



21 July 2026

New drive option: Volkswagen starts pre-sales for new full hybrid with 125 kW for Golf¹ and T-Roc²

- New full hybrid drive offers lower CO₂ emissions and reduced fuel consumption compared with a similar mild hybrid³
- At the same time, more power and higher torque are available for better acceleration
- Electric driving in everyday life is possible temporarily without any external charging infrastructure, as the battery is charged while driving

Wolfsburg – Volkswagen is starting pre-sales in Germany of a new full hybrid drive for the Golf and T-Roc models. The first version to be launched offers an output of 125 kW (170 PS)^{1/2}, featuring frequent fully electric driving in everyday life – without any external charging at all. With the new Golf Hybrid or T-Roc Hybrid, Volkswagen is expanding its range for customers who value low consumption, lower CO₂ emissions and a high level of comfort – without sacrificing driving pleasure. Prices start at 41,400 euros for the Golf Hybrid with the R-Line specification⁴. The T-Roc Style⁵ with hybrid drive is available from 44,470 euros.



New hybrid for Golf and T-Roc: Temporarily driving on electric power without charging

The new hybrid models are not dependent on a charging cable, socket or charging infrastructure. This is because the energy for the electric drive phases is recovered on board these Volkswagen models by means of recuperation and using a turbocharged petrol engine in combination with a generator. A high-voltage battery matched to the hybrid drive, with a capacity of 1.6 kWh (gross) customary for full hybrid vehicles is integrated into the vehicle floor

at the rear of both the Golf and the T-Roc and stores the energy. When driving, a total of three operating modes ensure harmonious interaction of the turbocharged petrol engine (1.5 TSI evo2) with the two electric drive motors and battery. This combination offers a system power of 125 kW and a good balance of efficiency, dynamics and comfort.

High efficiency in urban traffic, electric driving experience in everyday life. The full hybrid system comes into its own in urban traffic and on country drives: the electric drive motor responsible for propulsion replaces or supports the turbocharged petrol engine, for example, when driving off or at low speeds. The models can therefore frequently be driven solely with electric power and thus very quietly, while at the same time always delivering plenty of power. An additional advantage compared with mild hybrid models is the fact that electric assistance can help to reduce fuel consumption, CO₂ emissions and fuel costs. For the Golf, this means fuel savings and a simultaneous

Media contact

Volkswagen Communications
Product Communications

Andreas Schleef
Spokesperson T-Roc | Tayron
Tel. +49 (0) 151 6556 8488
andreas.schleef@volkswagen.de

Philipp Dörfler
Spokesperson Golf
Tel. +49 (0) 5361 9-87633
philipp.doerfler@volkswagen.de



More at
volkswagen-newsroom.com





Media Information

reduction in CO₂ emissions of 10 to 15 per cent compared with a comparable Golf 1.5 eTSI with 110 kW³ (combined WLTP value). In urban traffic, the efficiency advantage of up to 35 per cent is even more pronounced. At the same time, the system power is increased to 125 kW (170 PS) and the system torque to 309 Nm. The vehicle is now able to accelerate from 0 to 100 km/h in 7.5 seconds.

The operating principle of the full hybrid in detail

The new drive system offers three operating modes that are automatically activated by the vehicle depending on the usage profile:

- **Propulsion by electric drive motor** – driving at low speeds is powered by the electric motor alone, the TSI is switched off.
- **Serial drive** – electric drive motor plus generator: driving with electric motor. The TSI is active but decoupled in order to generate energy for the electric motor via a generator in an optimal operating window and thus extend the electric range.
- **Parallel drive** – petrol engine and electric drive motor: the TSI is active as the primary drive system from around 60 km/h on country roads and motorways; the electric motor supports the turbocharged engine as a booster when accelerating, for example.

Three driving profiles. The driver will be able to choose between three driving profiles on board the new Golf Hybrid and T-Roc Hybrid: Eco, Comfort and Sport. In the Eco driving profile, the maximum system output is limited to 70 per cent and the boost function is deactivated to reduce energy consumption. The Comfort profile does not limit the system output and allows boosting. In the Sport driving profile, the sporty characteristics are achieved by the drive changing earlier to serial mode so that full power is made available quickly.

New hybrid for more choice. With the introduction of the 125 kW full hybrid, Volkswagen is expanding its range in the high-volume compact and SUV segments. A further performance level⁶ of this technology will be added to the portfolio soon. The new hybrid system can be identified by the designation 'Hybrid' on the rear of the respective model and closes the gap here between the mild hybrid, which is already available as 'eTSI', and the plug-in hybrids. These can be ordered for the Golf under the label 'eHybrid'⁷ or as a sporty Golf GTE⁸.

All specification details and prices relate to the German market.



Media Information

¹⁾ Golf Hybrid – energy consumption combined 5.1-4.6 l/100km; CO₂-emissions combined 117-104 g/km; CO₂-class: D-C.

²⁾ T-Roc Hybrid – energy consumption combined 5.6-5.0 l/100km; CO₂-emissions combined 127-115 g/km; CO₂-class: D-C.

³⁾ Golf 1.5 eTSI (110 kW) – energy consumption combined 5.8-5.1 l/100km; CO₂-emissions combined 133-117 g/km; CO₂-class: D.

⁴⁾ Golf Hybrid R-Line – energy consumption combined 5.1-4.6 l/100km; CO₂-emissions combined 117-105 g/km; CO₂-class: D-C.

⁵⁾ T-Roc Hybrid Style – energy consumption combined 5.6-5.0 l/100km; CO₂-emissions combined 127-115 g/km; CO₂-class: D-C.

⁶⁾ This vehicle variant is not yet offered for sale. Energy consumption figures are not yet available.

⁷⁾ Golf eHybrid 110 kW (150 PS) / 85 kW (116 PS) - power consumption weighted combined 12.9-12.1 kWh/100 km plus 1.3-1.1 l/100 km; fuel consumption battery discharged combined: 5.3-5.0 l/100 km; CO₂-emissions weighted combined: 29-25 g/km; CO₂-class weighted combined: B; CO₂-class battery discharged: D-C.

⁸⁾ Golf GTE - power consumption weighted combined: 13.0-12.8 kWh/100km plus 1.4 - 1.3 l/100km; fuel consumption battery discharged combined: 5.4-5.3 l/100km; CO₂ emissions weighted combined 32-30 g/km; CO₂ class weighted combined: B; CO₂ class battery discharged: D.

The Volkswagen Passenger Cars brand has a worldwide presence and manufactures vehicles at 28 locations in twelve countries. In 2025, Volkswagen delivered more than 4.7 million vehicles to customers. These include bestsellers such as the Polo, T-Roc, T-Cross, Golf, Tiguan and Passat as well as the successful all-electric models of the ID. family. Last year, the company handed over around 382,000 all-electric models to customers worldwide. Volkswagen currently has a workforce of approximately 170,000 employees around the globe. With its BOOST 2030 strategy, Volkswagen is systematically advancing its development into the most desirable brand for sustainable mobility.
