

Touareg zieht 747

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A Volkswagen Touareg V10 TDI has succeeded in towing a Boeing 747-200 weighing approximately 155 tonnes. Watched by engineers, Volkswagen personnel and bemused passers-by, the Touareg V10 TDI completed seven complete runs on the auxiliary runway at Dunsfold Aerodrome, 40 miles south west of London.

The vehicle was a standard production Touareg fitted with a special towing adaptor to connect it with the aircraft towing link and loaded with 4.3 tonnes of metal ballast to bring its total weight to just over seven tonnes (7,030 kg) including the driver, an engineer from the technical department at the company's headquarters in Germany.

The car's engine, self-levelling air suspension, wheels, tyres and structure were all standard. One precaution that turned out to be unnecessary was the fitment of the 4.56 axle ratio from the Touareg V8 model in place of the 3.27 gearing of the V10. This was established as the demonstration was conducted in the second of the Touareg's 12 forward gears rather than first. The final modification was to change the outer body panels for photographic purposes so that this example was visually the same as the next generation Touareg which is due to be launched next year.

The attempt was designed to demonstrate the reserves of strength and durability of the Touareg V10 TDI. This model won The Caravan Club Towcar of the Year Awards full-size 4x4 category in 2004 and 2005 and has established itself as the benchmark diesel SUV, offering an extraordinary combination of performance and fuel efficiency since it was launched in 2003.

A theoretical towing capability in excess of 200 tonnes was calculated by multiplying the 553 lbs ft of torque generated by the V10 TDI engine through the standard transmission's lowest ratio and without taking into account the torque multiplication benefits of the torque converter. This however assumed a dry surface and loading the Touareg's body and suspension well in excess of its rated limits

[Quelle](#)