***Welcome to Stillman Translations preliminary onboarding assessment!***

*This assessment has 5 sections. Make sure to follow the instructions and complete all the information needed.*

*The goal of this request is to analyze your performance and your potential.*

*Breath in and out, and do your best. Hope we can count on you soon!*

**SECTION 1. INSTRUCTIONS**

Below you will find a special instruction for section 3:

\*Please make sure target text mirrors source format.

\*Normalize spaces.

**SECTION 2. GLOSSARY**

*In this section, you are required to complete this task:*

*\*Extract four terms (cells 1 to 4) from the text in Section 3 that you consider are worth being in the glossary.*

|  |  |  |
| --- | --- | --- |
|  | **Source** | **Target** |
| 1 | Cockpit | Habitáculo / salpicadero |
| 2 | People carrier | Monovolumen |
| 3 | Infotainment | Sistema de infoentretenimiento |
| 4 | 10.25 inch | 26 cm |

**SECTION 3. TRANSLATION**

Please, add your sample translation below (between 300-500 words). Bear in mind this should be the best sample of your work!

|  |  |
| --- | --- |
| **Source** | **Target** |
| The seats in the cockpit are adjustable for height and lumbar and both come with armrests as standard so long cruises will be comfy and relaxed.  Elsewhere on the dash, the Caravelle betrays its van origins once again, with a high-set gear lever that is attached to the dash just below the infotainment screen rather than positioned on the floor.  This means that you can reach it easily from the steering wheel without leaning down.  Not that you’ll need to too often in the latest models as they are all automatic as standard.  The dash is easy to navigate, too, with the buttons all relatively large and clearly labelled, so they are simple to hit on the move.  There are plenty of cup and bottle holders, too, so stashing drinks will be easy, although they are tucked up on the top of the dash so you won’t want to leave a cold drink up there on a hot day for too long.  The quality of the materials is definitely a fair few steps up from the Transporter van, and is more akin to the California campervan.  There are a variety of different materials, which helps break up the look of the dash.  Everything feels well screwed together in every version of the Transporter and this translates to the Caravelle, too.  Even though the big people carrier isn’t likely to be pressed into dealing with hard-wearing loads it still feels as though it will be up to the task should you need to.  Infotainment is one area where the Caravelle takes a marked step up over its van cousin, as, as of the 2019 facelift, it is possible to get the full digital cockpit that comes in several of the Volkswagen passenger car range.  This is only available as standard on the Executive version, but it brings a really high-tech feel to the information display in front of the driver.  It means that the display is easily configured to show various different screens, with driving data and satellite navigation all possible.  The central screen is really impressive, too, with a 10.25-inch display that has a few shortcut buttons down the side. | Los asientos del habitáculo tienen ajuste para la altura y para el apoyo lumbar. Ambos asientos delanteros vienen con reposabrazos de serie, para que los trayectos largos sean cómodos y relajados.  En el salpicadero, el Volkswagen Caravelle traiciona sus orígenes una vez más. La palanca de cambios tiene una altura elevada y está fijada al salpicadero, justo debajo de la pantalla del sistema de infoentretenimiento, en lugar de colocarse en el suelo.  Con esta disposición, se puede alcanzar fácilmente desde el volante, sin necesidad de inclinarse.  Si añades la caja automática opcional, tampoco te haría falta inclinarte con frecuencia en las últimas versiones.  Es fácil utilizar el salpicadero. Tiene unos botones relativamente grandes y están claramente marcados, por lo que son fáciles de pulsar en movimiento.  También hay muchos portavasos y portabotellas, por lo que es fácil guardar las bebidas. Sin embargo, están puestos en la parte superior del salpicadero, así que no querrás dejar ahí durante mucho tiempo una bebida fría en un día de calor.  La calidad de los materiales está un poco por debajo del Transporter, y se parece más al California.  Hay una variedad de materiales diferentes, lo que ayuda a paliar el aspecto del salpicadero.  Todo parece estar bien atornillado en todas las versiones del Transporter, y lo mismo ocurre con el Caravelle.  Puede que el gran monovolumen no sea tan propenso a verse en la tesitura de tener que enfrentarse a cargas de resistencia; pero, si fuese necesario, estaría a la altura de su labor.  El Volkswagen Caravelle ha progresado con el sistema de infoentretenimiento con respecto a su primo. A partir de la renovación de 2019, se puede obtener el sistema Digital Cockpit que viene en varios coches de Volkswagen.  Este sistema solo está disponible como opcional en la versión Premium, pero añade una sensación de tecnología punta al salpicadero.  Este monitor se configura fácilmente para mostrar varias pantallas diferentes, como los datos de conducción o la navegación por satélite.  La pantalla central también es impresionante. Es una pantalla de 26 cm (10,25 pulgadas) que tiene algunos botones de atajo en el lateral. |

**SECTION 4. QUESTIONS AND COMMENTS**

We also need to check your capacity to spot potential issues beforehand.

In the table below, please list your questions and comments in relation with this test:

1. Challenging sections from the source text or sections you are unsure of should be copied or inserted into the **Source Text** column.

2. Write your translation in the **Target Text** column.

3. Doubts and comments should be written in English.

|  |  |  |
| --- | --- | --- |
| Source Text | Target Text | Question / Comment  (in English) |
| Infotainment is one area where the Caravelle takes a marked step up over its van cousin, as, as of the 2019 facelift | El Volkswagen Caravelle ha progresado con el sistema de infoentretenimiento con respecto a su primo. A partir de la renovación de 2019 | I had to reorder the sentence because of naturality in Spanish. |
| This is only available as standard on the Executive version | Este sistema solo está disponible como opcional en la versión Premium, | I had to localize the car version to be suitable with the Spanish market. |
| *Not that you’ll need to too often in the latest models as they are all automatic as standard.* | *Si añades la caja automática opcional, tampoco te haría falta inclinarte con frecuencia en las últimas versiones.* | I needed to eliminate some information because the car had differences in the Spanish and English market. |
| *This means that you can reach it easily from the steering wheel without leaning down.* | *Con esta disposición, se puede alcanzar fácilmente desde el volante, sin necesidad de inclinarse.* | In the first moment, I didn’t know what meant “lean down”, because I didn’t imagine myself leaning down in a car. Then, I looked up in Google some pictures about the inside of a van and I figured out. |
|  |  |  |

**SECTION 5. REFERENCES**

In the table below, please list the reference material you have consulted to carry out this test.

1. Please introduce the **Reference source** (including publisher and full title as appropriate) in the first column.
2. Specify if your reference source is general or specific. If specific, clarify which term or section the reference covers.

|  |  |
| --- | --- |
| Reference Source | General / Specific (Term) |
| https://www.collinsdictionary.com/es/ | General |
| https://iate.europa.eu/ | General |
| https://www.volkswagen-comerciales.es/es/modelos-configurador/caravelle.html?adchan=sem&campaign=Caravelle%20[Evaluation]%20[BMM]&adgroup=Cat%C3%A1logo%20[BMM]&publisher=GOOGLE&adpl=GOOGLE&adlid=ES\_VW\_CAR\_GOOGLE\_SEM\_DRCT\_CPC\_STD\_MPU\_IMC\_ROS\_CXD\_SEARCHBRANDBMM\_PD\_1x1&gclid=Cj0KCQiA962BBhCzARIsAIpWEL2bufzo-9z44vvnPdE5SWeRvnxDxpihmf-\_UnLCFofW\_N8W1SoWdwkaAmvKEALw\_wcB | Specific (Executive version, Digital Cockpit) |

Thanks!