



Nutzfahrzeuge

Body assembly guidelines Volkswagen Nutzfahrzeuge

The Caddy

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.

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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 October 2009

3.1 Roof racks, rear luggage racks / rear ladders

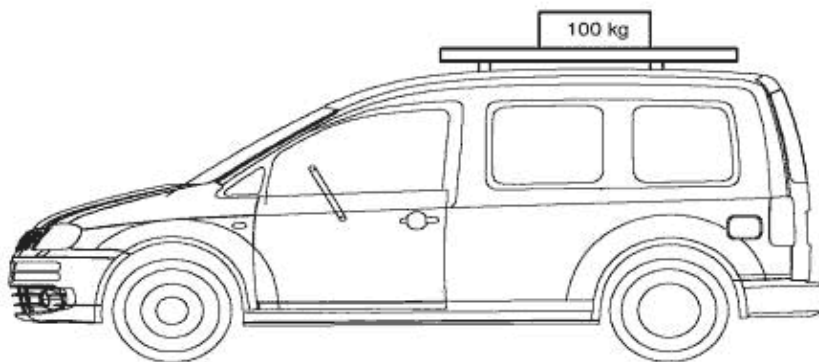
Roof racks

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.

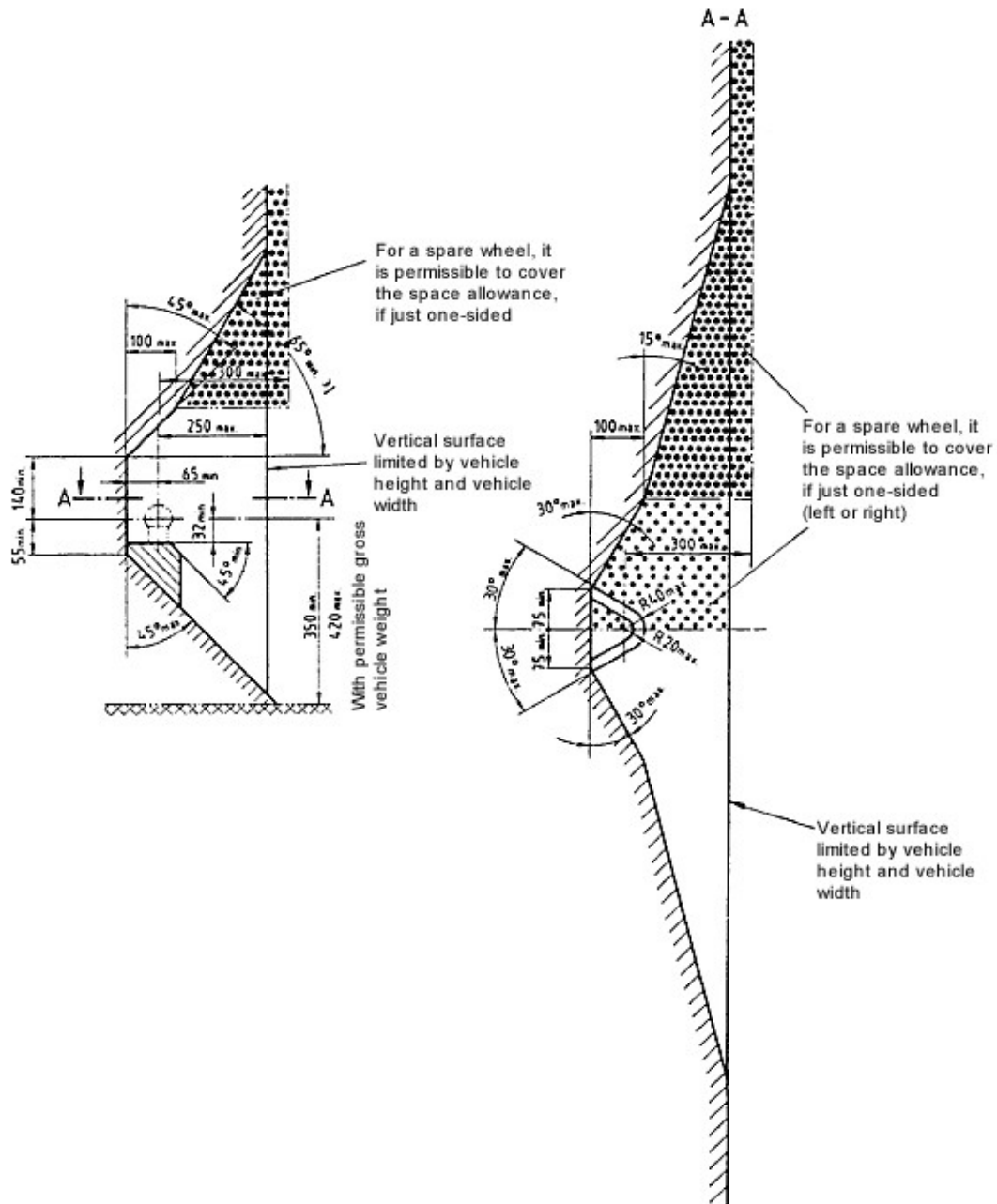
The permissible drawbar load on the Kombi is 75 kg.

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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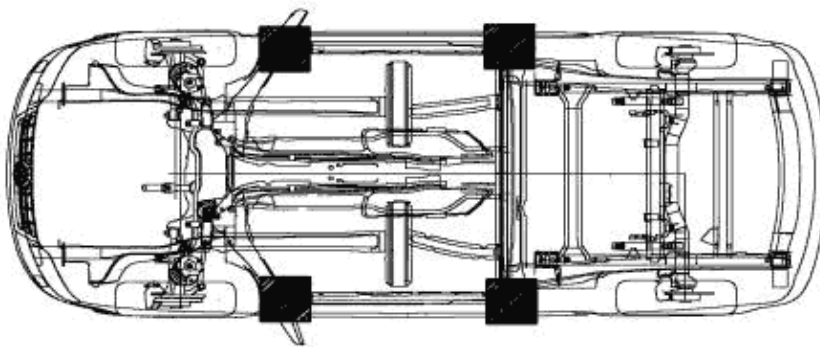
3.6 Lifting/jacking up vehicle

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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