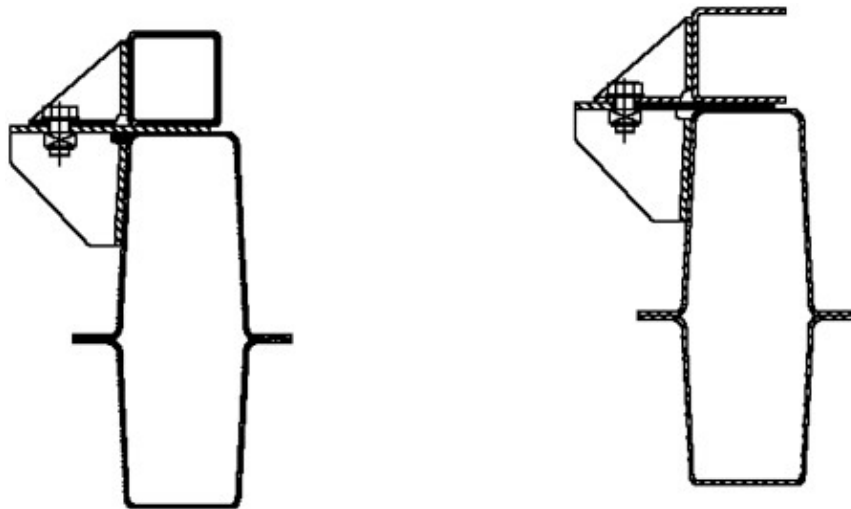
2.7 Standard fixture points for custom bodies

The frame is a hollow profile construction made from pressed panel parts. In order to ensure correct provision is made to secure the custom bodies in place, the following precautionary measures have been taken with regards to the construction.

Consoles have been welded to the longitudinal members, which serve as a means of securing the custom bodies. Each console features a drilling of $D=11.5$ mm.

The attachment of body to vehicle frame should always be carried out using all consoles. The bolted connection to the consoles should always be a flush bonded one.

The gap between the consoles above the vehicle frame should be padded out.



Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

3.1 Roof carriers, rear luggage carriers/rear ladders, drop-side with

Roof carriers

Roof loads increase the centre point of gravity on the vehicle and lead to high dynamic shifts in axle load and tilting of the vehicle on uneven surfaces and in corners. 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 basic carriers are needed and these should be placed as close to the pillar area as possible.

On panel vans and Kombi versions, there are 4 securing points on each side of the roof. Double cab has 2 securing points each side and drop-side 1 securing point each side.

Roof loads:

Vehicles with normal roof	100 kg
Double cab	75 kg
Chassis cab	50 kg
Pop-up roof	50 kg

Rear luggage carriers/rear ladders

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

The tailgate may be subjected to a max. load of 75 kg.

Drop-side with tarpaulin and frame (fitted in factory)

With the exception of the tarpaulin, the frame bracing should not be placed under any further loads, such as ladders for example.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.10 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.

The following industrial standards provide the necessary details:

- DIN 40839
- DIN 57879, part 3
- VDE 0879, part 3
- VWTL 965
- VWTL 82066
- VWTL 82166
- VWTL 82366

Furthermore, EMC guideline EC 72/245 version 95/54 EC should be observed

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.11 Brake system

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

Modifications to brake system are not permitted!

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.12 Load-dependent brake pressure limiter

The load-dependent brake pressure limiter is set in the factory via a spring mechanism to the unladen weight of the vehicle. This setting should not normally be adjusted, even following assembly of a custom body on the chassis.

In particular cases, e.g. retrofitting of heavy duty springs, unusually lightweight body construction, this setting of the brake pressure limiter can be altered.

Pressure control and adjustment should be carried out by a Volkswagen commercial vehicle dealership.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.13 Pressure control and adjustment

Connect pressure gauge to rear wheel cylinder. To do this, unscrew bleed valve. Press brake pedal hard until input pressure (see data plate of brake pressure limiter device) is reached and then adjust output pressure. Once checked, bleed the brake system. Tighten bleed screw to MA = 4.9+1 Nm.

General note

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.14 Back-to-back cab

The ABS requires an identical signal from the front and rear axle (active signal, detection of circumference to number of teeth).

The ABS functions and settings have been checked and authorised for use only with series production components, rear axle brake, wheels and tyres.

For use of different wheels/tyres, for example on the front axle, a new wheel bearing unit must be installed (with speed sender Z = see below).

The number of teeth is calculated as follows:

$$Z = (f \times U) / (2 \times v)$$

Z = No. of teeth

f = Edge frequency (in Hz)

U = Circumference (in mm)

v = Speed (in mm/s)

The basis for the ABS regulator is a circumference of 1990 mm and 48 teeth (96 for evaluation of rise and fall edge); which equates to an edge frequency of 1340 Hz at 100 km/h.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.15 Elektroschnittstelle im T5

Die Elektroschnittstelle bietet die Möglichkeit, bestimmte analoge Signale/ Potenziale für elektrische Sonderausstattungen zur Verfügung zu stellen, die sonst nur über CAN BUS vorliegen und nur mit sehr hohem Aufwand angeschlossen werden könnten.

Der Kundenvorteil liegt darin, dass an einem sehr gut zugänglichem Ort im Fahrerraum, eine Vielfalt an elektrischen Signalen aus der Funktionselektrik abgegriffen werden kann und diese Signale je nach Kundenwunsch für individuelle Einsatzzwecke verwendet werden können.

Die Nutzung dieser Signale darf nur durch autorisiertes Fachpersonal erfolgen. Durch unsachgemäße Eingriffe kann es zu Schäden am Fahrzeug sowie zum Erlöschen der Betriebserlaubnis kommen.

Folgende Punkte sind unbedingt zu beachten:

- diverse VDE- Richtlinien für die Auslegung und den Verbau elektrischer Leitungen und Komponenten (Kabelquerschnitte, Sicherungen, usw.),
- für die Adaption an das Bordnetz dürfen nur von Volkswagen freigegebene Komponenten (Leitungen, Gehäuse, Kontakte) verwendet werden.
- es werden ausschließlich VW- übliche Potenzialbezeichnungen verwendet
- da angeschlossene Zusatzgeräte nicht bekannt sind, ist durch den Nutzer der Schnittstelle ein ausgeglichener Stromhaushalt zu gewährleisten
- die EMV-Sicherheit für Verschaltung hinter der Schnittstelle liegt in der Verantwortung des Nutzers.
- die Leitungsquerschnitte der Schnittstelle sind in der kompletten Schaltung beizubehalten, d.h. keine Querschnittsveränderungen nach der Schnittstelle
- eine Einspeisung in das Bordnetz darf nur an den hierfür ausdrücklich vorgesehenen Potentialen erfolgen und ist extern nach VDE abzusichern. Bezugspotenzial ist immer das Plus-Potenzial der Starterbatterie
- zusätzliche Informationen sind den Kundendienstunterlagen zu entnehmen
- elektrische Leitungen, die zur Umsetzung spezieller Funktionen (z.B. Bremslichtabschaltung, Startsperrung, usw.) unterbrochen werden müssen sind sicher gegen Kurzschlüsse nach Batterie + und Karosseriemasse zu schützen.

3.15.1 Allgemeine Hinweise:

- die angegebenen Potenziale beziehen sich immer auf die Fahrzeug-Karosseriemasse. Vorzugsweise zu verwenden ist der Massebolzen in der linken Sitzkiste

Nr.	Schnittstelle für:	Potential	Klemmenbezeichnung	max. Strom Entnahme	max. Strom Einspeisung	Leitungsquerschnitt
1	Eingangsklemme direkt von Batterie	B+ (Klemme 30)	30	32,0 A	nicht zulässig	4,0 mm ²
2	Ausgangsklemme am Zündschalter (Fahrtschalter)	Klemme 15	15	2,0 A	nicht zulässig	0,5 mm ²
3	Ausgangsklemme am Zündschalter (Fahrtschalter) für Motorweiterlauf	Klemme 15 (Motorweiterlauf)	15	20,0 A	25,0 A	2,5 mm ²
4	Ausgangsklemme am Zündschalter (Fahrtschalter) für Motorweiterlauf	Klemme 75	75	nicht zulässig	200 mA	2,5 mm ²
5		XRA	XRA*	12,0 A		1,5 mm ²



	Ausgangsklemme vom Relais X-Kontakt				nicht zulässig	
6	Ausgangsklemme am Glüh- und Zündanlasser (Fahrtschalter)	Klemme 50	50	200 mA	nicht zulässig	0,5 mm ²
7	S-Kontakt Zündschloss	Klemme S	S-Kontakt*	2,0 A	nicht zulässig	0,5 mm ²
8	Geschwindigkeitssignal	V	V*	20 mA	nicht zulässig	0,35 mm ²
9	Ausgangsklemme am Abblendschalter für Abblendlicht (links)	Klemme 56b	56b	1,0 A	12,0 A	1,5 mm ²
10	Ausgangsklemme am Abblendschalter für Abblendlicht (rechts)	Klemme 56b	56b	1,0 A	12,0 A	1,5 mm ²
11	Ausgangsklemme am Abblendschalter für Fernlicht (links)	Klemme 56a	56a	1,0 A	12,0 A	1,5 mm ²
12	Ausgangsklemme am Abblendschalter für Fernlicht (rechts)	Klemme 56a	56a	1,0 A	12,0 A	1,5 mm ²
13	Klemme für Nebelscheinwerfer	Klemme 55	55	3,0 A	8,0 A	1,0 mm ²
14	Fahrtrichtungsanzeige links	Klemme 49a	L (49a)	200 mA	nicht zulässig	1,0 mm ²
15	Fahrtrichtungsanzeige rechts	Klemme 49a	R (49a)	200 mA	nicht zulässig	1,0 mm ²
16	Ausgangsschalter am Lichtschalter für Parklicht	Klemme 58L	58L*	1,0 A	nicht zulässig	0,5 mm ²
17	Klemme für regelbare Instrumentenbeleuchtung	Klemme 58d	58d	2,0 A	nicht zulässig	0,35 mm ²
18	Klemme für Bremsleuchten	Klemme 54	54	200 mA	nicht zulässig	1,5 mm ²
19	Rückfahrcheinwerfer	RFL	RFL*	1,0 A	nicht zulässig	1,0 mm ²
20	Handbremse	Handbremskontrolle	---	10 mA	nicht zulässig	0,35 mm ²

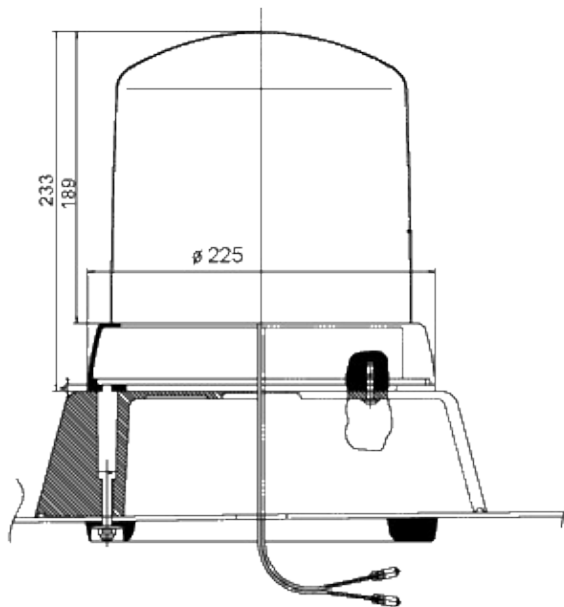
Zusätzliche Informationen zur Elektroschnittstelle sind aus den Kundendienstunterlagen zu entnehmen.

Bestellbar ist die elektrische Schnittstelle für externe Nutzung unter der PR-Nr. UF1 für alle Derivate des neuen Transporter.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.16 Vorbereitung Rundumkennleuchte

Diese beinhaltet die Zusatzkonsole, Kabelführung bis zum Dach bei allen Dacharten sowie den Schalter in der Zusatzkonsole.



Nummern der ZSB

Rundumkennleuchte (gelb)

Normaldach: 7H0.941.083.D o.Z.

Mittelhochdach: 7H0.941.083.K o.Z.

Hochdach: 7H0.941.083.L o.Z.

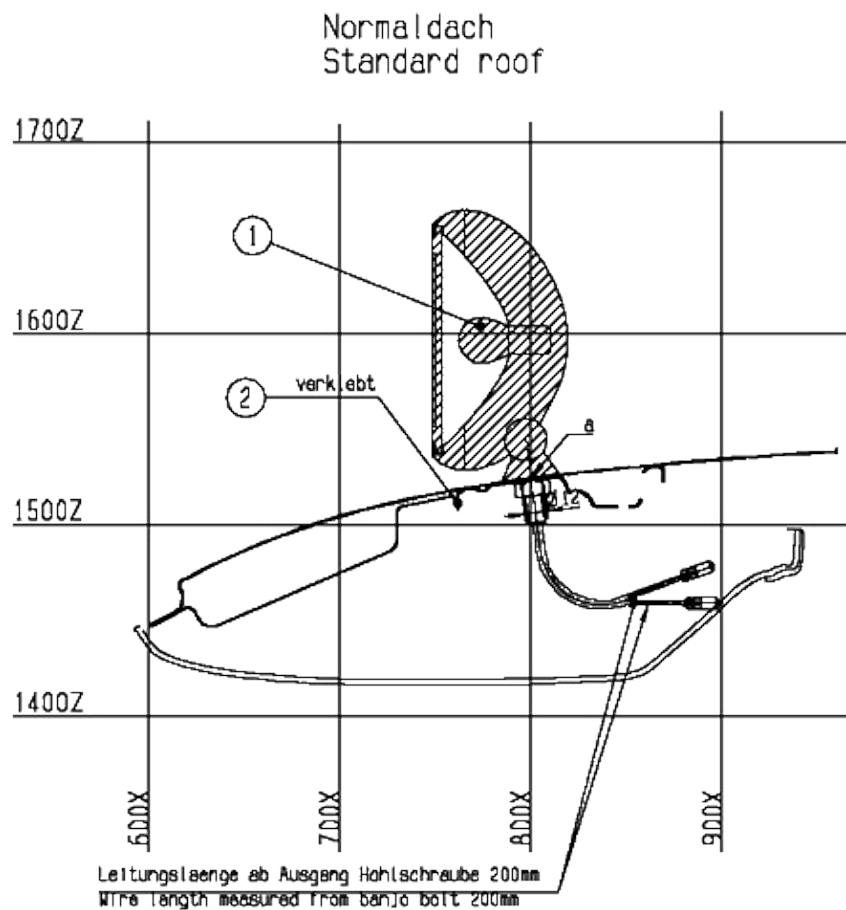
Pritsche/DOKA: 7H0.941.083.F o.Z.

	Koordinaten Punkt a			Toleranz
	X	Y	Z	
Pritsche	1036,2	0	1554,8	±0,5
Doka	1036,2	0	1554,8	±0,5
Normal ohne SAD, KR	2210,0	0	1554,7	±0,5
Normal ohne SAD, LR	2210,0	0	1556,6	±0,5
Mittelhoch, KR	1530,0	0	1747,2	±0,5
Mittelhoch, LR	1530,0	0	1747,2	±0,5
Hochdach	2133,6	0	2062,6	±0,5

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.17 Vorbereitung Erkennungsleuchte

Diese beinhaltet die Zusatzkonsole, Kabelführung bis zum Dach bei allen Dacharten sowie den Schalter in der Zusatzkonsole.



	Dach	PDA vom:	Koordinaten Punkt a		
			X	Y	Z
Normal ohne SAD, KR	7H1.817.111.J	TM3 29.10.2003	800,0	0	1525,0
Normal ohne SAD, LR	7H3.817.111.L	TM2 29.10.2003	800,0	0	1525,0
Normal mit SAD, KR	7H1.817.111.K	TM3 29.10.2003	800,0	0	1525,0
Normal mit SAD, LR	7H3.817.111.M	TM2 29.10.2003	800,0	1556,6	1525,0
Mittelhoch, KR	7H1.817.111.D	TM12 07.07.2003	1197,7	0	1740,0
Mittelhoch, LR	7H3.817.111.D	TM12 07.07.2003	1197,7	0	1740,0
Hochdach	7H3.817.111.B	TM17 07.07.2003	0597,5	0	2057,6



Pos	Teilenummer
1	N 017 716.2
2	7H0.945.713

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.2 Wings and wheel housings

The necessary clearance for the wheels, including snow chains, must be observed. The dimensions given in the chassis diagrams is the minimum distance from the upper edge of the longitudinal member to the wheel housings.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.3 Attachment of auxiliary equipment

Auxiliary equipment should be attached to the frame using consoles, which are welded to the longitudinal member in the neutral zone. If a bolted connection to the frame cannot be avoided, spacer sleeves should be welded into the hollow profile members as a supplementary measure.

Observe:

- General notes on modifications to series production vehicles (see 5.5)
- Drilling in chassis frame (see 4.6)

For custom parts attached to the exterior or interior, the auxiliary equipment manufacturer's regulations should be observed.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



3.4 Notes on attachment of crane

Since no provision has been made for a power take-off from the gearbox, the crane can only be powered by an electric pump unit (heavy duty battery and heavy duty alternator required).

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.5 Installation of hydraulic tailboard

Notes on installation of hydraulic tailboards

Before installing a hydraulic tailboard, the permissible rear axle load and minimum front axle load should be checked by means of a calculation to determine the distribution of weight.

The installation of a hydraulic tailboard on series production panel vans is not permissible without a special permit from the factory. The installation of a chair lift with a load capacity of max. 300 kg is possible.

If a chassis cab is ordered, which is later to be fitted with an electro-hydraulic tailboard, we recommend the following options: Heavy duty alternator and heavy duty battery.

For installation of the hydraulic tailboard, the chassis should be supplemented with an assembly frame (see note on assembly frames).

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.6 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 type - order number:

1D1

Towing capacity max. 700 kg unbraked and 2000 - 2500 kg braked (depending on engine size) at 12% gradient rise.

1D2

As above but removal and lockable

The permissible drawbar load is 100 kg.

The maximum permissible gross pulling weight, indicated in the vehicle documents, should not be exceeded. The actual weight of the trailer load should not exceed the max. perm. weight of the towing vehicle.

If a trailer hitch is retrofitted

- the relevant country regulations must be observed
- the necessary clearance of the trailer behind the towing vehicle should be assured (DIN 74058)
- the vehicle should be examined for roadworthiness at a relevant technical inspection centre

Warning:

1. Securing points are provided in the vehicle longitudinal members.
2. If the body is extremely low or there is an excessive overhang, and also following overhang extensions, the use with factory fitted trailer hitches should be ruled out.
3. The max. perm. towing weight (depending on engine) should be determined before retrofitting.

Space allowance in accordance with DIN 74058

Further details should be gleaned as required.

Checking

The checking of dimensions and angles must be carried out using suitable length and angle measuring instruments.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.7 Lifting vehicle

a) On hoists/lifting platforms

The vehicle should only be raised at the prescribed lifting points (see diagram). Only 2 pillar vehicle hoists should be used.

b) On jack

For procedure and jacking points on all vehicle models see operating instructions (On all chassis cab versions not fitted with standard box body)

The lifting points for vehicle hoists can be used (with the use of large plates).

The standard type vehicle jack should not be used!

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.8 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.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

3.9 Power take-off units

Power take-off via toothed belt from engine

Power can be taken via a toothed belt from the engine (77 kW) for a refrigerant compressor by using the flange points provided up to a maximum of 10 kW.

Refrigerant compressor made by SANDEN on 1.9 ltr. TDI as installed in factory

The compressor should be used exclusively on the T5 with refrigerant oil of type SANDEN SP20.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

4.1 Sidewall apertures, Retrofitting of windows

Body and platform form a self-supporting unit on the Kombi/panel van. 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.

Sidewall apertures

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

Apertures for windows, doors, flaps, tailgate, vents, etc. should only be made between the structural elements (pillars, roof frame and platform). Structural elements should not be cut into or weakened. The apertures should be supported by a surrounding frame, which should be flush bonded to the adjacent structural elements.

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. (Windows should only be bonded.) The differences between Kombi/panel van in the window area are shown below.
1. 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 not be cut into or weakened. The aperture must be supported by a surrounding frame, which should be flush bonded to the adjacent structural elements.

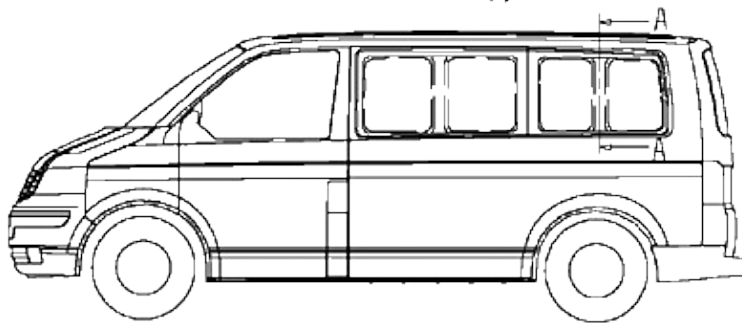
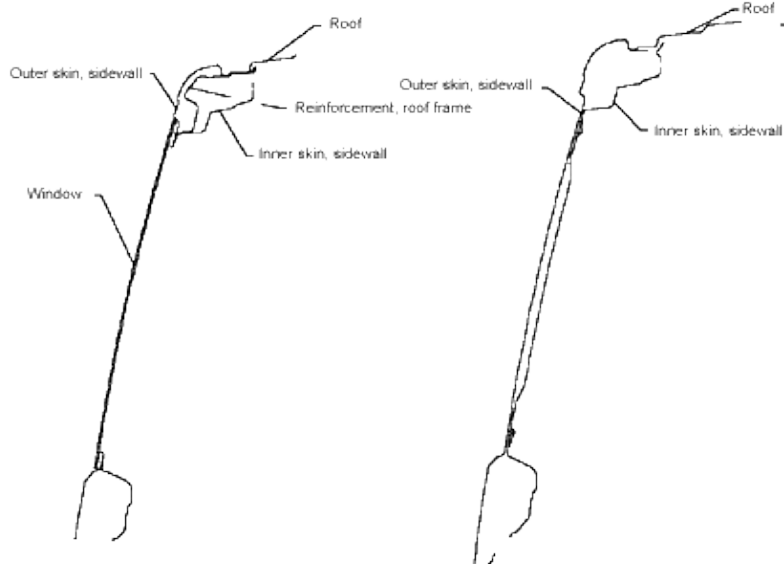
VW Nutzfahrzeuge Aufbau Richtlinien



Nutzfahrzeuge

Cross-section A – A
Sidewall, Kombi

Cross-section A – A
Sidewall, panel van



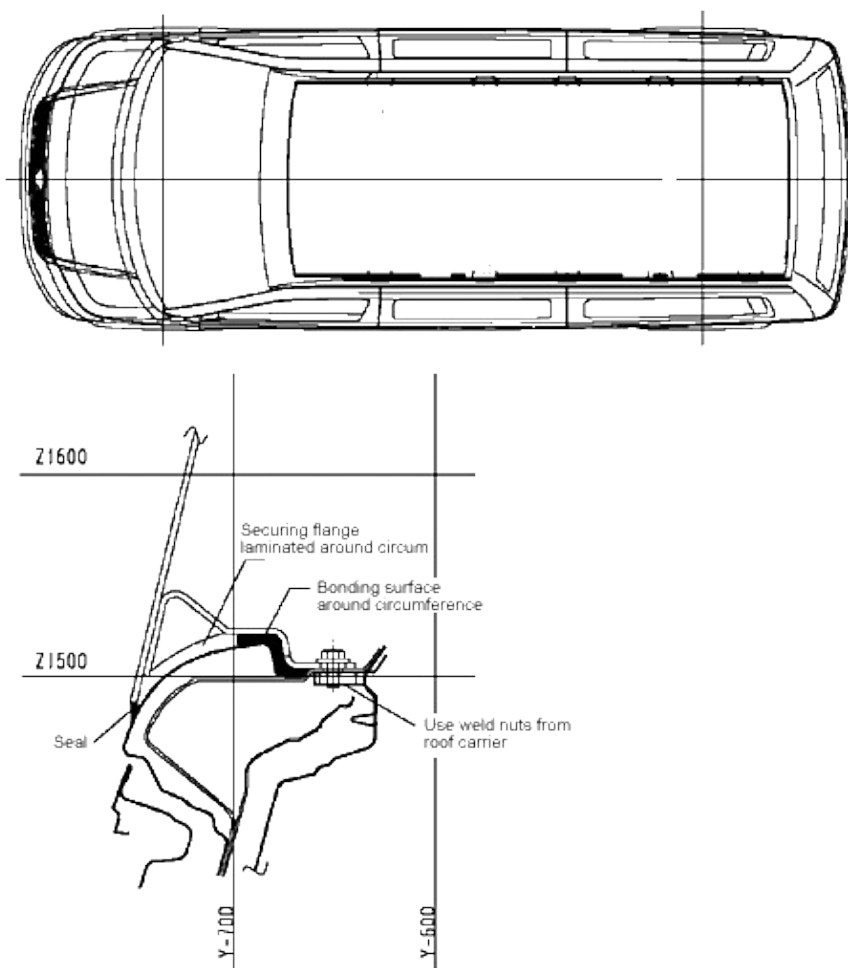
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

4.2 Roof apertures

Roof apertures made in preparation for retrofitting of custom body parts/conversions and high top roofs are currently not available from the factory.

4.2.1 Pop-up roof with large roof aperture

For the panel van and the Kombi, Volkswagen offers a pop-up roof. This design has been trialled by us and guarantees the highest possible level of rigidity in the body structure.



4.2.2 Retrofitting of high top roof

The Volkswagen high top roof is offered from the factory for vehicles with wheelbase 3,400 mm only. If custom body manufacturers/coachwork specialists wish to retrofit a high top roof on a vehicle with 3,000 mm or 3,400 mm wheelbase, the following conditions must be met:

1. Vehicles with high sliding doors and/or rear wing doors should not be retrofitted.

2. The roof apertures for both wheelbases should not exceed those shown in the diagrams (see below).
3. The separated bracing elements must be replaced and adapted to the new roof shape.
4. Design of high top roofThe high roof shell should be made of at least 4 mm thick glass-fibre reinforced polyester and should feature a securing flange laminated around its circumference (see below), which should be bonded and screwed to the roof frame.
5. Assembly of high top roof
The high top roof should be secured sufficiently and sealed around its circumference with AMV 190250.

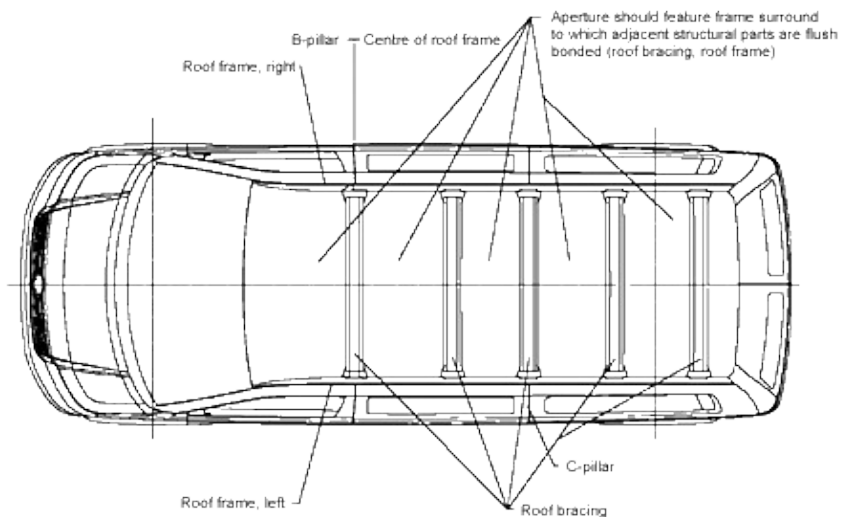
4.2.3 Roof apertures

Roof apertures made in preparation for retrofitting of custom body parts/conversions and high top roofs are currently not available ex-factory.

Retrofitting of roof apertures

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

Warning: The sealing process requires considerable effort due to the longitudinal swage lines in the roof.



Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

4.3 Retrofitting of seats in passenger compartment

- Panel van (type 7HK..)
Retrofitting of seats and seatbelt anchor points is not possible
- Kombi/Shuttle (type 7HC) On vehicles with panelled sidewalls at the rear, retrofitting of seats and seatbelt anchor points for the 2nd and 3rd seat row is not permitted. In the first seat row, there is an option of installing a 2-seater bench seat plus a single seat. The seat and seatbelt mountings are always installed as standard for the 2-seater bench seat in the 1st seat row.
- Retrofitting of single seat in 1st seat row
 - ◆ Removal of relevant components in floor
 - ◆ Riveting in of four reinforcement brackets 2x 7H0.803.547 / 2x7H0.803.548 (see diagram 1.2)
 - ◆ Drilling of seat mounting holes through holes already made in reinforcements, and subsequent measures to protect against corrosion
- Retrofitting of 3-seater bench seat in 2nd or 3rd seat row
 - ◆ Removal of relevant components in floor
 - ◆ Drilling of seat mounting holes (see diagram 1) through holes already made in reinforcements, and subsequent measures to protect against corrosion

Seat mountings on short wheelbase

Diagram 1

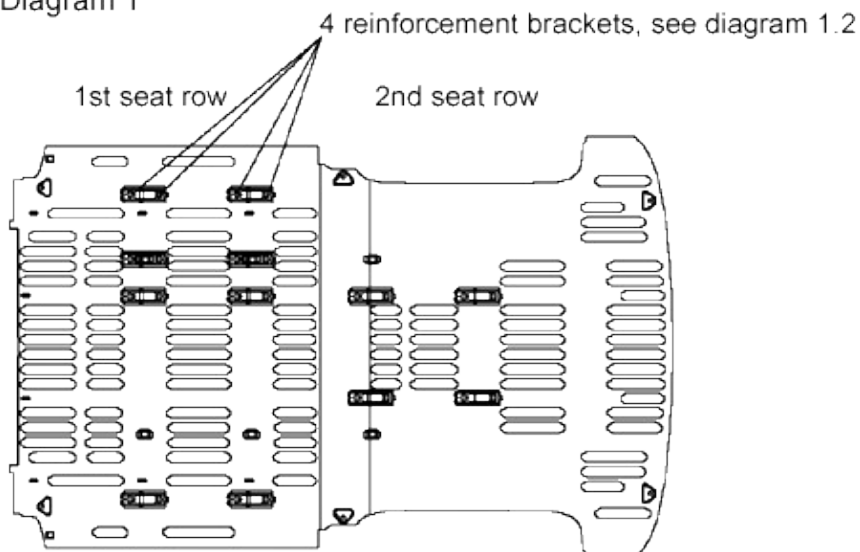
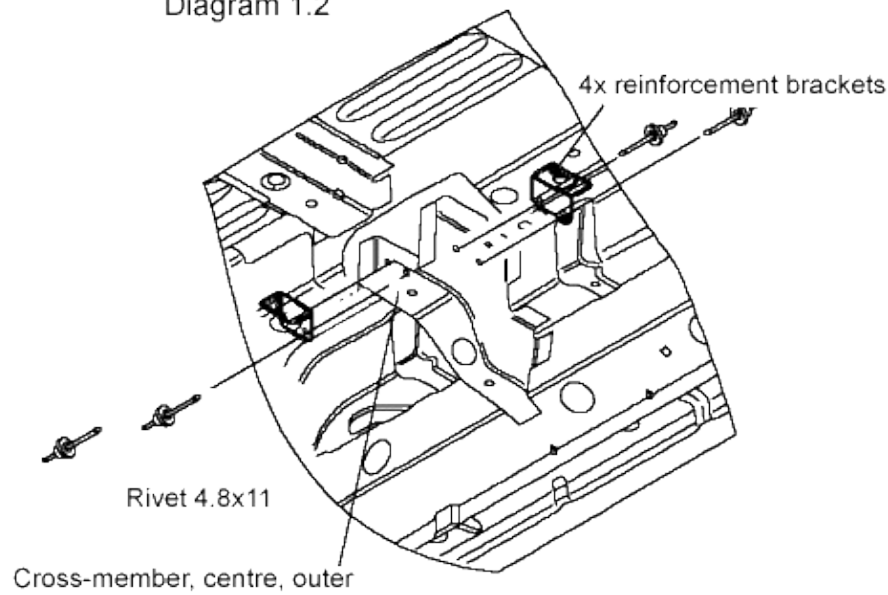
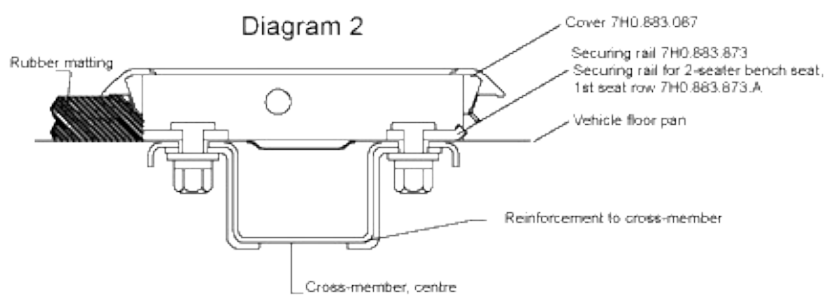


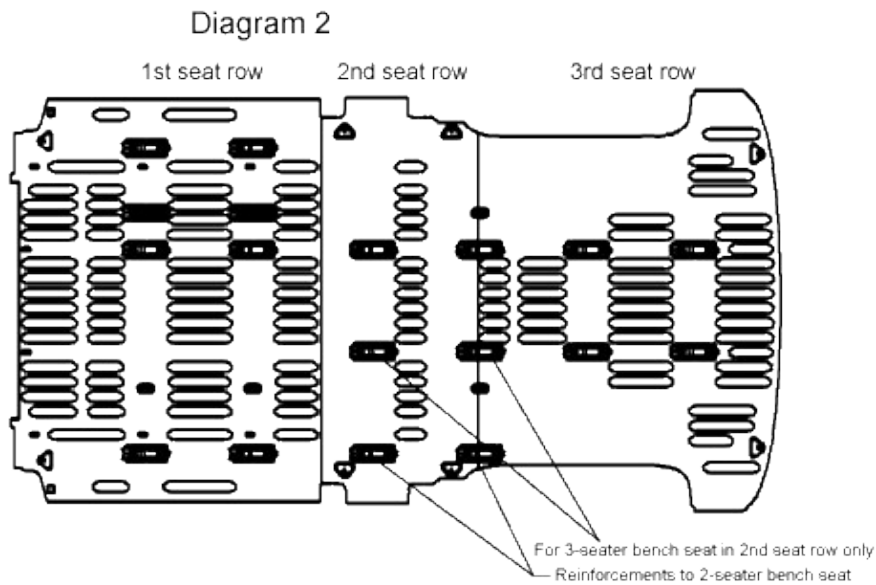
Diagram 1.2



Assembly of seat attachment rails

- See diagram 2
- We recommend that our rubber matting is installed to compensate for gaps between seat attachment rails and the vehicle floor



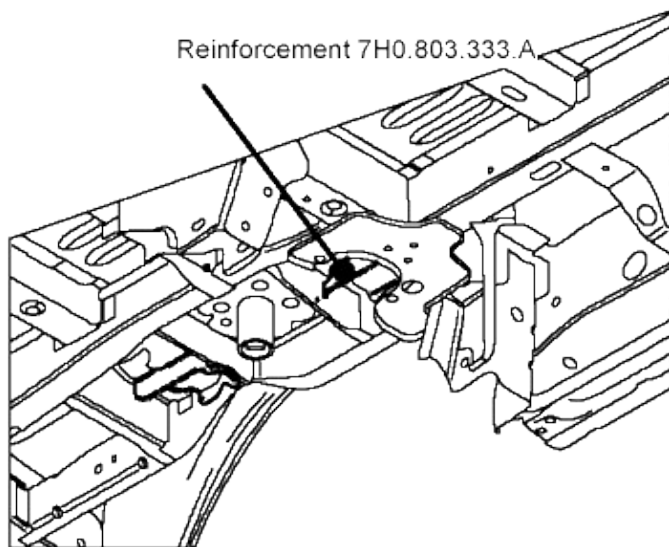
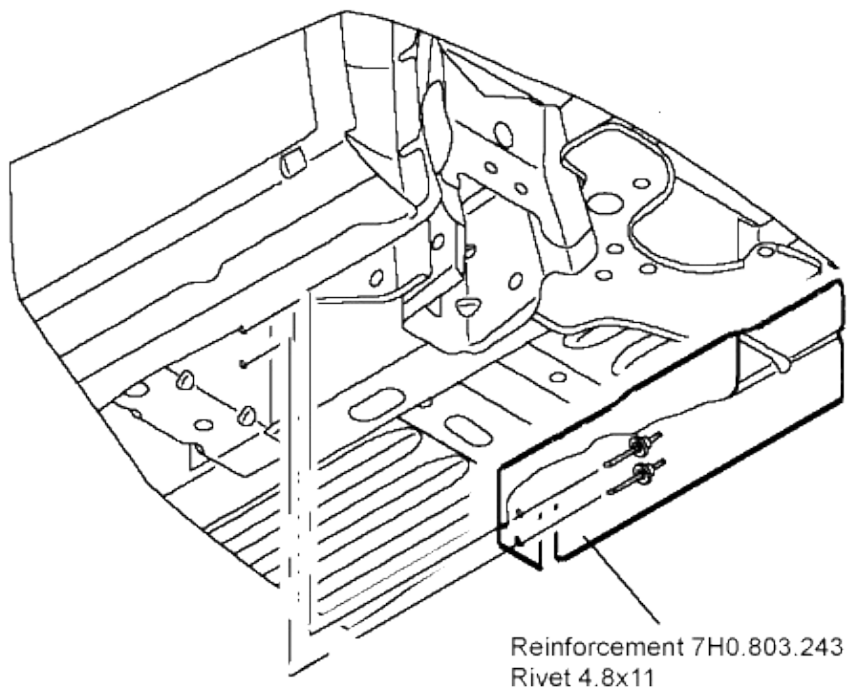


Seat mountings on long wheelbase

Retrofitting of 2-seater bench seat in 2nd seat row (long wheelbase only)

- Removal of relevant components in floor
- Riveting in of four reinforcement brackets 7H3.803.243 and 7H0.803.333 (see diagram 2.1)
- Drilling of seat mounting holes (see diagram 2) through holes already made in reinforcements and subsequent measures to protect against corrosion

Diagram 2.1



Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

4.4 Forced ventilation

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

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

4.5 General notes on modifications to series production vehicles

The damping characteristic, brake system and steering should not be modified. Exceptions must be authorised by Volkswagen AG before conversion measures are carried out.

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

For modifications to the vehicle body in the area of the fuel tank, this must first be removed.

Note:

Changing the steering and braking forces for vehicle conversions for disabled persons is not possible.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

5.1 Supply of vehicle chasses

For the supply of vehicle chasses on customer axles, a wide range of regulations must be met:

- Wheel covers
- Balance weight for braking
- Side impact protection
- Lighting equipment

These parts were not developed and are not available and would make supply of vehicle chasses on customer axles unnecessarily expensive.

For this reason, customer collection of chassis cabs is no longer permitted. Supply of these vehicles should be per rail/road freight transport.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.2 Aperture in rear cab panel

The max. aperture is limited by the B-pillars, the B-bracing elements and the cab floor.

The box body should be flush fitted to the cab with flexible mountings. That is, the connection should not be flush bonded, but carried out in such a way that the twisting movement between box body and cab is not transmitted directly into the cab. It should be absorbed within the connection.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.3 Drilling in vehicle chassis frame

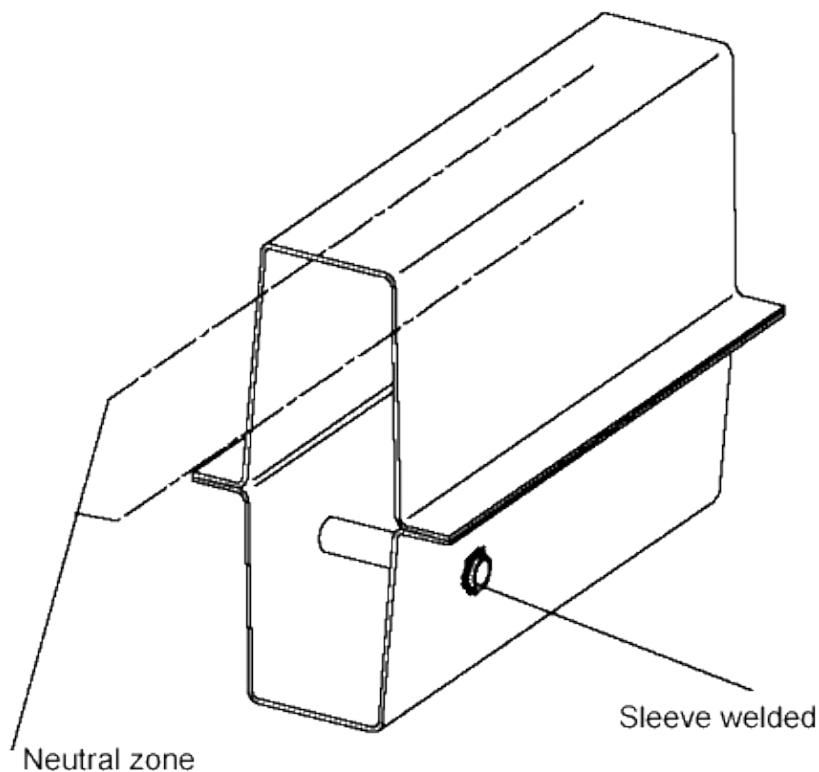
- **Additional securing points for custom bodies.**

The longitudinal members are hollow profile beams. If holes have to be drilled in them, this should only be carried out in the neutral zone (centre of longitudinal member but with sufficient distance from flange). In addition, spacer sleeves should be welded in place.

- Drillings that were made in the factory in the upper and lower strap of the longitudinal members should not be made larger. Likewise, these drillings should not be used as fixture points for any type of auxiliary equipment

- **Drillings to allow passage of pipes, wiring, cables, etc., and for fixture of attachments (clamps, etc.).**

In exceptional circumstances, we will agree to drillings being made in the web plate of the longitudinal members or in the cross members. If this becomes necessary, it is essential that you contact us first.



Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.4 Welding on vehicle

Welding work on the vehicle frame should be limited to the absolute minimum and only be carried out if necessary.

Before carrying out welding work on the vehicle, the vehicle battery should be disconnected. If, with the battery disconnected, concealed cables are damaged, short circuits could result in serious damage.

If using electrical welding equipment, the earth clamp of the equipment should be attached directly to the vehicle part that is to be welded. The high current and resulting voltage peaks could otherwise lead to damage in the mechanical and electronic components of the vehicle.

The work should only be carried out using shielded arc welding.

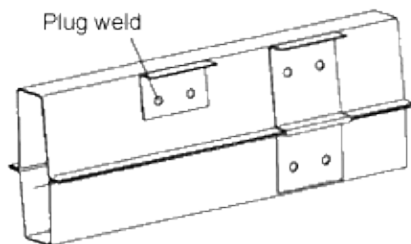
In exceptional circumstances, well-dried electrode rods - 2.5 mm - can be used with lime based casing.

If welding-in additional consoles, etc., weld only in the so-called neutral zone. A plug weld should always be chosen as a preference. Avoid welding seams across the frame.

Note:

The heat stress caused by welding causes the anti-corrosion layer in the area of the weld to be diminished. Therefore, it should be reapplied using appropriate measures.

Example of plug weld



Consoles for box body as fitted in factory

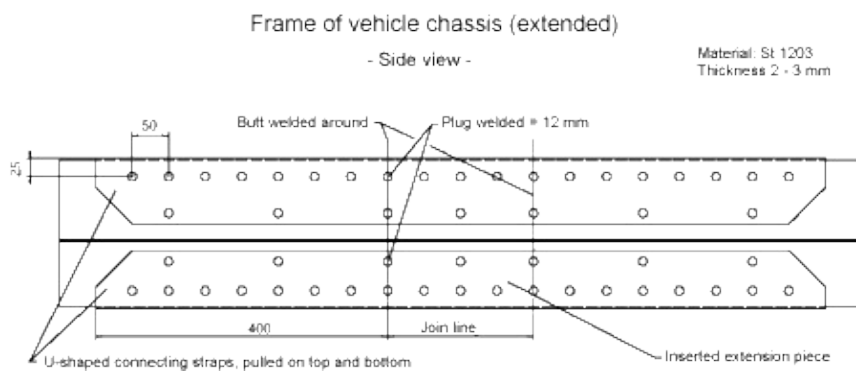
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.5 Wheelbase extensions and overhang extension

If a wheelbase extension becomes necessary,

- Use the long wheelbase as a basis.

The max. perm. weight, axle loads, rear overhang (depending on wheelbase), etc., should be adhered to. Please refer to paragraphs dimensions and weights .



Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.6 Subframe, assembly frame

Subframe

The subframe should be made of steel. It is required for custom bodies, on which loads are focused on specific areas of the chassis, e.g. tippers and fifth wheel tractor units.

The subframe serves as a means of distributing the loads, focused in isolated areas, equally across the vehicle frame. To do this, it should be positioned above the longitudinal members, lead up to the cab and taper out in the front end area.

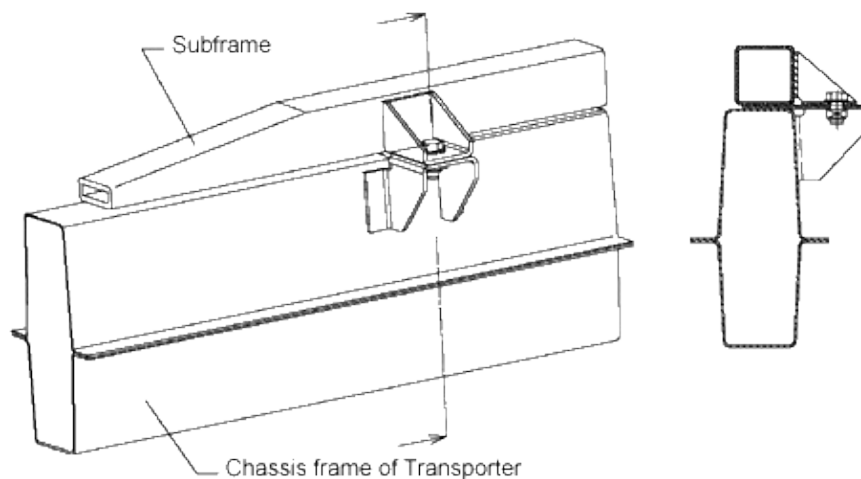
The various gaps between chassis and subframe should not be filled. Self-supporting custom bodies can be secured above the platform frame directly on the standard consoles fitted to the frame.

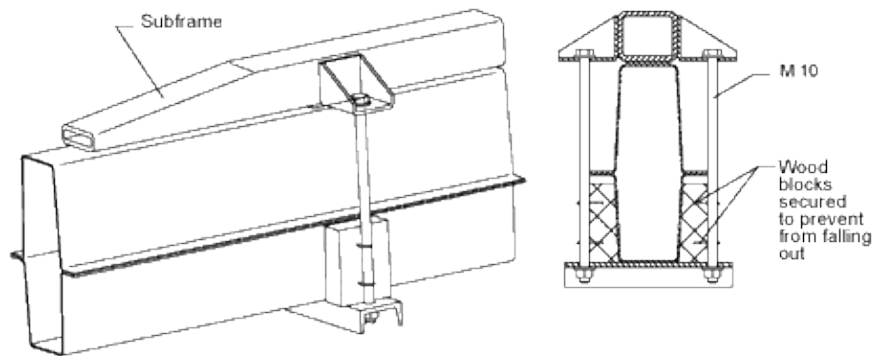
Subframe and self-supporting custom bodies should be secured to the chassis at all available console points.

Assembly frame

The assembly frame serves exclusively as a means of mounting custom body parts directly. Attachment of the assembly frame to the chassis frame is permissible only by means of bolted connections. Unlike the subframe, the assembly frame should not cover the entire chassis frame.

To protect the chassis frame, no demands are placed on rigidity of the assembly frame.





Between longitudinal member and subframe there is a cavity of 3.5 mm in size that does not require filling.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status: August 2007

5.7 Custom bodies with raised centre of gravity

On vehicles with high bodies and with raised centre of gravity, a reduction in vehicle performance is to be expected.

Note:

Changing the steering and braking forces for vehicle conversions for disabled persons is not possible.

The following table shows at which **height the centre of gravity** is permissible on vehicles with standard equipment. **These heights should not be exceeded.**

Version	Max. perm. weight	Anti-roll bars		Centre of gravity on chassis Measurement mm X	Gross centre of gravity of vehicle Measurement mm Y1	Gross centre of gravity of vehicle Measurement mm Y2	Max. perm. height of centre of gravity for body and load capacity on road surface Measurement mm Z
		Front axle	Rear axle				
Panel van/Kombi	2,8 t	Sv	Sh	730	890		1325
Drop-side/dble cab	2,8 t	Sv	Sh	680	890		1275
Chassis cab	2,8 t	Sv	Sh	620	890		1300
Panel van/Kombi	3,0 t	Sv	Sh	730	920		1375
Drop-side/dble cab	3,0 t	Sv	Sh	680	920		1325
Chassis cab	3,0 t	Sv	Sh	620	920		1350
Panel van/Kombi	3,0 t	2MG	2MG	730	950	990	1550
Drop-side/dble cab	3,0 t	2MG	2MG	680	950	990	1500
Chassis cab	3,0 t	2MG	2MG	620	950	990	1525

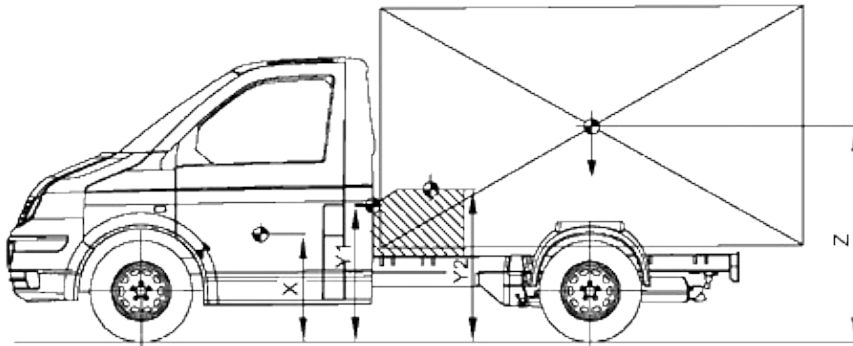
2MG = 28 mm rear anti-roll bar, 25 mm front anti-roll bar

The centre of gravity height Y2 can be used on reduction of perm. front axle load to 1535 kg.

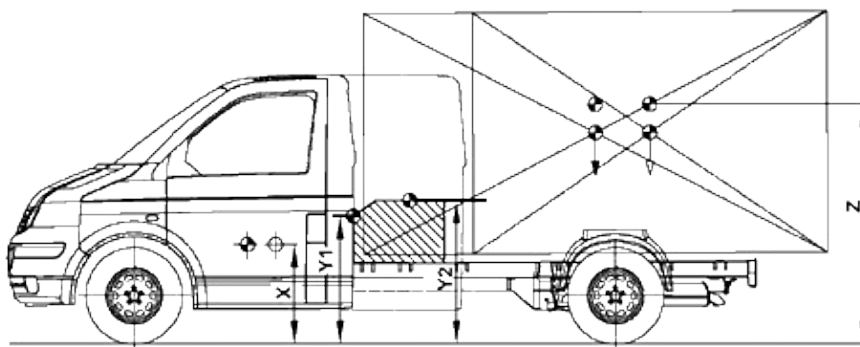
Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

5.8 Raised centre point of gravity regulations in accordance with

All commercial vehicles from 01.01.1991 should meet the demands set by the EC guidelines on brake systems 71/320 EEC". The inclusion of this EC guideline in the road traffic regulations means that these technical regulations must be fulfilled even for individual or "one-off" conversions.



Wheelbase 3000 mm



Wheelbase 3400 mm

For all perm. weights, the centre point of gravity heights **Y1/Y2** should not be exceeded.

All of the centre point of gravity heights given in the adjacent table refer to the respective permissible gross weight of the laden vehicle.

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Transporter T5

The following pages contain technical guidelines for custom body manufacturers/ coachwork specialists for construction and assembly of custom body-related parts and conversions.

The body assembly guidelines should be strictly adhered to if modifications are made with the intention of doing so.

Included in the Volkswagen body assembly guidelines are also the body dimension plans for our commercial vehicles Crafter, Transporter T4 and T5, Caddy and LT. These can be installed in 3 formats (TIF, DXF, IGES) for CAD programs and as PDF files.

Advice: If further technical queries about the series production vehicle arise over and beyond these guidelines, please contact your local conversion expert at your importer.

Volkswagen Nutzfahrzeuge
Brieffach 2965/5
Postfach 21 05 80
D - 30405 Hannover
Fax. +49 (0)511 / 7 98 - 85 00

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

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines <http://www.vwn-aufbaurichtlinien.de>

Data status September 2008

6.1 Internal dimensions drawing

The individual dimensional drawings are in formats TIF, DXF, IGES and PDF. All files (except PDF) are packed in a zip archive. The files can be unpacked using Winzip (PC) or ZipIt (MAC).

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 3.000 mm / 3.400 mm

TIF [Z.-Nr. 7H0 000 011](#), 336 kB

DXF [Z.-Nr. 7H0 000 011](#), 928 kB

IGES [Z.-Nr. 7H0 000 011](#), 1,7 MB

PDF [Z.-Nr. 7H0 000 011](#), 336 kB

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

6.2 Short wheelbase chassis

The individual dimensional drawings are in formats TIF, DXF, IGES and PDF. All files (except PDF) are packed in a zip archive. The files can be unpacked using Winzip (PC) or Ziplt (MAC).

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	Construction dimensional drawing
-------------	----------------------------------

Wheelbase	3.000 mm
-----------	----------

TIF	Z.-Nr. 7J1 000 011 , 228 kB
-----	---

DXF	Z.-Nr. 7J1 000 011 , 648 kB
-----	---

IGES	Z.-Nr. 7J1 000 011 , 998 kB
------	---

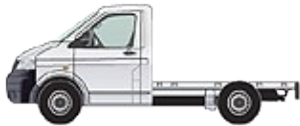
PDF	Z.-Nr. 7J1 000 011 , 256 kB
-----	---

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

6.3 Long wheelbase chassis

The individual dimensional drawings are in formats TIF, DXF, IGES and PDF. All files (except PDF) are packed in a zip archive. The files can be unpacked using Winzip (PC) or ZipIt (MAC).

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	Construction dimensional drawing
-------------	----------------------------------

Wheelbase	3.400 mm
-----------	----------

TIF	Z.-Nr. 7J3 000 011 , 228 kB
-----	---

DXF	Z.-Nr. 7J3 000 011 , 648 kB
-----	---

IGES	Z.-Nr. 7J3 000 011 , 1.008 kB
------	---

PDF	Z.-Nr. 7J3 000 011 , 260 kB
-----	---

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

6.4 Chassis with twin cab

The individual dimensional drawings are in formats TIF, DXF, IGES and PDF. All files (except PDF) are packed in a zip archive. The files can be unpacked using Winzip (PC) or ZipIt (MAC).

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	Construction dimensional drawing
-------------	----------------------------------

Wheelbase	3.400 mm
-----------	----------

TIF	Z.-Nr. 7J7 000 011 , 220 kB
-----	---

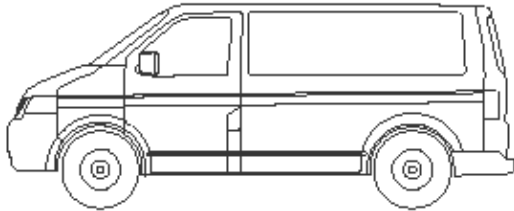
DXF	Z.-Nr. 7J7 000 011 , 712 kB
-----	---

IGES	Z.-Nr. 7J7 000 011 , 1,2 MB
------	---

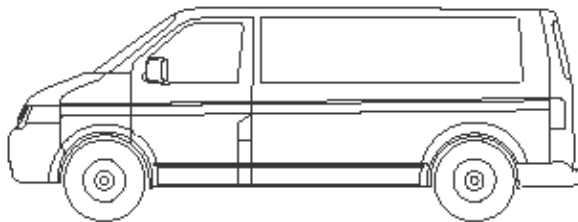
PDF	Z.-Nr. 7J7 000 011 , 252 kB
-----	---

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

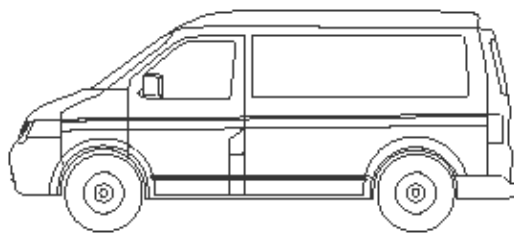
6.5 Vignetten



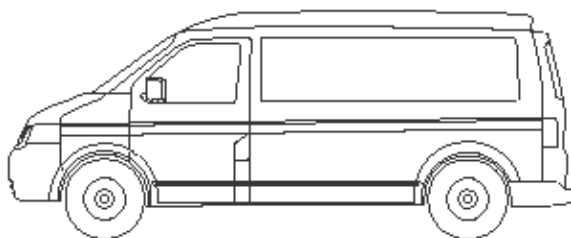
T5 Kastenwagen kurz



T5 Kastenwagen lang

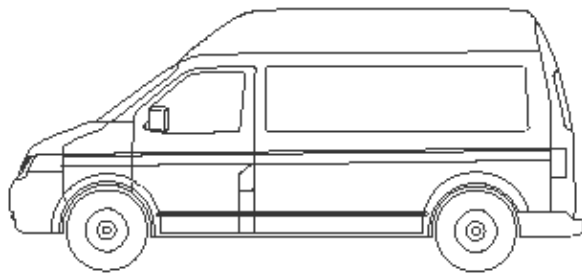


T5 Kastenwagen Mitteldach kurz

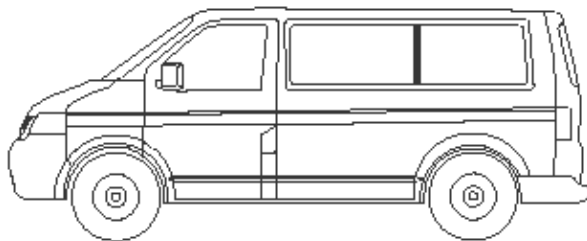


T5 Kastenwagen Mitteldach lang

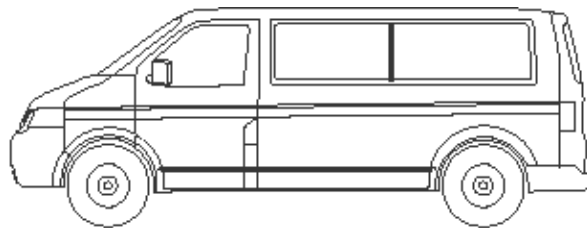
VW Nutzfahrzeuge Aufbauorientierungen



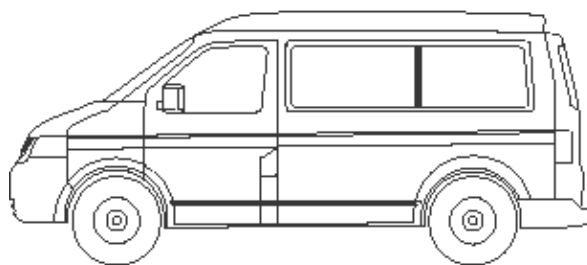
T5 Kastenwagen Hochdach lang



T5 Kombi kurz

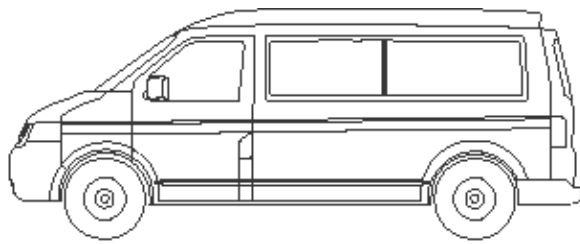


T5 Kombi lang

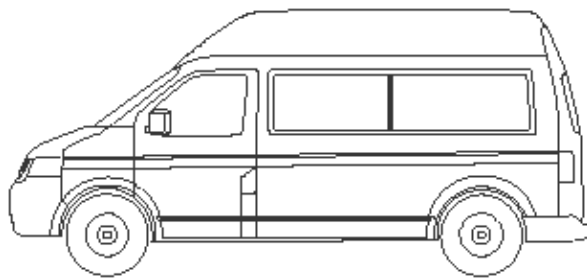


T5 Kombi Mitteldach kurz

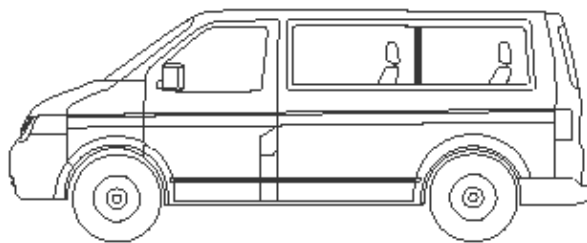
VW Nutzfahrzeuge Aufbauorientierungen



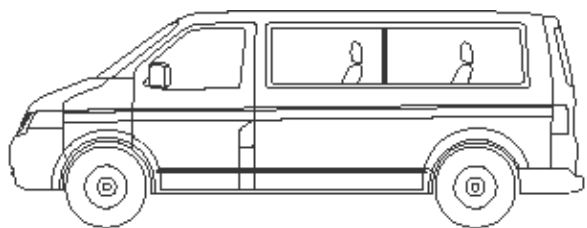
T5 Kombi Mitteldach lang



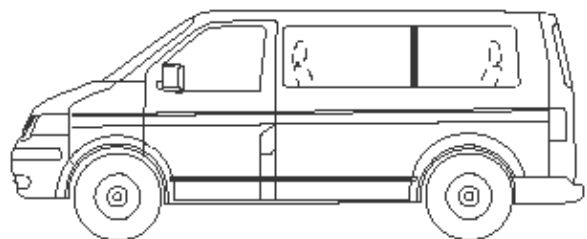
T5 Kombi Hochdach lang



T5 Shuttle kurz



T5 Shuttle lang





T5 Shuttle kurz, 2. Sitzreihe gedreht

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

6.6 Fahrzeugbriefdaten

Offene Aufbauten T5-Nutzfahrzeuge

Fahrzeugbrief-relevante Daten (Typ 7J0). 13.08.03

Schaltgetriebe SG: FM52Z004, FM52Z006, FM52Z008, FM6A5003

Automatikgetriebe AG: FA69K003, FA69K004, FA69K005

Gewichtsklassen: 2,8 t bis 3,0 t

Radstand: 3000 und 3400 mm

Fzg- u. Aufbauart				für vervollst. Fzg. mit Leermasse bis 1735kg		für vervollst. Fzg. mit Leermasse von 1736kg und mehr	
Ziffer 1/ Zeile 1	Ziffer 1/ Zeile 2	Ziffer 33	Ziffer 1/ Zeile 2	Ziffer 33	Ziffer 1/ Zeile 2	Ziffer 33	
AXC Diesel kW 63							
Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A				
Fahrgestell Doppelkabine FD	Festlegung bei Abnahme			* / 44	RL 98/69/EG II;A	* / 54	RL 98/69/EG III;A
Fahrgestell Normalkabine FE	Festlegung bei Abnahme			* / 44	RL 98/69/EG II;A	* / 54	RL 98/69/EG III;A
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A				
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 54	RL	98/69/EG III;A			
AXB Diesel kW 77							
Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A				
Fahrgestell Doppelkabine FD	Festlegung bei Abnahme			* / 44	RL 98/69/EG II;A	* / 54	RL 98/69/EG III;A
Fahrgestell Normalkabine FE	Festlegung bei Abnahme			* / 44	RL 98/69/EG II;A	* / 54	RL 98/69/EG III;A
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A				
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A				
AXD Diesel kW 96							

Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
Fahrgestell Doppelkabine FD	Festlegung bei Abnahme			* / 54	RL 98/69/EG III;A	
Fahrgestell Normalkabine FE	Festlegung bei Abnahme			* / 54	RL 98/69/EG III;A	
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
AXE Diesel kW 128						
Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
Fahrgestell Doppelkabine FD	Festlegung bei Abnahme			* / 54	RL 98/69/EG III;A	
Fahrgestell Normalkabine FE	Festlegung bei Abnahme			* / 54	RL 98/69/EG III;A	
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 54	RL 98/69/EG III;A			
AXA Otto kW 85						
Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III			
Fahrgestell Doppelkabine FD	Festlegung bei Abnahme		* / 35	RL 98/69/EG I;B, FZG II	* / 35	RL 98/69/EG I;B, FZG III
Fahrgestell Normalkabine FE	Festlegung bei Abnahme		* / 35	RL 98/69/EG I;B, FZG II	* / 35	RL 98/69/EG I;B, FZG III
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III			
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III			
BDL Otto kW 173						
Pritsche Doppelkabine DN	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III			
Fahrgestell Doppelkabine FD	Festlegung bei			* / 35	RL 98/69/EG	

	Abnahme			I;B, FZG III	
Fahrgestell Normalkabine FE	Festlegung bei Abnahme	* / 35	RL 98/69/EG I;B, FZG II	* / 35	RL 98/69/EG I;B, FZG III
Pritsche Normalkabine PN	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III		
Tiefladepritsche Normalkabine PT	LKW offener Kasten, 1002	* / 35	RL 98/69/EG I;B, FZG III		

			max. Geschwindigkeit in km/h	Standgeräusch in db(a)	Fahrgeräusch in db(a)	Anhängelast bei Anhänger ohne bremsen in kg
Getriebe			Ziffer 33	Ziffer 30	Ziffer 31	Ziffer 29
AXB Diesel kW 63						
Pritsche Doppelkabine DN	SG	FM52Z006	135	77	75	750
Fahrgestell Doppelkabine FD	SG	FM52Z006	135	77	75	750
Fahrgestell Normalkabine fe	SG	FM52Z006	133	77	75	750
pritsche Normalkabine PN	SG	FM52Z006	133	77	75	750
Tiefladepritsche Normalkabine PT	SG	FM52Z006	133	77	75	750
AXB Diesel kW 77						
Pritsche Doppelkabine DN	SG	FM52Z004	146	80	75	750
Fahrgestell Doppelkabine FD	SG	FM52Z004	146	80	75	750
Fahrgestell Normalkabine fe	SG	FM52Z004	142	80	75	750
pritsche Normalkabine PN	SG	FM52Z004	142	80	75	750
Tiefladepritsche Normalkabine PT	SG	FM52Z004	142	80	75	750
AXD Diesel kW 96						
Pritsche Doppelkabine DN	SG	FM6A5003	157	78	77	750
Pritsche Doppelkabine DN	AG	FA69k004	153	78	74	750
Fahrgestell Doppelkabine FD	SG	FM6A5003	157	78	77	750
Fahrgestell Doppelkabine FD	AG	FA69k004	153	78	74	750
Fahrgestell Normalkabine fe	SG	FM6A5003	153	78	77	750
	AG	FA69k004	149	78	74	750

Fahrgestell Normalkabine fe						
prische Normalkabine PN	SG	FM6A5003	153	78	77	750
prische Normalkabine PN	AG	FA69k004	149	78	74	750
Tiefladepritsche Normalkabine PT	SG	FM6A5003	153	78	77	750
Tiefladepritsche Normalkabine PT	AG	FA69k004	149	78	74	750
AXE Diesel kW 128						
Pritsche Doppelkabine DN	SG	FM6A5003	172	77	78	750
Pritsche Doppelkabine DN	AG	FA69k005	167	76	75	750
Fahrgestell Doppelkabine FD	SG	FM6A5003	172	77	78	750
Fahrgestell Doppelkabine FD	AG	FA69k005	167	76	75	750
Fahrgestell Normalkabine fe	SG	FM6A5003	168	77	78	750
Fahrgestell Normalkabine fe	AG	FA69k005	163	76	75	750
Prische Normalkabine PN	SG	FM6A5003	168	77	78	750
Prische Normalkabine PN	AG	FA69k005	163	76	75	750
Tiefladepritsche Normalkabine PT	SG	FM6A5003	168	77	78	750
Tiefladepritsche Normalkabine PT	AG	FA69k005	163	76	75	750
AXA Otto kW 85						
Pritsche Doppelkabine DN	SG	FM6A5008	158	83	75	750
Fahrgestell Doppelkabine FD	SG	FM6A5008	158	83	75	750
Fahrgestell Normalkabine fe	SG	FM6A5008	147	83	75	750
prische Normalkabine PN	SG	FM6A5008	147	83	75	750
Tiefladepritsche Normalkabine PT	SG	FM6A5008	147	83	75	750
BDL Otto kW 173						
Pritsche Doppelkabine DN	AG	FA69k003	187	81	70	750
Fahrgestell Doppelkabine FD	AG	FA69k003	187	81	70	750
Fahrgestell Normalkabine fe	AG	FA69k003	182	81	70	750
Prische Normalkabine PN	AG	FA69k003	182	81	70	750

VW Nutzfahrzeuge Aufbaurichtlinien



Nutzfahrzeuge

Tiefladepritsche Normalkabine PT	AG	FA69k003	182	81	70	750
-------------------------------------	----	----------	-----	----	----	-----

Note: Subject to errors and technical amendments. The electronic version of the body guidelines is the decisive source of up-to-date data on body guidelines (online body guidelines). Data status August 2007

Body builder guidelines Transporter T5

Body builder guidelines

Subject to modifications

Edition September 2008

Internet: www.volkswagen-nutzfahrzeuge.de

Consulting for body builders in Germany is available from the listed address.

Volkswagen Commercial Vehicles

Brieffach 2963

Postfach 21 05 80

D-30405 Hannover

Fax. +49 511 798 8500