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2007 Volkswagen Eos 2.0 T

The Good ☺ High build quality inside and out. Hardtop convertible with sunroof. Fast shifting DSG transmission.

The Bad ☹ Girly looks. Seatbelts obstruct rear seat entrance. Needs stiffer suspension for reduced sway. Xenon lights should be available on all trims.

Engine	4 Cyl, 2.0 L Turbo
Output	200 hp / 207 lb-ft
Top Speed	130 mph
0-60 mph	7.4 sec
Weight	3569 lbs
Price As Tested	\$29,990



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Volkswagen has come a long way since its old days. Today VW offers a total of nine vehicles, broken down into eight cars and one SUV. All their vehicles, when fully equipped, display the best in interior craftsmanship and quality, similar to the luxury to get in other German cars such as BMW, Audi and Mercedes. Current Volkswagen models deliver a driving ability that cannot be matched by most competitors, and when you factor price into the equation, the value that you get in a Volkswagen is very tough to beat. VW has also revamped all its dealerships to bring the customer a polished and professional experience in a crisp and clean environment. While the front fascia on most VW's remains timid and quirky at times, along with its advertising campaigns, the vehicles that VW is making are top notch. The Eos is a new addition to the VW family, a four seat convertible with a hardtop roof that also includes a glass sunroof which you can open. The Eos is purposefully



named for the Greek goddess of the dawn. The VW Eos is like having three cars in one, a coupe, a targa and a full drop top convertible. There is nothing like it on the market today.

Being the top selling retractable hard top convertible in Europe, the Eos is set to hit American shores with a great package that will be hard to beat. The CSC, as VW calls it, stands for Coupe-Sunroof-Convertible. It is a revolutionary five-panel roof that transforms the coupe's hard-top, with integrated sunroof and heated-glass rear window, into an open-air convertible. Designers also built longer side arms so that the front windshield frame could be shorter making for easier ingress, this really did help.

The Eos is available with a base four cylinder 2.0 liter engine or a 3.2 liter V6 with prices ranging from \$28,000 to \$37,000. Our tester, the 2.0T, features the same four cylinder smooth flowing turbocharged engine found in other VWs we have tested. The engine delivers 200 horsepower and 207 lbs.-ft. of torque. The upgraded V6 puts out 250 horsepower and 235 lbs.-ft. of torque. This engine is mated to our favorite transmission, the DSG six speed transmission with Tiptronic. This unit allows you to change gears super fast and offers a sport setting making for a very fun driving experience. Power is sent to the front wheels, which helps cut costs but does not provide the more stable feeling that we find in rear wheel driven coupes. Our test revealed 0-60 mph times of 7.4 seconds with a 1/4 mile being reached in 15.5 seconds at 96 mph

The hardtop roof is what sets the Eos apart from other cars in the market today. The roof mechanism is delicate and nifty, watch our videos for a better look at how it all works. The sandwich that German designers have created folds into the trunk in 25 seconds. The power switch for this system must be held down during the entire process. Optional are rear bumper sensors which also monitor if there is enough room for roof operation. The glass sunroof has a retractable cover inside just like a regular sunroof would have to block out sun, it retracts back easily at the touch of a button to give you a large opening. Nifty is a pop up mesh wind deflector, which is built into the front windshield frame, this definitely cuts down on noise and air when we had the sunroof open or the top fully down. VW has designed the top with extra long side arms so that the front pillar holding the windshield would not need to be as long as usual, making getting in and out easier for your head. One quirk we noticed is that the buttons to open the top should have their function reversed with pushing down equaling closing and pulling up equaling opening.

At 173.6 inches long with a width of 70.5 inches, the Eos gives you a stable and roomy feeling while driving. Steering feel is of medium weight and is quite precise. We could feel that power was being sent to the front wheels quite easily especially at full throttle without noticing any torque steer. The four cylinder engine is powerful and smooth while being great on gas economy. Body sway is very low specially when driving around town at moderate speeds. On bumpy streets the road mannerism of the Eos is also very good with little noise coming into the cabin. With the top closed, we did notice a bit of noise



around the rear windows when driving on highways however the overall interior comfort level is very good. With the top down and without the rear seat air deflector, which will make the rear seats unusable by the way, we found lots of air coming inside the cabin even with the windows up. Most of the air comes in through the center of the cabin and very little can be done about this if you have four passengers. Using the rear seat wind screen will work best at stopping air from coming into the cabin. Even using the climate control system at full power does not help much on a very cold 40 degree day.

Driving the Eos is quite fun with the DSG transmission in manual shift mode as it produces lightning fast upshifts and downshifts. It is truly a great feeling when a transmission does what you want instantly. If you want a Ferrari for much less, than this is the transmission for you, its also available on many other VW products, like the GTI. Setting the transmission to Sport mode with a tap of the gear shift lever, allows for automatic gear changes that are faster and at higher RPMs than regular mode. We think the true manual has had its day with the invention of this DSG transmission by VW and Audi.

The exterior is styled somewhat like many other VW's in an elegant and simple fashion that is not too bold or outrageous. The front end features a large chrome grille with integrated fog lamps and clear projection headlamps. We think the hood is not long enough to give the vehicle correct proportions and the front end design not bold enough. The downward curve under the headlamps makes the Eos look like it has bags under its eyes. The view from the side profile and tail end are much better designed. A soft bodyline flows from the front to the rear. The rear trunk lid also offers subtle creases. The tail lamps are stylish and a LED round cluster glows at night. The rear apron is smooth and flows nicely below and under the vehicle to cover up everything underneath. There is nothing on the exterior that states bold, powerful, or exciting and that may be the only flaw with the Eos.

Interior styling is wonderful with a nice flowing airy cabin and high quality parts. The doors feature a swooping design that envelops you quite nicely in the cabin. Volkswagen knows how to make very high quality interiors, on the order of BMW or Mercedes but for lesser cost. In the Eos you can find mahogany wood trim throughout, true metal door handles, and ergonomically designed armrests built into the doors. We liked the fact that the armrests on the doors were deep and wide and went into the door giving you more of a spacious feeling inside. The driver's door holds all the window switchgear for the four separate windows while the roof mechanism switch is located in the center console. Strangely designed and a bit too large for our tastes are the air vents which grab your attention on the dash.

Materials used on the dashboard and center console look like leather and feel good to the touch. The steering wheel is covered in soft leather and offers controls for a host of features and customizable menu options in the instrument cluster. The buttons are lighted for easy



nighttime viewing. The traditional VW blue and red gauge cluster looks very nice at night though not as spectacular as that found in the Touareg. Interior lighting is excellent at night with plenty of foot well lighting that is adjustable to each passenger. There is also a bright beam of light under the outside rearview mirrors so that the ground is lit up when you approach the car. Standard headlights are halogen projector beams and provide adequate night time visibility, however, they place too much light in the very center of your vision and not across the entire road. Xenon beams are better and should be standard in a vehicle in this price range.

The center dash is simple and modern and features an optional navigation system. We would highly suggest buyers choose the option for a nice upscale look. Everything is easy to use and sound quality is very good. The stereo and speakers offer great sound and even with the bass set high, the sound quality does not get distorted. The navigation system is very easy to use but not the fastest we have seen. Destination points can be input by place or name which is a good feature. Having a reverse phone directory would also be helpful. An auxiliary input jack is also offered so you can connect an Ipod. The instrument cluster offers customizable settings such as interior light levels, mirror adjustments and automatic door lock and unlock. Also included is a trip computer that shows average miles per gallon as well as a compass.

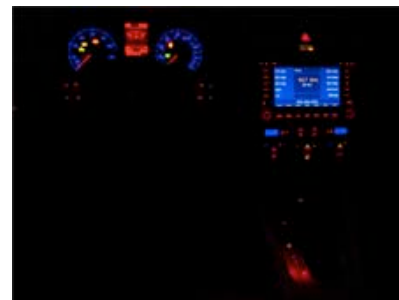
We liked the Volkswagen Climatronic climate control system which offers dual temperature settings and is fully automatic. The Eos also comes with front seat heaters that worked extremely well during the cold conditions we experienced during our test. VW claims that you can lower the top and the climate control system will automatically adjust. However, we did not find it to do a great job at all. We had to manually send air to our head and feet to keep warm with the top down while driving in the winter. Just put on a coat, warm hat, and gloves, and you can have a wonderful open sky experience even in cold months.

Front seats are fully powered and feature adjustable lumbar supports. The front seats were very comfortable on long trips and provided good back support. To get into the back seats you must flip forward the front seats by way of a hook style lever on the side of the front seat and also press a power switch that moves the seat forward. The rear seats are small and tight, great for kids or pets, but not very comfortable for full size adults.

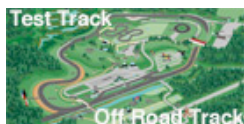
The Eos is fitted with special airbags that cover the entire length of the side windows up to the roof. It also has driver and passenger front airbags. Other safety features include anti-lock brakes, stability control system and anti-slip regulation. There is a five year power train warranty, a four year full vehicle warranty and a twelve year corrosion warranty.

Our test model has a MSRP of \$29,990. Optional items added

are the luxury package which includes leather comfort seats, a leather wrapped multi-function steering wheel, wood interior trim, rain sensing wipers, a 6-disc CD changer, satellite radio, a 12 way power passenger seat with lumbar support and 17 inch alloy wheels all for \$3,490. A DVD navigation system costs \$1,800. The six speed DSG automatic transmission adds \$1,075. Destination fees of \$630 bring our total MSRP to \$36,985. Most of the parts inside come from Germany. The final assembly point is Palmela, Portugal with the engine made in Hungary and the transmission made in Germany. The window sticker shows 23 miles per gallon in the city and 31 on the highway while our average was 26 miles per gallon with spirited driving.



PRICING	INVOICE	RETAIL
Base Pricing	\$28,620	\$29,990
Destination	\$630	\$630
WL2 Luxury Package	\$3,188	\$3,490
DVD Navigation w/Armrest CD Changer	\$1,589	\$1,800
9VE Dynaudio Premium Sound System	\$883	\$1,000
7X1 Park Distance Control	\$310	\$350



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National Traffic



	2007 Volkswagen Eos 2.0T 2dr Convertible (2.0L 4cyl Turbo 6A)	2007 Mitsubishi Eclipse Spyder GS 2dr Convertible (2.4L 4cyl 4A)	2007 Pontiac G6 GT 2dr Convertible (3.5L 6cyl 4A)	2006 BMW 3 Series 325Ci 2dr Convertible (2.5L 6cyl 5M)	2007 Toyota Camry Solara SE V6 2dr Convertible (3.3L 6cyl 5A)
MSRP	\$31,065	\$26,289	\$28,680	\$39,600	\$27,190
Invoice	\$28,621	\$24,882	\$27,103	\$36,215	\$24,468
Destination Charge	\$630	\$625	\$650	\$695	\$620
Basic	4 yr. / 50000 mi.	5 yr. / 60000 mi.	3 yr. / 36000 mi.	4 yr. / 50000 mi.	3 yr. / 36000 mi.
Drivetrain	5 yr. / 60000 mi.	10 yr. / 100000 mi.	5 yr. / 100000 mi.	4 yr. / 50000 mi.	5 yr. / 60000 mi.
Roadside	4 yr. / Unlimited mi.	5 yr. / Unlimited mi.	5 yr. / 100000 mi.	4 yr. / 50000 mi.	Being Researched / Being Researched
Rust	12 yr. / Unlimited mi.	7 yr. / 100000 mi.	6 yr. / 100000 mi.	12 yr. / Unlimited mi.	5 yr. / Unlimited mi.

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Base Engine Type & Cylinders	inline 4	inline 4	V6	inline 6	V6
Base Engine Displacement	2.0 liters	2.4 liters	3.5 liters	2.5 liters	3.3 liters
Valvetrain	16 Valves double overhead cam (DOHC)	16 Valves single overhead cam (SOHC)	12 Valves overhead valves (OHV)	24 Valves double overhead cam (DOHC)	24 Valves double overhead cam (DOHC)
Compressor	turbocharger	Not Available	Not Available	Not Available	Not Available
Horsepower	200 hp @ 5100 rpm	162 hp @ 6000 rpm	217 hp @ 5800 rpm	184 hp @ 6000 rpm	210 hp @ 5600 rpm
Torque	207 ft-lbs. @ 1800 rpm	162 ft-lbs. @ 4000 rpm	217 ft-lbs. @ 4000 rpm	175 ft-lbs. @ 3500 rpm	220 ft-lbs. @ 3600 rpm
Driven Wheels	front wheel drive	front wheel drive	front wheel drive	rear wheel drive	front wheel drive
Suspension	Eos	Eclipse Spyder	G6	3 Series	Camry Solara
Tires	215/55R16 97H all season	P225/50R17 V all season	P225/50R18 all season	205/55R16 H all season	P215/60R16 V all season
Convertible Roof	power retractable hard top	power convertible roof	power retractable hard top	power convertible roof	power convertible roof
Handling	Eos	Eclipse Spyder	G6	3 Series	Camry Solara
Turning Circle	35.8 ft.	40 ft.	39.3 ft.	34.4 ft.	37.4 ft.
City	23 mpg.		19 mpg.	19 mpg.	20 mpg.
Highway	31 mpg.		27 mpg.	27 mpg.	29 mpg.
Exterior	Eos	Eclipse Spyder	G6	3 Series	Camry Solara
Length	173.5 in.	179.7 in.	189.1 in.	176.7 in.	192.5 in.
Width	70.5 in.	72.2 in.	70.6 in.	69.2 in.	71.5 in.
Height	56.8 in.	54.4 in.	56.7 in.	54 in.	56.5 in.
Weight	3686 lbs.	3505 lbs.	3855 lbs.	3560 lbs.	3615 lbs.
Wheel Base	101.5 in.	101.4 in.	112.3 in.	107.3 in.	107.1 in.
Front Headroom	37.5 in.	39.6 in.	38.4 in.	38 in.	38.5 in.
Rear					

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Front Headroom	35.8 in.	35.7 in.	36.1 in.	36.4 in.	38.4 in.
Front Shoulder Room	54.7 in.	54.2 in.	54 in.	54.5 in.	56.1 in.
Rear Shoulder Room	41.5 in.	40 in.	44.8 in.	45.9 in.	47.2 in.
Maximum Luggage Capacity	10.5 cu.ft.	5.2 cu.ft.	12.6 cu.ft.	Being Researched	11.7 cu.ft.

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to
bring
it
back.**



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