



The new T-Roc



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IN A NUTSHELL

The T-Roc is Europe's most popular SUV – a completely new T-Roc is now being launched

KEY FEATURES

Best-selling SUV in Europe. The T-Roc is a European success story. Designed in Germany and built in Portugal, the Volkswagen – which was first presented in 2017, has been built more than two million times since then and was then enhanced in 2021 – regularly occupies the top spots in SUV registration statistics. In 2025 – the year of its replacement – the first generation of this Volkswagen is the undisputed best-selling SUV in Europe. The second generation, which has been improved in all areas, is now being launched. Volkswagen CEO Thomas Schäfer on the new T-Roc: “Our customers love the T-Roc – and I am convinced that the new generation has everything it takes to continue this great success story: progressive design, innovative technologies, top quality

and value, intuitive operation and pleasantly balanced handling.” It’s a fact that the T-Roc with its clear and charismatic design is taking a major leap forward in development thanks to brand-new hybrid drive systems, a newly developed and strikingly high-quality interior, new infotainment, cockpit and operating systems from the larger Tiguan and Tayron, more space in the interior and luggage compartment, and assist systems such as Travel Assist that are in some cases unique in its class. Pre-sales have already started in Europe. The official market launch of the new T-Roc and its debut at Volkswagen dealerships will follow immediately.

KEY FEATURES

- **New range of hybrid drives** – the T-Roc is the first Volkswagen to be launched with a fully hybridised range of drive systems
- **New level of assist systems** – the T-Roc is the first SUV in the segment with the latest evolutionary stage of Travel Assist¹ including Emergency Assist
- **New status quo** – the interior of the T-Roc creates a bridge to the Tiguan class with high quality levels, more space and an innovative cockpit
- **A new dimension in lighting** – the T-Roc brings new IQ.LIGHT LED matrix headlights¹ with high-performance high beam to the compact SUV class



Face in the crowd. The first T-Roc already had its own unique style – an unmistakable yet appealing face that stood out from the crowd. Its hallmark features included a striking silver stripe extending from the A-pillar to the distinctive T-Roc C-pillar. This stripe helped to extend the roof line and was christened the ‘hockey stick’ by designers on account of its shape. Another of the T-Roc’s clear archetypal features was the sharp, muscular and powerful shoulder section above the rear wheel arch. As part of this product line’s iconic DNA, these features have also been incorporated into the successor’s new design. So, despite its redesign and enhancements, this makes it immediately recognisable as a T-Roc – right down to the very last millimetre. The ‘face’ now shows a stylistic proximity to the family of other modern Volkswagen models and thus becomes a bridge to the Volkswagen design of the future. The new ‘family face’ is just the starting point from which the designers have created a ‘product face’ for the new T-Roc with the greatest possible autonomy. Every line, every edge, every surface and every curve is based on logic and functionality. In addition, the SUV has become more aerodynamic: the new drag coefficient of $c_d = 0.29$ corresponds to an improvement of 10 per cent compared with the predecessor and – together with the new drive system range – serves as the basis for the significantly improved efficiency of the second T-Roc generation.

1.5 eTSI for launch. The new T-Roc is the first Volkswagen product line whose entire drive range consists exclusively of efficient hybrid systems. One of the most successful Volkswagen drive systems of this era will be offered straight from the launch: a 1.5-litre turbocharged engine as a 48 V mild hybrid (1.5 eTSI) in two output levels with 85 kW (116 PS)² and 110 kW (150 PS)³. Both versions of the 1.5 eTSI used for the first time in the T-Roc are high-tech systems: they convert kinetic energy into electrical energy by means of recuperation and store this in a compact lithium-ion battery. As a result, the efficient combustion engine can be switched off repeatedly during a journey – this coasting mode saves fuel and reduces emissions. If the four-cylinder engine is in operation, two cylinders are also shut down as often as possible, which also reduces fuel consumption. In addition, the hybrid system’s electric boost optimises the performance when driving off, as a 48 V belt-driven starter-alternator with an additional electric torque of up to 56 Nm – particularly noticeable when pulling away on uphill gradients – supports the petrol engine.

2.0 eTSI and 1.5 Hybrid as new hybrid systems. In 2026, two new hybrid developments will make their debut in the T-Roc: a 2.0-litre turbocharged petrol engine with 48 V mild hybrid system (2.0 eTSI) and a 1.5-litre full hybrid (Hybrid). The new hybrid drives will also be available in two out-



The T-Roc in the R-Line⁷ equipment version

put levels: the new 2.0 eTSI is always coupled to the 4MOTION all-wheel drive in the T-Roc. The 2.0 eTSI 4MOTION with 150 kW (204 PS)⁴ will be launched first. Towards the end of next year, the new and even more powerful high-end flagship version of the SUV product line with this drive technology will follow: the T-Roc R 4MOTION⁴ developed by the premium performance brand Volkswagen R. Also in 2026, the two new 1.5-litre full hybrid engines with front-wheel drive and outputs of 100 kW (136 PS)⁴ and 125 kW (170 PS)⁴ will complement the range. The T-Roc engine range will thus consist of six versions – four with front-wheel drive and two with all-wheel drive, all equipped with automatic gearboxes.



First SUV in its class with Travel Assist. The second T-Roc generation is based on the MQB evo – the latest evolutionary stage of the modular transverse matrix. This is accompanied by a new range of assist and convenience systems in the T-Roc class. What is more, thanks to the MQB evo, the new SUV has technologies on board that are also used in the larger Tiguan and Tayron. A new feature in the T-Roc class is the next development stage of Travel Assist¹, which not only supports automatic lane changes⁵, but also reacts more smoothly and in an even more anticipatory way to speed limit changes⁵. An important safety system is Emergency Assist¹, which automatically steers the SUV⁵ to the side of the road and brings it to a standstill⁵ in the event of an emergency – if the driver has health problems. The exit warning system is also new on board. It warns⁵ the passengers before opening a door if a vehicle is approaching from behind. Particularly in inner-city traffic, the exit warning system can help to prevent accidents that are particularly dangerous for cyclists due to the sudden opening of the vehicle door. For the first time, the T-Roc is equipped with Park Assist Pro¹, which enables fully automatic parking⁵ over distances of up to 50 metres thanks to the memory function and remote parking using a smartphone⁵.

Smart equipment matrix. Volkswagen has restructured and clearly designed the T-Roc's equipment matrix. Standard and optional features and packages can be selected with just a few clicks. There has been an overall rise in the standard of equipment. Even the base version of the new T-Roc generation is anything but an entry-level model due to its standard equipment package and high-quality interior materials. The new T-Roc can be customised in a targeted manner with three additional equipment versions. The top versions correspond to the equipment level of the next higher class in each case. The following four T-Roc equipment lines are currently offered:

- Trend (base model)
- Life (medium equipment level)
- Style (elegant top-of-the range version)
- R-Line (dynamic top-of-the range version)



The T-Roc in the Life equipment version



The T-Roc in the R-Line⁷ equipment version





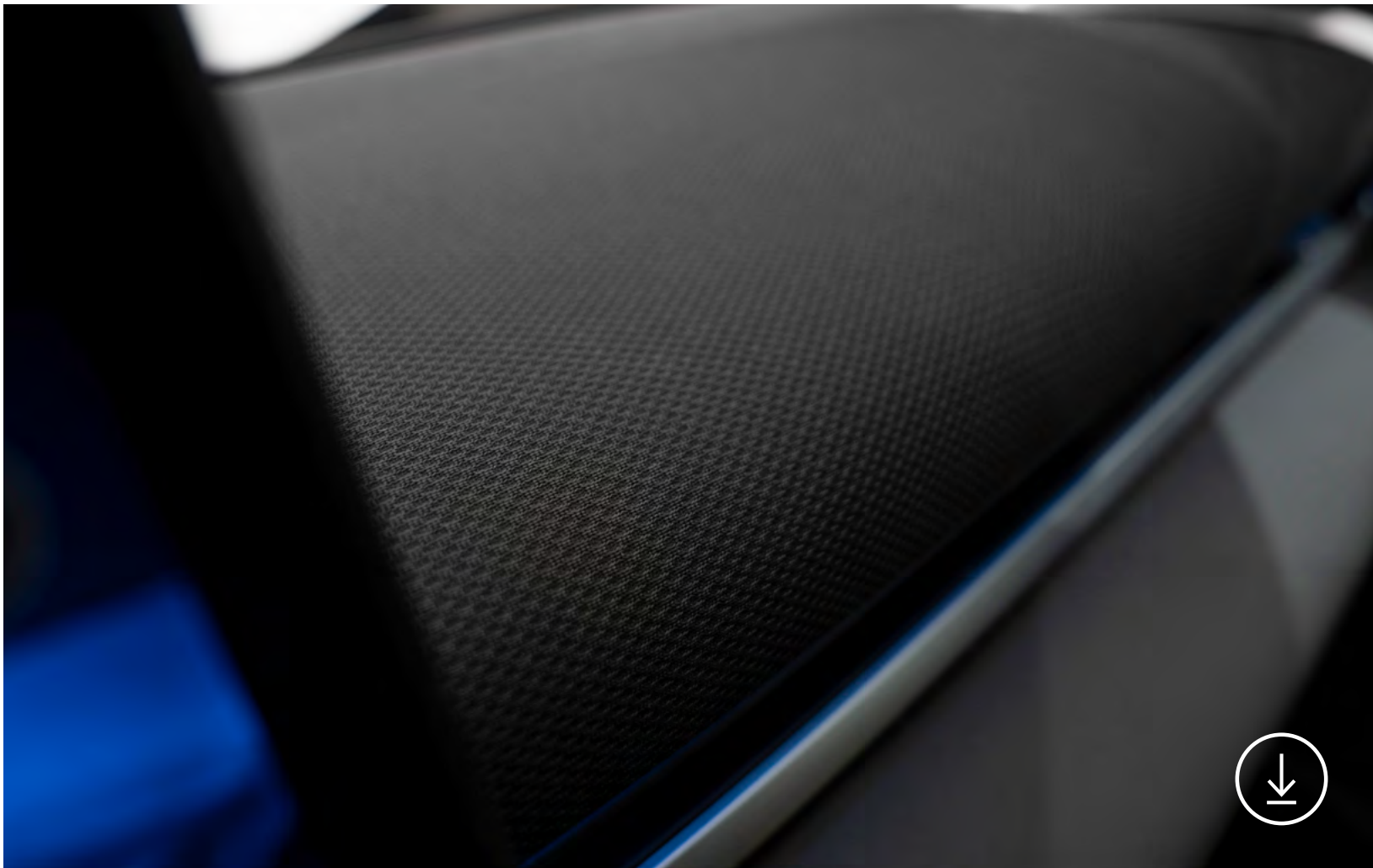
Interior with background lighting as standard in the T-Roc Style and T-Roc R-Line⁷



The illuminated driving experience control of the new T-Roc

Quality at a new level. The design of the interior is clean and unmistakable – horizontally structured surfaces and clear lines ensure immediate orientation. The quality of the materials defines a new status quo in the class – soft, high-quality and fabric-covered surfaces in the area of the dashboard, perforated and illuminated leatherette decorative trim elements for the first time as well as haptically and visually appealing seat fabrics blur the class boundaries to higher classes. Operation has been thought through down to the smallest detail – easy-to-grip buttons on the multifunction steering wheel, robust and ergonomically optimised door openers and the multifunctional driving experience control¹ for various functions and audio volume create an interior world that can be operated intuitively. A

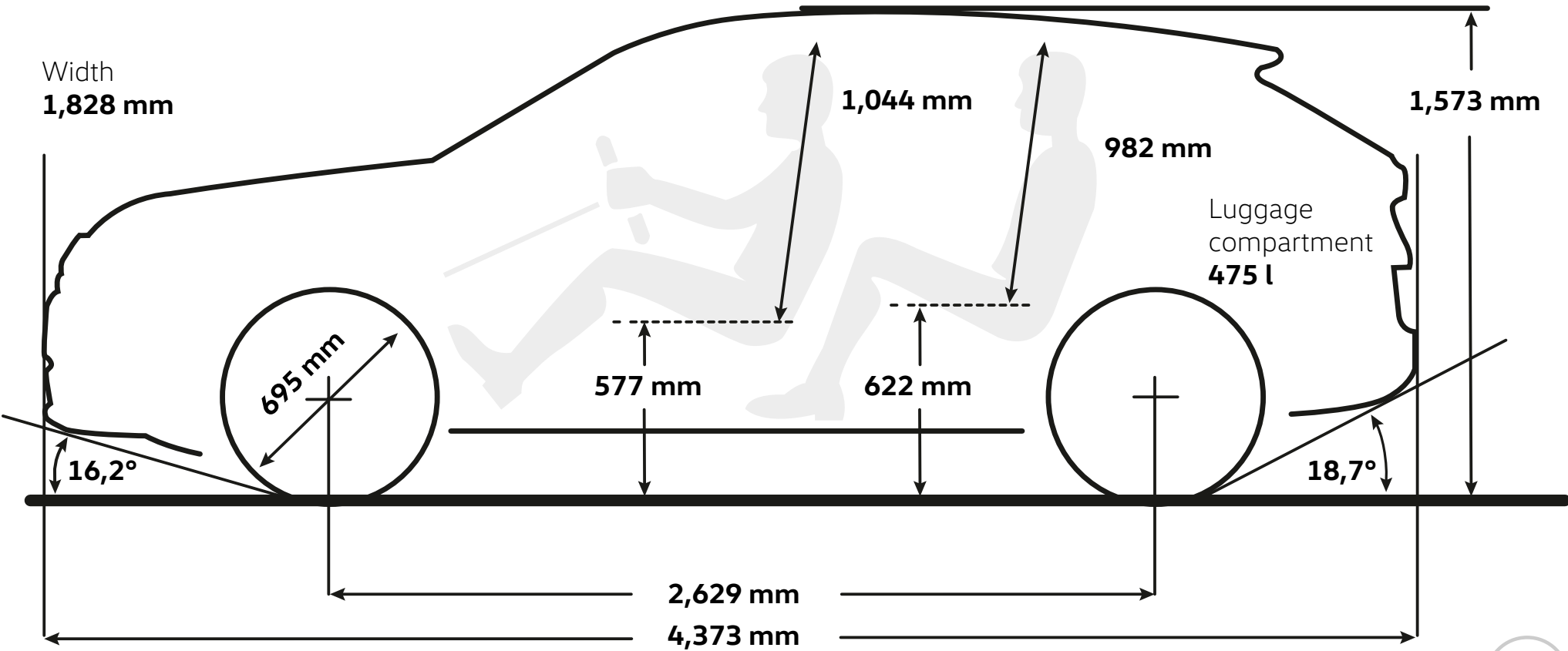
new feature on board the T-Roc is also a windscreen head-up display¹. User-oriented technologies include features such as the latest generation of infotainment systems including voice control¹ and ChatGPT integration ¹. Also new are the digital instruments in large rectangular format; in addition to the usual views, they now offer a black panel function with a completely stripped back display, as the full spectrum of information is not always required. As the first model in this SUV class, the T-Roc also has an optional three-zone climate control system (Air Care Climatronic¹) on board as an alternative to the standard two-zone automatic air conditioner, enabling separate climate control for the three-seat rear passenger area.



Fabric-covered dash panel

Much more legroom and luggage compartment space. Anyone who sits in the driver or front passenger seat of the T-Roc and looks out over the high and easily visible bonnet will not imagine they are sitting in a compact-class SUV. This impression is reinforced by the space offered by the second-generation T-Roc, which is suitable for long-distance journeys and families. Even if people taller than 1.85 m are sitting in the front, passengers of a similar stature have sufficient legroom in the three seats at the rear thanks to the extra 122 mm added to the length of the new T-Roc. In addition, the designers have also ensured that there is plenty of space for the luggage of five passengers. Thanks to the increase in length, the luggage compartment volume has increased by 30 litres to 475 litres when loaded up to the height of the rear seat backrests, which fold down in a 1/3 to 2/3 split. As from the Life equipment level, the area of the centre armrest, including the centre head restraint, can be folded down separately to create space for long objects such as skis.

Folding front passenger seat backrest. The seats have been ergonomically designed. The high sitting position is a characteristic feature of an SUV. As from the Life mid-range equipment line, the comfort seats already feature pneumatic lumbar supports in the backrests, which can be adjusted electrically. There is a comfortable centre armrest with an integrated stowage area between the front seats. In the Life and Style equipment levels, the front passenger seat backrest can also be folded down so that XL-sized objects can be transported on board the T-Roc.



The most important dimensions at a glance



Rear bench seat with significantly more knee room





Interior of the T-Roc Style in Mistral Grey/Soul Black

Style with massage function. Designed for maximum comfort, the top-of-the-range Style version features an ergonomic ergoActive driver seat. Both Style front seats are equipped with a new pneumatic massage function – a feature that Volkswagen has transferred from the mid-size and luxury class segments to the T-Roc segment. The seat centre panels of the front and outer rear seats are finished in ArtVe-lours Eco microfleece in the Style equipment specification. The comfort seats for driver and front passenger are also heated and height-adjustable as standard.

R-Line with sports comfort seats. The sporty top-of-the-range T-Roc R-Line is equipped with ergonomic and visually individualised sports comfort seats at the front, including integrated head restraints. An 'R' for R-Line is incorporated into the centre sections of the driver and front passenger seats. Both the T-Roc R-Line and the T-Roc Style can be optionally ordered with seats in high-quality leather; in this case, the front seats are electrically adjustable. In the leather configuration, the Style line is also equipped with sports comfort seats. Seating comfort in the T-Roc is therefore in a comfort league of its own within its class.



Seats of the T-Roc R-Line⁷ in Soul Black

Optional equipment offers maximum variety. Options include details such as IQ.LIGHT LED matrix headlights with high-performance main beam and 3D LED tail light clusters with dynamic flashing function, electrically adjustable seats, the head-up display, a Harman Kardon sound system with an output of 480 watts, assist systems such as Travel Assist for semi-automated driving functions, the adaptive chassis control DCC in the T-Roc with 110 kW, a large tilting and sliding panoramic sunroof and a Black Style package with black exterior details including black alloy wheels. All versions of the T-Roc can be ordered with a towing bracket whose drawbar load of 80 kg is designed for transporting heavy e-bikes.

Volkswagen model with the highest proportion of recycled content. The new T-Roc is also a pioneer for Volkswagen in the area of general sustainability. This not only refers to the hybrid and efficient drive systems, but also to the particularly high proportion of recycled materials that Volkswagen uses in the new T-Roc. Up to 140 exterior and interior components are manufactured entirely or partially from recycled materials. Depending on equipment and engine variant, their gross weight is up to around 40 kg. This is equivalent to approx. 20 per cent of the plastic mass installed in the T-Roc⁶. The largest components made from recycled materials include the underbody panelling and luggage compartment trim, headliner, front door trims, wheel housing liners and floor coverings. Likewise, up to 85 per cent of the textiles used contain recycled materials. As already known from the ID. models, the interior textiles are largely made from recycled PET bottle flakes. For example, the textiles on the standard seats in the Trend, Life and R-Line equipment versions are made from up to 100 per cent recycled PET. The same applies to the upper textile layer on the headliner, carpet and floor mats. The ArtVe-lours Eco microfleece (standard for the seats in the Style

version) consists of up to 71 per cent recycled PET, which in this case is obtained from T-shirts, for example. Last but not least, an environmentally-friendly chrome replacement paint is used instead of genuine chrome. The new T-Roc thus currently has the highest recycled content of all current Volkswagen vehicles. The new SUV demonstrates par excellence how sustainability and quality are now visibly and tangibly in perfect harmony.



Approx. 20 per cent of all plastics in the T-Roc are made partly or entirely from recycled materials. Clearly visible here: large recycled components such as the headliner and the wheel housing liners



1. Optional equipment
2. T-Roc 1.5 eTSI, 85 kW (116 PS) – Fuel consumption: combined 6.0–5.5 l/100 km; CO₂ emissions: combined 136–125 g/km; CO₂ class E-D
3. T-Roc 1.5 eTSI, 110 kW (150 PS) – Fuel consumption: combined 6.0–5.5 l/100 km; CO₂ emissions: combined 137–126 g/km; CO₂ class E-D
4. Near-production concept vehicle. This engine version is not yet available for sale.
5. Within the system limits: the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention
6. Related to thermoplastics and textiles
7. T-Roc R-Line – Energy consumption: combined 6.0–5.6 l/100 km; CO₂ emissions: combined 136–128 g/km, CO₂ class: E-D



DRIVE SYSTEMS

Electrified as standard – the new T-Roc comes with state-of-the-art hybrid drives

AN ELECTRIC POWER BOOST

All engines electrified. The new T-Roc is the first Volkswagen product line whose complete drive range consists exclusively of efficient hybrid systems. One of the world's most successful Volkswagen drive systems of this era will be offered straight from the vehicle launch: a 48 V mild hybrid (eTSI) drive with 1.5-litre turbo-charged engine. In addition, two new hybrid drives will make their debut in 2026: a 48 V mild hybrid drive with 2.0-litre turbocharged petrol engine (eTSI) and a completely new 1.5-litre full hybrid system (hybrid). All three hybrid drives – the 1.5 eTSI, the 2.0 eTSI and the hybrid – will be available in two output levels. This means that six T-Roc engine versions will be available – four with front-wheel drive and two with all-wheel drive.

1.5 eTSI with front-wheel drive. The first output level of the 1.5 eTSI, which is already configurable in Europe, delivers 85 kW (116 PS)¹ and powers the T-Roc equipment versions Trend,

Life and Style as standard. In the next-higher version, the 1.5 eTSI has an output of 110 kW (150 PS)². This system is the standard driving force on board the T-Roc R-Line and is available as an option for the Life and Style equipment versions. The propulsive force is transmitted to the front axle by means of an efficient seven-speed direct shift gearbox (DSG).

2.0 eTSI with all-wheel drive. As described above, the T-Roc will be the first Volkswagen to receive the new 2.0 eTSI engine in 2026. This provides a maximum output of 150 kW (204 PS)³ and was designed for the T-Roc 4MOTION with all-wheel drive. At the end of 2026, the second and even more powerful output variant³ of the 2.0 eTSI will be launched in conjunction with the future T-Roc R 4MOTION. Power is transmitted to the all-wheel drive via a seven-speed direct shift gearbox, as in the front-wheel drive models.

KEY FEATURES

- **Four mild hybrids and two full hybrids** – the new T-Roc is the first Volkswagen whose complete drive range will consist of hybrid systems
- **48 V mild hybrid as standard** – the base version of the T-Roc already has a mild hybrid drive (eTSI) with 85 kW (116 PS)¹ and seven-speed direct shift gearbox on board
- **T-Roc R-Line with 110 kW as standard** – the sporty top-of-the-range equipment specification starts with the 110 kW² version of the 48 V mild hybrid drive (eTSI) plus seven-speed direct shift gearbox
- **All-wheel drive with new 2.0 eTSI** – as a new development, the T-Roc 4MOTION is equipped with a 2.0-litre 48 V mild hybrid with 150 kW (204 PS)³





The T-Roc R-Line⁴ in Pure White/Black

1.5 Hybrid with front-wheel drive. A Volkswagen innovation will make its debut in the T-Roc in 2026: the new full hybrid system. The two versions of the 1.5 Hybrid use the 1.5-litre turbocharged petrol engine (TSI) from Volkswagen as the base engine. The T-Roc will be launched as a 1.5 Hybrid in two output levels: 100 kW (136 PS)³ and 125 kW (170 PS)³. The front axle is driven in this case.



The T-Roc R-Line⁴ in Pure White/Black





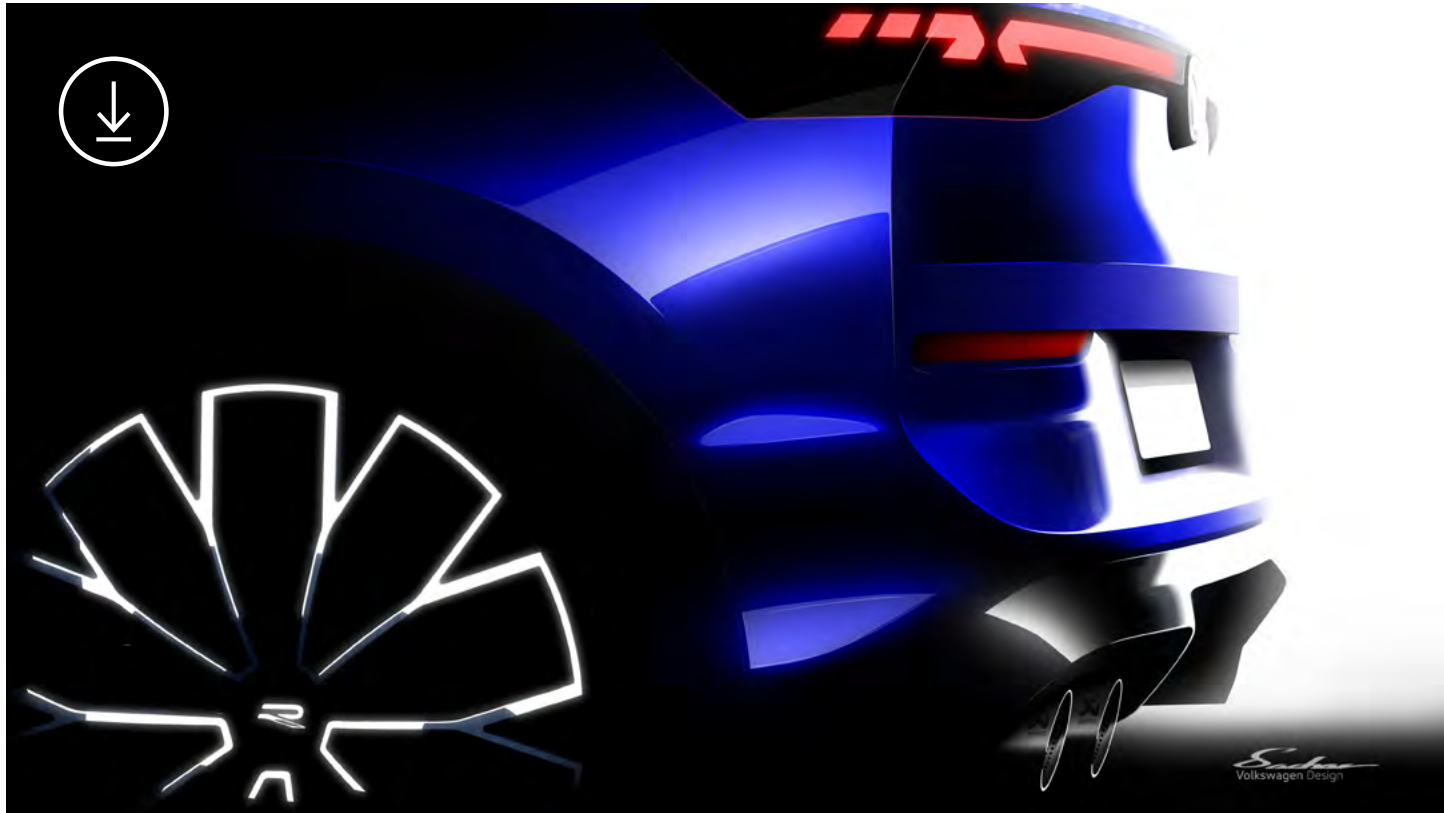
The T-Roc Life in Celestial Blue Metallic

PERFORMANCE AND CONSUMPTION FIGURES

1.5 eTSI, 85 kW (116 PS). The base engine of the new T-Roc already offers pure high-tech. In addition to the mild hybrid system with 48 V lithium-ion battery and 48 V belt-driven starter-alternator, the technology spectrum of the 85 kW (116 PS) four-cylinder engine includes progressive features such as Active Cylinder Management (ACTplus) for reducing fuel consumption and emissions, a VTG turbocharger, which is more familiar from sports cars, and a special combustion process (Miller cycle) with very high efficiency, which also ensures low consumption and emission values. The 1.5 eTSI accelerates the T-Roc to 100 km/h in 10.6 seconds. The good performance is significantly influenced by the comparatively high torque of 220 Nm, which the four-valve engine provides from 1,500 rpm (up to 3,000 rpm) – an indication of superior power reserves for faster overtaking. The top speed of the SUV in this version is 196 km/h. The high performance is matched by low consumption and emission values: 6.0 to 5.5 l/100 km and CO₂ emissions of 136 to 125 g/km (WLTP combined in each case) show how efficiently the 1.5 eTSI works in this five-seater SUV.

1.5 eTSI, 110 kW (150 PS). The 110 kW version (150 PS) of the 1.5 eTSI equipped as standard in the T-Roc R-Line accelerates the SUV to 100 km/h in just 8.9 seconds and enables speeds of up to 212 km/h. With a maximum torque of 250 Nm (1,500 to 3,500 rpm), the mild hybrid is even more powerful in every situation. Remarkable here is that the fuel economy of the more powerful engine is similar to that of the 116 PS version: depending on the equipment line and wheels, the combined WLTP consumption is also between 6.0 and 5.5 l/100 km. The corresponding WLTP CO₂ values: 137 to 126 g/km CO₂.

2.0 eTSI, 150 kW (204 PS). The new 2.0 eTSI makes its world debut in the T-Roc. The direct-injection turbocharged petrol engine is available exclusively in conjunction with the 4MOTION all-wheel drive system, delivering an output of 150 kW (204 PS) and a maximum torque of 320 Nm. As the T-Roc 2.0 eTSI is not yet on the market, the values for performance and consumption are initially forecast values at the moment. With regard to performance, Volkswagen has determined a top speed of 226 km/h and an acceleration of 6.9 seconds for the sprint from 0 to 100 km/h. The forecast value for combined WLTP consumption is 7.3 l/100 km. In addition, the product line's sporty flagship version is set to follow during the course of next year: the T-Roc R 4MOTION with an even more powerful 2.0 eTSI engine.



Sketch of the T-Roc R³ that will be introduced in 2026

Up to 2.0 tonnes towing capacity. In the 85 kW version, the T-Roc is designed for towing capacities of up to 1,500 kg (braked on 8% gradient, 1,300 kg on 12% gradient). The T-Roc 1.5 eTSI with 110 kW achieves a permissible maximum trailer weight of up to 1,700 kg (braked on 8% gradient, 1,500 kg on 12% gradient). Thanks to the combination of powerful 150 kW and all-wheel drive, the T-Roc 2.0 eTSI 4MOTION can hitch a trailer with a gross weight of up to 2,000 kg (braked on 8% gradient, 1,800 kg braked on 12% gradient) to the towing bracket, which can be unlocked and folded out electrically by a button in the luggage compartment. The maximum drawbar load of all T-Roc versions is 80 kg – this also ensures that e-bikes can be transported on a suitable bicycle carrier. The Compact II bicycle carrier (with fold-down and fold-away system) suitable for the T-Roc can be ordered directly from Volkswagen Accessories when configuring a new vehicle if required.



Towing capacity of between 1,500 and 2,000 kg (braked, 8% gradient), depending on version



TECHNICAL DETAILS OF THE 1.5 eTSI

Additional boost power and coasting. The two 1,498 cm³ eTSI engines of the T-Roc generate 85 kW (116 PS) and 110 kW (150 PS). Both 1.5-litre four-cylinder engines are coupled to a 48 V lithium-ion battery and 48 V belt-driven starter-alternator. The system is supplied with electrical energy by means of recuperation – in other words, when braking or decelerating the T-Roc. The electric system ensures a particularly good performance when pulling away and also enables the turbocharged petrol engine to be switched off completely for coasting.

High-tech made by Volkswagen. Like the 48 V electrification, the engine itself is a characteristic example of innovative drive technologies. The four-cylinder engine with the designation 1.5 TSI evo2 belongs to the latest generation of the EA211 engine series. The design features of the drive system include a VTG (variable turbine geometry) turbocharger, the TSI-evo combustion process with Miller cycle and ACTplus Active Cylinder Management.

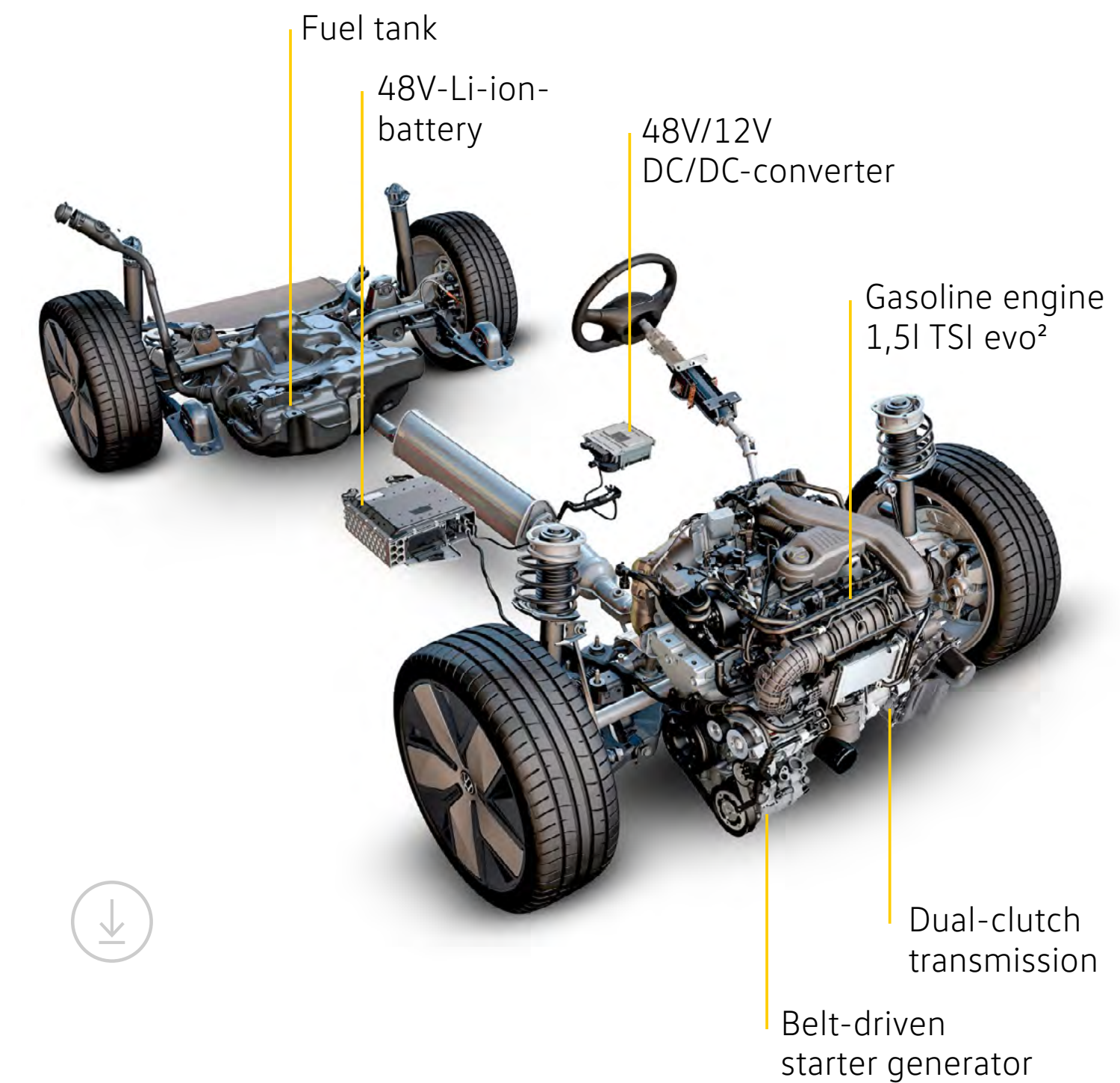
Miller cycle plus VTG turbocharger. In the TSI-evo combustion cycle, the decisive factor in terms of efficiency and power development is the symbiosis of the Miller cycle (early closing of the intake valves with high compression) and VTG charging. The petrol-air mixture is run with lambda 1 efficiency throughout the entire operating range of the engine; the TSI thus does not run either too rich (excess petrol) or too lean (excess oxygen), as the fuel is burnt completely and cleanly. Thanks to this combustion process, the 1.5 TSI evo2 operates with very high efficiency. This minimises consumption and emissions. Other technical

parameters include high-pressure injection with up to 350 bar pressure, plasma-coated cylinder liners (lower internal friction) and pistons with cast-in cooling channels (optimisation of combustion). Both 1.5 TSI engines are supplied with fuel via a 50-litre tank at the rear of the T-Roc.

ACTplus Active Cylinder Management. Alongside technical features such as the TSI evo combustion process and variable-geometry turbocharger, the T-Roc's 1.5 TSI evo2 is additionally equipped with ACTplus Active Cylinder Management. With ACTplus, two of the engine's four cylinders are switched off as often as possible, depending on the operating situation. The second and third cylinders are designed to be taken out of the fuel supply at low and medium loads and speeds. Efficiency thus increases at the same time in the active cylinders, while the passive cylinders run almost loss-free. When the throttle is opened, they immediately become active again.

48 V system with belt-driven starter-alternator. The 48 V mild hybrid drive of the T-Roc was designed to operate as efficiently as possible. Depending on the driving style and ambient conditions, savings of around half a litre of fuel per 100 km can be achieved through coasting and load-point shifting in the engine. The 48 V technology permits transmission of higher electric power levels with smaller conductor cross-sections and a compact 48 V lithium-ion battery – thus also resulting in low additional weight. Compared with vehicles with pure 12 V technology, this leads to recuperation of a significantly larger amount of energy during braking or deceleration. The energy stored in the

48 V lithium-ion battery is used to drive a 48 V belt-driven starter-alternator and to supply the 12 V vehicle electrical system using a DC/DC converter. The water-cooled belt-driven starter-alternator has the role of both alternator and starter. At the same time, it acts as a compact electric motor, which increases the power and drive torque without any delay when moving off. The output of the alternator is transferred by the belt drive. The alternator also restarts the TSI – which is switched off as much as possible during a journey.



The drive components of the 1.5 eTSI



TECHNICAL DETAILS OF THE 2.0 eTSI

The 2.0 eTSI is the big brother of the 1.5 eTSI. The new 2.0 eTSI essentially shares the 48 V technology with the 1.5 eTSI of the T-Roc. However, the 2.0-litre turbocharged direct-injection petrol engine represents a completely new level of development. Its exact name is 2.0 TSI evo5. Evo5 stands for the latest evolutionary stage of the EA888 engine series. Volkswagen has already designed this drive system to meet the future EU7 temp emissions standard; the new T-Roc is the first model of the brand to feature this new evolutionary stage of the direct-injection engine. Similar to the 1.5-litre TSI, the 2.0-litre TSI also uses the highly efficient TSI-evo combustion process. However, compared with the 1.5 TSI evo2, the fuel is injected into the combustion chambers at 500 bar instead of 350 bar. In both cases, the intake valves in the intake tract are closed comparatively early and thus at a point in time at which the piston still has to travel some distance. The fuel-air mixture therefore expands more in the cylinder. This results in an increased compression ratio – which has a positive effect on the efficiency of the engine. The combustion process is also combined in the 2.0 TSI evo5 with a VTG turbocharger – in other words, a turbocharger with variable turbine geometry. Thanks to the TSI-evo combustion process, the petrol-air mixture is run with lambda 1 throughout the entire operating range of the engine – neither too rich (excess petrol) nor too lean (excess oxygen). As a result, the fuel is burned completely and cleanly. The TSI-evo combustion system thus ensures a very high efficiency of the engine. This reduces consumption and emissions. It is important to note that the 2.0 TSI

evo5 becomes the 2.0 eTSI only in combination with the 48 V system. In the new T-Roc, this is always coupled to the 4MOTION all-wheel drive and a 55-litre petrol tank at the rear.

TECHNICAL DETAILS OF THE 4MOTION ALL-WHEEL DRIVE

48 V mild hybrid with all-wheel drive for the first time.

The combination of 48 V mild hybrid and all-wheel drive is new for Volkswagen. The latter uses a state-of-the-art sixth-generation 4MOTION clutch for power transmission to the rear axle. This clutch is characterised by intelligent energy management: under normal driving conditions – for example, on dry roads in the city and without high load requirements – only the front axle of the T-Roc is driven. This saves energy. The rear axle is integrated into the drive system by means of the 4MOTION clutch and propshaft when there are higher load requirements or if there is a risk of a wheel losing grip. However, the all-wheel drive can also be intentionally activated using the driving experience control of the T-Roc in order to use the all-wheel drive continuously, for example, in winter sports regions or off-road. This is done by means of the "Offroad" or "Snow" all-wheel drive profiles. As soon as a trailer is hitched to the T-Roc 2.0 eTSI 4MOTION, it also automatically activates the additional Trailer driving profile. The intelligent 4MOTION clutch automatically optimally distributes the power between the front and rear axles for trailer operation.

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3. Near-production concept vehicle. This engine version is not yet available for sale.
4. T-Roc R-Line - Energy consumption: combined 6.0-5.6 l/100 km;
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ASSIST AND CHASSIS SYSTEMS

Innovative MQB evo – the new T-Roc features numerous systems from the larger Tiguan and Tayron

GREATER SAFETY AND CONVENIENCE

Travel Assist¹ and Emergency Assist¹ increase safety². The new T-Roc is based on the MQB evo – the latest evolutionary stage of the modular transverse matrix. This is accompanied by a new range of assist and convenience systems in the T-Roc class. In fact, thanks to the MQB evo, the second generation of the T-Roc has technologies on board that are also used in larger Volkswagen SUV models, such as the Tiguan and Tayron. As currently the latest MQB-evo model series, the T-Roc benefits from all the hardware and software developments from this innovative modular system. This includes the next development stage of Travel Assist¹, which now not only supports automatic lane changes², but also reacts with even more foresight and more smoothly to upcoming speed limits or the lifting of speed limits². Another important safety system is Emergency Assist¹, which, within the system limits, can

automatically steer the new T-Roc to the near-side edge of the road and bring it to a standstill² in an emergency – particularly if the driver is no longer able to intervene due to health problems.

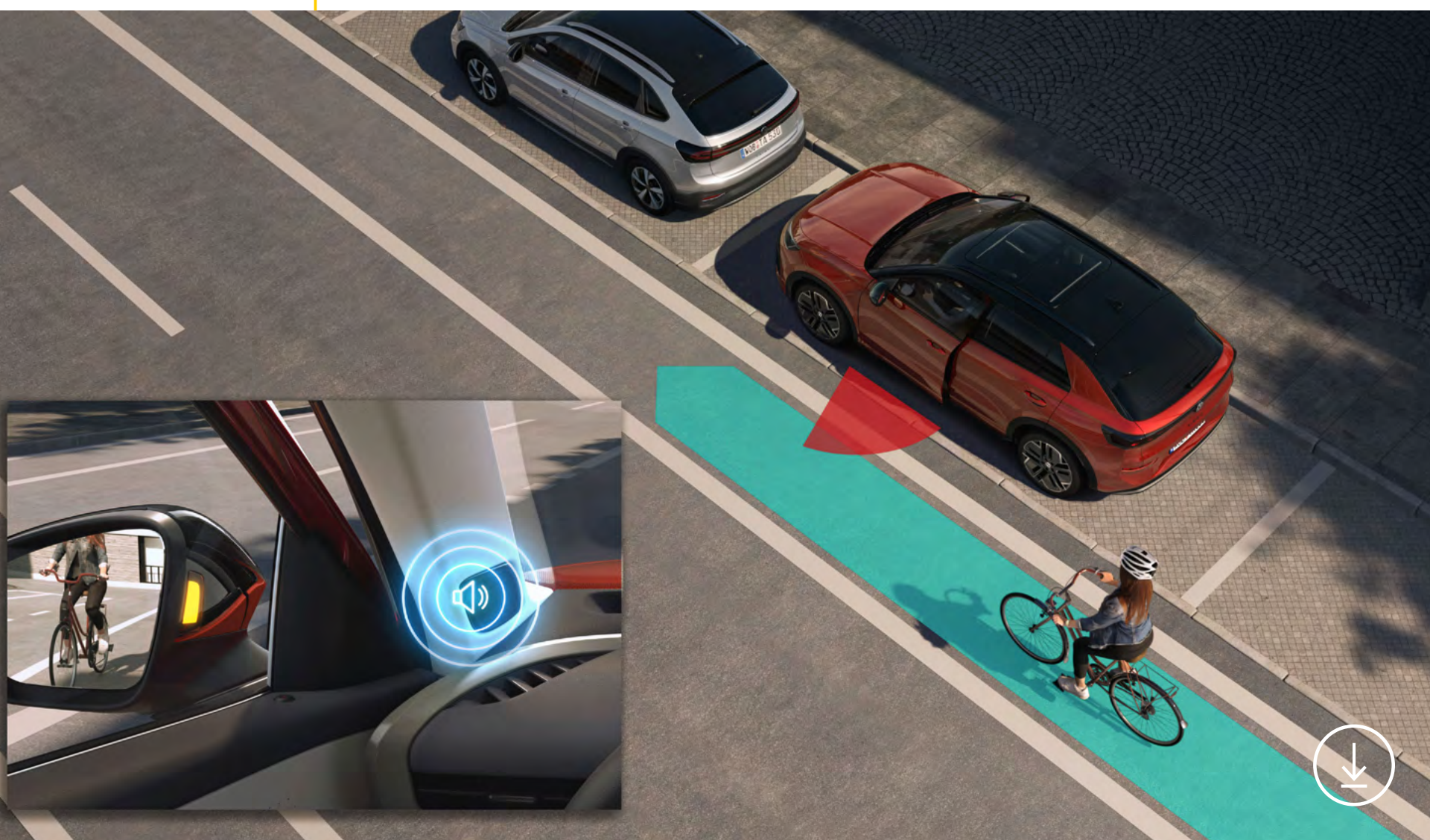


The T-Roc R-Line⁴ with optional Travel Assist

KEY FEATURES

- **Enhanced Travel Assist¹** – new version of the system allows even more harmonious operation and can enable assisted motorway lane changes²
- **Parking with memory and remote function** – with the new parking package¹, the T-Roc can drive into a parking space independently² or controlled by a smartphone²
- **Exit warning system can protect cyclists²** – new assist system warns² of road users approaching from behind when a door is opened
- **Adaptive chassis control DCC¹** – the driver of the T-Roc with 110 kW can customise the DCC chassis using the driving experience control and touchscreen

Exit warning system can protect cyclists². A new feature on board the T-Roc is the exit warning system equipped as standard, which can warn occupants before opening the doors² if cars or bicycles are approaching from behind. This system was introduced in a similar form for the first time with the ID.7. Particularly in inner-city traffic, the exit warning system can help to prevent accidents that are dangerous for cyclists – caused by the sudden opening of the vehicle door². For the first time, the T-Roc is also equipped with systems such as Park Assist Pro¹, which enables trained and thus fully automatic parking² over distances of up to 50 metres using the memory function, while the remote function allows a smartphone to be used to drive the vehicle in and out of parking spaces².



The new T-Roc is equipped with an exit warning system as standard

Adaptive chassis control DCC¹ optimises comfort. The comfort and dynamic characteristics of the 110 kW T-Roc versions³ can be customised with the optional adaptive chassis control DCC. This is linked to the driving profile selection provided as standard. If the driver changes the driving profile from Comfort to Sport, for example, the tuning of the electronically controlled dampers changes to a significantly more dynamic setup. In the Individual profile, the driver can also set all adjustable parameters of the T-Roc individually. In addition to the DCC chassis, this includes the air conditioning system, steering, Adaptive Cruise Control ACC and the response time of the drive.

Overview of the T-Roc's standard assist systems:

- Oncoming vehicle braking when turning and swerve support
- Driver Attention Monitor and Driver Alert System
- Auto Hold function for the electronic parking brake
- Hill Start Assist
- Park Distance Control (warning signals for obstacles at the front and rear)
- Electronic Stability Control
- Light Assist main-beam control
- Predictive speed limiter
- Cruise control system
- Adaptive Cruise Control ACC (can be activated for Trend, activated as standard from Life)
- Front Cross Traffic Assist
- Autonomous Emergency Braking Front Assist with Pedestrian and Cyclist Monitoring

- Park Assist Plus (standard for Style and R-Line)
- Rear view camera system (standard for Life equipment line and above)
- Lane keeping system Lane Assist
- Lane change system Side Assist with Rear Traffic Alert and exit warning system
- Dynamic Road Sign Display

Overview of the T-Roc's optional assist systems:

- Parking package with
 - V2X
 - Memory function for Park Assist Plus
 - Park Assist Pro with remote function
- IQ.DRIVE technology package with
 - Travel Assist including Lane Assist and Emergency Assist
 - Proactive occupant protection system
 - Area View including rear view camera system
 - Head-up display

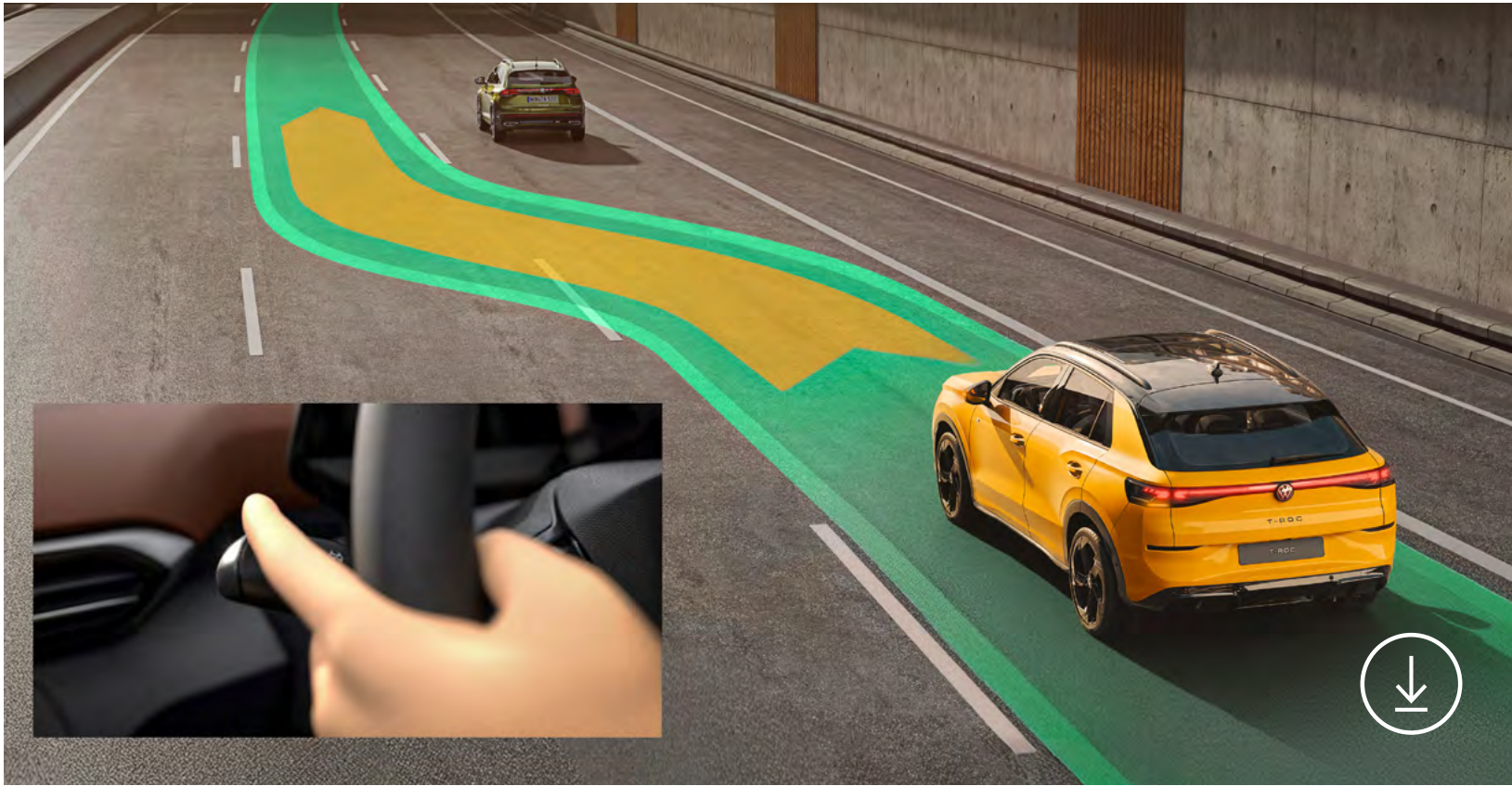


IMPORTANT ASSIST AND CHASSIS SYSTEMS IN DETAIL

Travel Assist. Travel Assist is available in conjunction with the optional IQ.DRIVE technology package in the T-Roc. Thanks to a new software version and enhanced sensors, Travel Assist now reacts with even more smoothly and with enhanced functional reliability. The system's background: Travel Assist enables the vehicle to drive with assisted longitudinal and lateral or lane centre guidance. In other words, The T-Roc can automatically² steer, brake and accelerate² within the speed window of the speed limits set or detected via Dynamic Road Sign Display and navigation software. However, the driver must be able to intervene at all times and therefore be touching the capacitive surfaces on the steering wheel as a prerequisite for the function. New in the T-Roc: in conjunction with the Side Assist and Lane Assist functions on board as standard, the system now enables assisted lane changes² on multi-lane motorways from approx. 68 km/h. When Travel Assist is active, it predictively² integrates upcoming parameters, such as corners, roundabouts and junctions, into vehicle control and the displays. For instance, if there is a corner ahead and the set speed is too high for taking the corner, the system shows the message 'Corner ahead' along with a recommended speed². All of this now takes place even more precisely for several reasons. Firstly, the system can use swarm data through V2X technology². If data transmitted by other vehicles in

the vicinity is available, the Travel Assist system, for example, only relies on one detected road lane marking² to keep the vehicle in lane. The same effect occurs as soon as the T-Roc's front camera detects a vehicle in front: In this case too, one road lane marking² is sufficient for lane guidance, as the SUV use the vehicle in front as orientation.

- **The latest Travel Assist system offers more balanced control.** Thanks to the additional integration of swarm data and the latest software, the latest generation of Travel Assist offers particularly balanced vehicle control. An example: in the past, when a speed limit was lifted, the system was only able to accelerate once the vehicle had driven past the corresponding road sign. Now the T-Roc responds like a driver who recognises the lifting of the speed limit ahead and slowly initiates acceleration. This anticipatory response of Travel Assist means that the driver uses the assist system intuitively and therefore more frequently. Last but not least, Travel Assist can protect the people on board the T-Roc and other road users²: if the driver is not responsive, it uses the emergency function to automatically steer the SUV onto the hard shoulder² while sounding the horn and flashing the hazard warning lights and stops the vehicle there².



Assisted lane changing by Travel Assist



Emergency Assist becomes active if the driver is unresponsive





T-Roc with Emergency Assist

Emergency Assist. Like Travel Assist, the Emergency Assist safety system is also part of the IQ.DRIVE technology package. The system is permanently active. As soon as the T-Roc's sensors detect that the driver is not steering, braking or accelerating, the system initially initiates a warning for the driver in various escalation stages and then an emergency stop². The T-Roc's hazard warning lights are automatically switched on, and the horn is activated to alert the surroundings to the hazardous situation². Finally, Emergency Assist can brake the SUV continuously to a standstill². On multi-lane roads, the T-Roc is simultaneously and automatically moved to the far nearside lane and, if possible, to the hard shoulder². During this time, the vehicle's surroundings are monitored to prevent rear-end collisions. After the Volkswagen comes to a standstill, an emergency call² is automatically initiated using the Emergency Call Service to ensure prompt medical care for the driver.



T-Roc with proactive occupant protection system

Proactive occupant protection system. The proactive occupant protection system also integrated in the IQ.DRIVE technology package detects a potential accident situation². In this case, the seat belts for the driver and front passenger are automatically pre-tensioned² in the T-Roc; the resulting fixation of the upper body optimises the protection provided by the airbag systems. Depending on the driving situation – for example, in the event of severe oversteering or understeering with ESC intervention² – the side windows and sliding sunroof are also closed down to a residual gap in order to also optimise the effect of the airbags. Volkswagen thus also achieves the best possible occupant protection in the more compact vehicle classes.

Area View plus rear view camera system. The optional IQ.DRIVE technology package includes the Area View system new in the T-Roc in conjunction with the rear view camera system familiar from the predecessor. With



T-Roc with Park Assist Plus

IQ.DRIVE, the system additionally accesses a camera in each of the exterior mirrors and a camera at the front and merges the sensor data to calculate a 360-degree bird's-eye view – known as Area View. Here, the SUV is shown from above so that kerbs and parking space markings, for example, can be optimally recognised². It is even possible to look round corners within the scope of what is technically feasible.

Park Assist Plus¹ and Park Assist Pro¹. The basic function of Park Assist Plus, which comes as standard in the T-Roc Style and T-Roc R-Line, is a system that is also familiar from other Volkswagen vehicles. It allows assisted driving into parallel or bay parking spaces². Assisted driving out of parallel parking spaces² is equally possible. The T-Roc takes over² control of acceleration, braking and steering for this purpose. New for T-Roc drivers is the Parking package with memory function for Park Assist and Park Assist Pro with remote function also integrated in the package. Using the



memory function, the T-Roc records the last 50 metres driven and thus the parking situation. The parking manoeuvre can be stored when the SUV has come to a stop. When the T-Roc reaches this position again, it automatically offers to take over parking². Independent driving out of a parking space is also possible². Up to five parking manoeuvres can be stored. As described above, remote parking is also new: using Park Assist Pro and an app of the same name, it is now possible to drive the T-Roc into and out of parking spaces remotely from outside the vehicle using a smartphone². This is a perfect example of top-down technology because this remote parking function was possible for the first time in the luxury-class Touareg SUV. Now this system has also been introduced in Volkswagen's large-volume SUV models, the Tayron, Tiguan and T-Roc.

Exit warning system. As an extension of the Side Assist lane change system, the standard-equipment exit warning system used for the first time in the T-Roc can – within the system limits – prevent one of the doors from being opened if a vehicle approaches from behind. In this case, the system briefly issues an acoustic and visual warning about opening the door(s) in question². The exit warning system is an assist system that not only protects the occupants of the T-Roc – it was also designed above all to prevent the often dangerous accidents involving cyclists, who could be knocked over due to the sudden opening of the doors.



Parking the T-Roc using Park Assist Pro and a smartphone

1. Optional equipment
2. Within the system limits: the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention
3. T-Roc 1.5 eTSI, 110 kW (150 PS) – Fuel consumption: combined 6.0–5.5 l/100 km; CO₂ emissions: combined 137–126 g/km; CO₂ class E-D
4. T-Roc R-Line - Energy consumption: combined 6.0-5.6 l/100 km; CO₂ emissions: combined 136-128 g/km, CO₂ class: E-D



DESIGN AND DIMENSIONS

Pure clarity – the new design transfers the T-Roc DNA into the next generation of SUVs

THE DIMENSIONS OF THE T-ROC

Larger size, more space. The ideal ratio between the compact exterior dimensions and the superior five-seater and thus fully family-friendly interior is one of the reasons why more than two million units of the first-generation T-Roc were sold. And this ratio has become even better in the new T-Roc. At 4,373 mm, the second generation is exactly 122 mm longer than its predecessor; the wheelbase has increased to 2,629 mm (+39 mm). This increase benefits the space available for the three seats in the rear and the 475 litres (+30 litres) of space in the luggage compartment. The new T-Roc comes in at 1,828 mm (+9 mm) wide (without exterior mirrors) and 1,562 mm (+20 mm) tall. To put that into context within the brand: The current T-Cross is up to 4,135 mm long, while the new-generation Tiguan launched in 2024 has a length of 4,539 mm. At the same time, the new T-Roc has become significantly more aerodynamic: the current drag coefficient of $C_d = 0.29$ corresponds to a 10 per cent improvement compared with the predecessor.

THE BODY DESIGN

Brand new and still T-Roc. The first T-Roc already had its own unique style – an unmistakable yet appealing face that stood out from the crowd. Its hallmark features included a striking silver stripe extending from the A-pillar to the distinctive T-Roc C-pillar. This stripe helped to extend the roof line and was christened the 'hockey stick' by designers on account of its shape. Another of the T-Roc's clear archetypal features was the sharp, muscular and powerful shoulder section above the rear wheel arch. These design features have also been incorporated into the successor's new design as the DNA of this product line. So, despite its redesign and enhancements, this makes it immediately recognisable as a T-Roc – right down to the very last millimetre.

KEY FEATURES

- **Enhanced design** – avant-garde T-Roc combines the DNA of the predecessor with a new interpretation of the front and rear design
- **Important boost to vehicle length** – an increase of 122 mm makes the new T-Roc appear half a class larger and creates more space in the interior
- **Progressive light design** – illuminated VW logos¹, new IQ.LIGHT matrix headlights¹ with high-performance main beam and 3D LED tail light clusters¹
- **Aerodynamic efficiency** – the drag coefficient of $C_d = 0.29$ is 10% lower than the predecessor and one of the best values for a compact SUV



Expressive front end. Enhancing a design involves having the courage to combine the DNA of a best-seller with brand-new elements and thus take it into a new era. The front end of the new T-Roc does exactly that. The 'face' now showcases its stylistic relationship with the family of other modern-day Volkswagens, like the Tayron and ID.7. And yet, the 'family face' is just the starting point. From here, the designers have created a 'product face' for the new T-Roc with the greatest possible autonomy. Every line, every edge, every surface and every curve is based on logic and functionality. Take the bonnet, for example: similar to the Tayron, it is embedded in the contour that runs all the way round the high and uniform design of the front section. The peripheral outer edge of the bonnet becomes a design element in itself. The front line of this edge is merged back into the front end between and above the headlights via a slim chrome or LED strip. The bonnet also features powerful contours: the wide and smooth centre is lower, while the side surfaces are higher; the vertical lines between these surfaces meet the imagined continuation of the headlight housing inner boundaries with incredible precision.



The T-Roc R-Line² with optional IQ.LIGHT LED matrix headlights

Distinctive light design. The T-Roc has a focused and confident look thanks to the dynamic graphics of the LED headlights – especially in conjunction with the optional LED Plus headlights and the even more powerful IQ.LIGHT LED matrix headlights¹ as well as the continuous LED strip of the daytime driving lights installed with both of these options. The illuminated VW logo is integrated into this graphic design (as from LED Plus headlights). The interaction between all of the elements lends the upper section of the front end a progressive and futuristic appearance. The front

end's lower segment is characterised by the wide ventilation grille. At the sides it is bordered by aerodynamic air deflectors, while the sides of the intricate black air grilles are refined by elements in the vehicle colour. At the bottom, a spoiler in the style of an underride guard rounds off the area. The daytime running light elements installed in the bumper on the predecessor have been replaced, with their function now being performed by the LED elements located in the better protected upper area of the front end.



Dynamic silhouette. Compared with its predecessor, the new T-Roc looks larger, sportier, more confident and – thanks to the premium feel conveyed at visual level – more mature. This becomes very clear when you look at the silhouette. In the upper area, the designers have added a dynamic enhancement to the silver ‘hockey stick’ (roof frame strip) and the C-pillar of the predecessor by giving the roof line an even more coupé-like finish at the rear. Both make the T-Roc appear larger and sportier. The iconic roof frame strip also separates the roof – which can be optionally painted in the contrasting colour black – from the body colour and lowers the T-Roc’s visual centre of gravity. The ratio of the comparatively flat greenhouse (roof and window surfaces) to the higher area of the painted body surfaces actually makes the new T-Roc look more like a dynamic CUV (Crossover Utility Vehicle) as opposed to a classic SUV (Sport Utility Vehicle). The ergonomically shaped door openers are now positioned higher up the body. A particularly striking element that forms part of the T-Roc DNA is the two-part character line. At the front, it evolves out of the LED light



The powerful and linear silhouette of the T-Roc

strip of the headlights and, with a sharp undercut, runs to just in front of the A-pillar. Below the character line, the flared front wheel arches and wings shape the appearance. The wheel arches are filled with wheels of up to 20 inches in size (previously a maximum of 19 inches). The character line does not re-emerge until it reaches the rear section of the rear doors. Here, it rises above the door handles with a radius parallel to the wheel arch and then runs horizontally into the rear end. The rear side area of the character

line and the flared wings were both distinctive design elements in the first T-Roc. In the second generation, the shoulder area shaped by the undercut has become even more powerful and striking. One thing is certain: the crisp T-Roc proportions, the sculpted T-Roc muscles above the wheel arches and the strong T-Roc side skirts of the new generation lend this SUV a more masculine and athletic appearance.





The rear end of the T-Roc Life

Coupé-like rear end. The revamped rear of the T-Roc is now even more distinctive. The more coupé-like design of the tailgate and the stretched roof edge spoiler to the rear provide a huge boost to the overall dynamic appearance. Here, too, the T-Roc now looks bigger and even more refined. The entire rear area, including the tailgate which extends much further outwards, has been accentuated horizontally to visually emphasise the new T-Roc's width and to give the vehicle a strong appearance on the road. While the predecessor still had split tail light clusters, the model series' second generation now uses a glass-covered crossbar, which is illuminated from the mid-range specification package¹. In this case, the red illuminated rear VW logo¹ is integrated in the middle. The level below is home to the sculpted number plate area and a diffuser, with the latter giving the SUV an additional feel of stability and sportiness. The entire rear area is joined above the light strips by the aerodynamic spoiler lip that runs all the way around and extends into the character line and shoulder section – a design feature that underlines Volkswagen's quintessential solidity.





IQ.LIGHT LED matrix headlights

The LED headlights in detail. In the base version and Life specification package, the T-Roc is equipped with new LED headlights with daytime running lights and Light Assist main-beam control as standard. From the Life specification and above, the exterior mirrors also feature a light projection as surround lighting. The top-of-the-range Style and R-Line equipment lines illuminate the night with even more powerful LED Plus headlights¹. Integrated into the light design in this case: a narrow LED daytime running light strip in the upper area of the radiator grille and the white illuminated VW front logo in between. The LED Plus headlights package also includes automatic lighting control as well as cornering and poor weather lights. The IQ.LIGHT LED matrix headlights¹ also represent a new stage of development; the LED daytime running light strip and the illuminated VW logo are also integrated here. The IQ.LIGHT LED matrix headlights can be configured in conjunction with the



Illuminated VW logo

IQ.LIGHT light package¹. The technical features of these headlights include a new high-performance LED main beam. The extended equipment (compared with LED Plus) includes the dynamic cornering light and Dynamic Light Assist advanced main-beam control (which is used to mask road users ahead and oncoming traffic). The IQ.LIGHT LED matrix headlights consist of the following main components: the LED matrix module with projection lens and LED matrix unit (LED light source for dipped beam, matrix main beam and dynamic cornering light) as well as the high-performance main beam and the static cornering light.



3D LED tail light clusters with illuminated VW logo

The LED tail light clusters in detail. The tail light clusters on the new T-Roc are also designed as an LED system as standard. If the SUV is equipped with the LED Plus headlights or the IQ.LIGHT LED matrix headlights, the new 3D tail light clusters¹ are automatically included. In this case, the glass-covered horizontal bar between the tail light clusters is also illuminated and the rear VW logo is illuminated in red. The 3D tail light clusters include a Coming Home and Leaving Home light animation. Three different animation scenarios can be configured via the infotainment system. The new lighting systems create an unmistakable day and night light signature for the T-Roc.





Aerodynamically optimised front end with black air blades (left) and silver spoiler

THE BODY AERODYNAMICS

10 per cent improvement in drag coefficient. As a key factor for efficiency, the aerodynamics of the T-Roc were refined in elaborate virtual flow simulations and in real-life testing in the wind tunnel. The C_d value (drag coefficient) of 0.29 is 10 per cent better than on the predecessor; it is also among the best in the segment. The new T-Roc's frontal area (A) measures 2.40 m², which is also an indicator of the refined aerodynamics. These values were achieved through a number of individual measures. At the front, the T-Roc is characterised by air blades, wheel arch spoilers and displacement elements for optimised airflow around the bumper and front wheels. In the rear area, the elongated coupé-shaped roof with roof spoiler and side spoilers reduce air turbulence and thus lower drag. The rear diffuser was also integrated to achieve ideal aerodynamics. The aerodynamic fine tuning is extended to every detail of the body. It also includes the wheel rims, the T-Roc's underbody and the exterior mirrors; the latter come from Volkswagen's aerodynamic flagship, the ID.7. Special water deflector strips in the area of the A-pillars, which are also aerodynamically efficient, optimise acoustics at high speeds.

1. Optional equipment
2. T-Roc R-Line - Energy consumption: combined 6.0-5.6 l/100 km; CO₂ emissions: combined 136-128 g/km, CO₂ class: E-D



INTERIOR AND CONTROLS

Every detail improved
– enhanced quality, improved comfort,
increased space

T-ROC – TRUE VOLKSWAGEN

Quality at a new level. Volkswagen initiated a turning point in 2025: under the slogan 'True Volkswagen', the automotive manufacturer is highlighting its typical strengths more than ever through a clean and distinctive design, an attractive price-performance ratio, innovative technologies, high quality and intuitive operation. The interior of the new T-Roc reflects this start of a new era. The design of the interior is clean and unmistakable – horizontally structured surfaces and clear lines ensure immediate orientation. The quality of the materials defines a new status quo in the class – soft, high-quality and fabric-covered surfaces in the area of the dashboard, perforated and illuminated leatherette decorative trim elements as well as tactile and visually appealing seat fabrics blur the class boundaries to higher classes.

New technologies with intuitive operation.

Operation has been thought through down to the smallest detail – easy-to-grip buttons on the multifunction steering wheel, robust and ergonomically optimised door openers and the multifunctional driving experience control¹ for various functions and audio volume create an interior world that can be operated intuitively. A new feature on board the T-Roc is also an optional windscreen head-up display¹. User-oriented technologies include features such as the latest generation of infotainment systems including voice control¹ and ChatGPT integration¹. Also new are the digital instruments in large rectangular format; in addition to the usual views, they now offer a black panel function with a completely reduced display, as the full spectrum of information is not always required. The interior of the new T-Roc in detail:

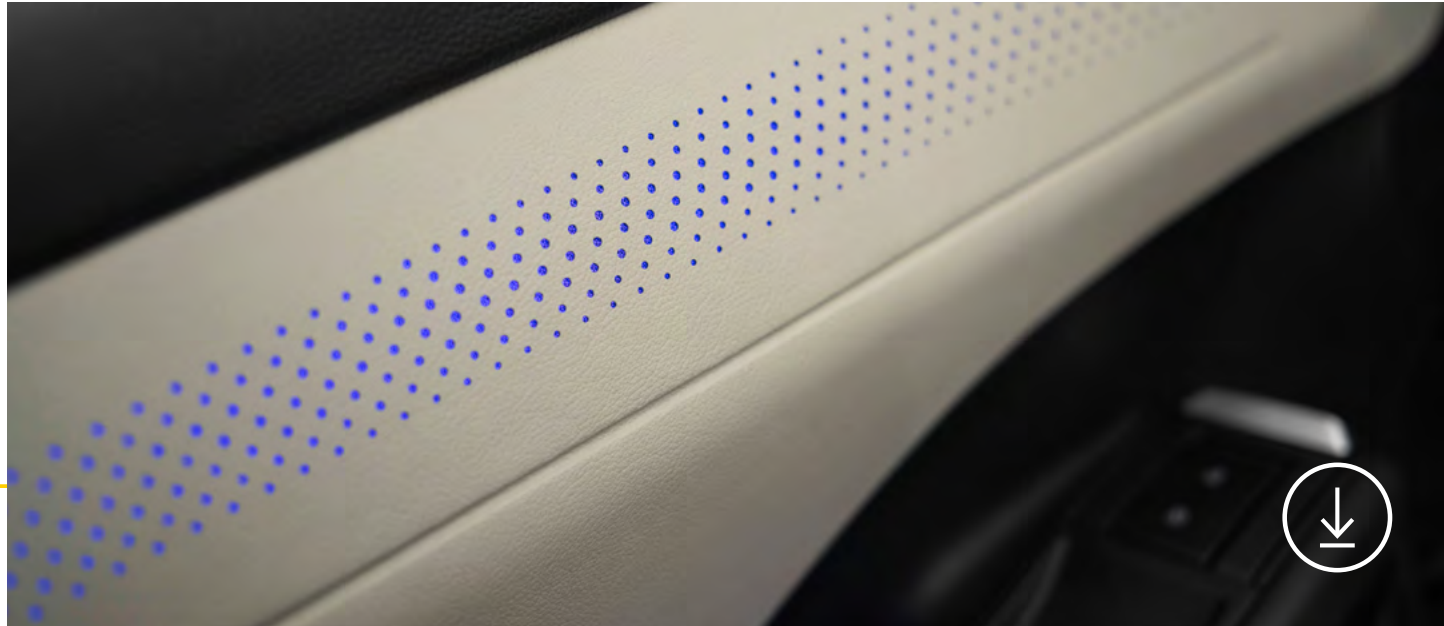
KEY FEATURES

- **New status quo in the class** – the T-Roc establishes a bridge into higher segments with high quality, clean interior design and innovative technologies
- **Perfection in every detail** – fabric-covered dash panel, soft plastics and illuminated leatherette trim elements make quality visible and tangible
- **True Volkswagen** – head-up display¹, driving experience control¹, instruments and infotainment with ChatGPT¹ have been adapted from the Tiguan and Tayron
- **Family-friendly in every way** – the extra length delivers noticeably more space in the rear of the five-seater and results in a luggage compartment that is now 30 litres larger



The interior of the T-Roc Style





Leatherette in the doors
illuminated by background lighting

SPACE AND SEAT ERGONOMICS

More space, more comfort. Anyone who sits in the driver or front passenger seat of the T-Roc and looks across its clearly designed cockpit landscape and over the high and easily visible bonnet will not imagine they are sitting in a compact-class SUV. This impression is reinforced by the space offered by the second-generation T-Roc, which is suitable for long-distance journeys and families. Even if people taller than 1.85 m are sitting in the front, passengers of a similar stature have sufficient legroom in the rear thanks to the extra 122 mm added to the length of the new T-Roc. In addition, the designers have also ensured that there is plenty of space for the luggage of five passengers. Thanks to the increase in length, the luggage compartment volume has now increased by 30 litres to 475 litres when loaded up to the height of the rear seat backrests, which fold down in a 1/3 to 2/3 split. As from the Life equipment line, the area of the centre armrest including the centre head restraint can be folded down separately to create space for long objects such as skis. In the T-Roc Life and T-Roc Style, the front passenger seat backrest can also be folded down so that XL-sized objects can be transported on board the SUV.



Rear bench seat with increased knee room, here in the T-Roc Style



475 litres of stowage space up to backrest height of rear bench seat



1,350 litres maximum load volume



Pneumatic seat functions. The seats of the new T-Roc have been ergonomically designed. As characteristic for SUVs, the sitting position is high: the distance to the road is 577 mm at the front, and 622 mm on the three-seater rear bench seat. The driver seat in the Trend base version is height-adjustable. As from the Life medium equipment line, the comfort seats already feature pneumatic lumbar supports in the backrests, which can be adjusted electrically. There is a comfortable centre armrest with an integrated stowage area between the front seats. Designed for maximum comfort, the top-of-the-range Style version features an especially ergonomic ergoActive driver seat. Both Style front seats are equipped with a pneumatic massage function – a standard feature that Volkswagen has transferred from the mid-size and luxury class segments to the T-Roc segment. The seat centre panels of the front and outer rear seats are finished in ArtVelours Eco microfleece in the Style equipment specification. The comfort seats for driver and front passenger are also heated and height-adjustable as standard. True to its name: the sporty top-of-the-range T-

Roc R-Line is equipped with ergonomic and visually individualised sports comfort seats. They are heated at the front and are height-adjustable. In this T-Roc version, the seat centre panels of the front seats and outer rear seats are finished in R-Line fabric; an 'R' for R-Line is incorporated into the centre panels of the driver and front passenger seats. Both the T-Roc R-Line and the T-Roc Style can be optionally ordered with seats in high-quality leather, including electrically adjustable front seats. In the leather configuration, the Style line also has the sports comfort seats on board. Overall, seating comfort in the new T-Roc is now simply in a comfort league of its own within its class.



Standard-equipment ergoActive seat of the T-Roc Style with pneumatic massage function



THE COCKPIT LANDSCAPE

New fabric structure as the surface finish: The design and architecture of the cockpit landscape are consistently straight and horizontal. An example of the high quality in the T-Roc's interior: the top level of the dash panel. This is designed with a new, softly padded and high-quality fabric structure that reliably reduces glare in the windscreen. Different colours are available, depending on the interior trim. The continuous line of the vents is integrated below. In the Style and R-Line versions, this area is illuminated by the background lighting as standard (Life version: optional with Ambient package). In all versions, the fabric-covered top level and the vents are surrounded by an all-round trim element in a grey shade.

New hardware and software. The digital instruments (Digital Cockpit for Trend and Life, Digital Cockpit Pro for Style and R-Line) as well as the touchscreen of the infotainment system and the air conditioning controls area on one viewing level. A windscreen head-up display is available as an option. In the maximum configuration, this means that the driver has access to a trio of displays, consisting of the digital instruments, infotainment display and head-up display, putting the vehicle at the level of the Tiguan and Tayron. Another feature in the T-Roc that has been adapted from the two larger SUVs is the enhanced driving experience control¹. In addition to the driving profiles and drive modes, the new generation of the elegantly illuminated rotary, touch and pushbutton switch also includes ability to control the Atmospheres function offered for the first time in the T-Roc (optional) and a second control for adjusting audio volume.



Interior of the T-Roc illuminated by background lighting

Cooling ducts for smartphones and Easter eggs. In front of the driving experience control are two USB-C ports and a stowage compartment for a smartphone – with optional inductive charging and an integrated cooling function. The inductive charging cradle is one of many examples of the perfection that extends down to the smallest detail: The cooling ducts in the rubberised non-slip cradle resemble the lanes in a miniature swimming pool. Surprise Easter egg elements have been added here: swimmers that appear when viewed from above. This attention to detail continues into the stowage compartments and cup holders in the centre console. Mini symbols integrated here include coffee cups, pretzels, ice cream cones or keys.



USB-C ports and inductive smartphone charging cradle with Easter eggs



Digital Cockpit and Digital Cockpit Pro. Compared with the predecessor's Digital Cockpit, the new digital instruments in the second-generation T-Roc are much larger due to the full use of the rectangular format with a diagonal of 25.4 cm (10 inches). The Digital Cockpit Pro in the Style and R-Line equipment lines offers a further extended range of functions – for example, integration of the navigation map. Using the View and OK buttons in the right-hand trim element of the standard multifunction steering wheel, the driver can choose between two different basic configurations (information profiles): Classic with round instruments and Progressive with display tiles. The area between the round instruments or tiles can be assigned freely – for example, with the navigation system's route guidance or displays from the assist systems. The areas inside the round instruments and tiles can be filled with various information. Completely new is a display mode that hides all information – except for the data that is required for driving, such as the current speed and notifications from the assist systems – as a black panel function. The aim of this mode is to enable the driver to concentrate even better on the road, for example during long night-time journeys. To activate the mode, it is sufficient to long press the View button. Conversely, this long press function also re-activates the other displays again.

Windscreen head-up display. There was previously no head-up display in the T-Roc. However, this is changing with the new T-Roc. Volkswagen's optional windscreen head-up display projects essential information for the driver onto the windscreen in the space in front of the T-Roc. The virtual projection distance from the driver is approx. 2.1 metres. The status and warning indicators on the display include, for example, information from Travel Assist as well as information on the current and permitted speed (Road Sign Display) and navigation instructions. The windscreen system's projection quality is significantly better than that of simple head-up displays that have a projection surface on the dash panel.

10.3-inch infotainment for Trend. The newly developed infotainment systems of the T-Roc are based on the fourth-generation modular infotainment matrix (MIB4). Two different 16:9 display formats are available: the touchscreen of the base version (for Trend, without navigation function) has a diagonal size of 26.1 cm (10.3 inches). The infotainment system includes App-Connect Wireless for Apple CarPlay and Android Auto, digital radio reception DAB+, four loudspeakers,



Interior with multifunction steering wheel, digital instruments, infotainment system and driving experience control

kers, a mobile phone interface and preparation for the online services VW Connect and VW Connect Plus. In addition, the navigation function can be activated retrospectively in the T-Roc Life. Smartphones can be charged with up to 60 watts at four USB-C charging sockets (two at the front, two at the rear).





12.9-inch infotainment system

12.9-inch infotainment for Life, Style and R-Line. The infotainment system of the versions Life, Style and R-Line offers a display diagonal of 32.7 cm (12.9 inches); the navigation function can be activated here as an option at a later date. The standard equipment includes the Comfort mobile phone interface with charging cradle plus inductive charging function and six loudspeakers. The Discover infotainment package is available as optional equipment. This additionally includes the navigation function and the IDA online voice assistant. Many vehicle and infotainment functions can be controlled using natural speech by means of IDA. In addition, IDA answers specific questions on all conceivable topics. To do this, the system accesses online databases and ChatGPT (AI). The range of applications for ChatGPT is almost endless.

Harman Kardon sound system. The 12.9-inch infotainment system can be optionally ordered in combination with a Harman Kardon sound system specially adapted to the interior of the new T-Roc. The system developed together with Volkswagen for the SUV offers a music output of 480 watts. The sound system hardware includes nine high-end loudspeakers, a subwoofer and a digital 12-channel amplifier. The surround sound system can be individually configured and set up for the various seat zones via the infotainment menu. The menu structure of the infotainment systems in detail:

- **top bar, home screen, bottom bar.** The interface of the infotainment touchscreen is divided into three levels: the top bar, home screen (middle) and the bottom bar. Favourite functions can be added as direct access elements in the top bar and home screen. While the driver opens all functions variably in the form of apps on the home screen, the individually configured top bar and static bottom bar are permanently displayed. This makes the system particularly easy to use. Below the infotainment display, there are also the backlit touch sliders for functions such as temperature settings and volume control; the volume can also be adjusted via the driving experience control in the centre console.



Harman Kardon sound system tweeter integrated in the A-pillar

- **Top bar now with access to speed warning.** The top bar has a direct access button on the left that allows the driver to open the main menu with an overview of all apps at any time with just one click. Next to this is a button for the Car Control Centre, which offers direct access to the most important vehicle functions and can be configured individually by the driver. This now also includes the legally required speed warning, which can be adjusted here in a matter of moments. The main menu and Car Control Centre can be accessed at any time without having to close the active app – also making the system easy to use. To the right of the Car Control Centre, there are additional direct access elements to which the available apps can be freely assigned.



- **Home screen.** The home screen in the middle combines the content of the most important apps on differently sized graphic tiles. For example, the apps for navigation, media, telephone or the IDA voice assistant can be stored on these tiles. If one of the menu options from the top or bottom bar is activated, this app is also displayed in the home screen.
- **Bottom bar.** The bottom bar contains access to the air conditioning and seat functions and has a home button that lets the driver return to the home screen at any time. These functions are therefore always directly available.

Second-generation driving experience control¹. A central operating element of the new T-Roc is the second generation of the significantly enhanced driving experience control. In the Trend and Life versions, an equally elegantly designed rotary switch for adjusting the audio volume is fitted as standard. The driving experience control (standard for Style and R-Line, optional for Life) can be used to control the various driving profiles (including all-wheel drive profiles for 4MOTION) and preconfigured Atmospheres in addition to the audio volume. Pressing the switch display enables the driver to switch between volume, driving profile and Atmospheres control. Touching or swiping is used switch from driving profiles to the Atmo-

spheres. The menus are shown in parallel as pop-ups on the infotainment display. Within the respective basic functions, the settings are configured simply by turning the easy-to-grip, illuminated adjustment wheel. A closer look at the Atmospheres is particularly exciting, as this is the first time they have been available on board the T-Roc. The settings for the 10- or 30-colour (depending on equipment) background lighting and the audio system (with optional Harman Kardon sound system) are merged here to create a wide range of lighting and sound tapestries. Playlists from the Spotify streaming service perfectly matched to the respective Atmospheres can be additionally included. The modes Lounge, Energetic, Joy, Minimal and Me can be activated. Lounge is characterised by muted colours, quiet sounds and classical music, for example. In contrast, Energetic has more colour, the sounds are louder, and the playlist is more rock-oriented. Depending on the mode selected, the screen illumination of the driving experience control also changes.



Driving experience control in the centre console

New steering column switches. Similar to the latest ID. models as well as the current Passat, Tiguan and Tayron, a steering column switch is also used in the new T-Roc as a switch for the seven-speed direct shift gearbox (DSG). This creates space for stowage compartments in the centre console. It is easy to use: turn forwards to D to drive forwards, turn backwards to R to reverse, press sideways to activate the parking brake. A new multifunction steering column switch is also used for the turn signal and wiper functions.

1. Optional equipment



Direct shift gearbox gear lever on the steering column



STANDARD AND OPTIONAL EQUIPMENT

Smart matrix – the T-Roc is easy to configure and offers an optimised price-performance ratio

CONFIGURED IN JUST A FEW STEPS

Smart – the equipment matrix³. Volkswagen has restructured and clearly designed the T-Roc's equipment matrix. Standard and optional features and packages can be selected with just a few clicks. The equipment level has generally been raised. Even the base version of the new T-Roc generation is anything but an entry-level model due to its standard equipment and high-quality interior materials. The new T-Roc can be customised in a targeted manner with three additional equipment versions. The top versions correspond to the equipment level of the next higher class in each case. The following four T-Roc equipment lines are available:

- Trend – base model
- Life – mid-range equipment level
- Style – elegant top-of-the-range version
- R-Line – dynamic top-of-the-range version

Trend and Life – strong base model, exciting mid-range.

When the primary focus is the budget, the T-Roc Trend is the first choice. It is offered on the German market at prices starting at 30,845 euros. The T-Roc Trend comes as standard with the 85 kW (116 PS)¹ 48 V mild hybrid drive 1.5 eTSI, comprehensive safety equipment with nine airbags and numerous assist systems, LED headlights and LED tail light clusters, comfort features such as automatic air conditioner, a multifunctional infotainment system (26.1 cm (10.3-inch) touchscreen display) and digital instruments. Drivers with a higher annual mileage will appreciate the additional comfort of the second equipment level – the T-Roc Life. Here, details such as Adaptive Cruise Control ACC, a rear view camera system, 16-inch alloy wheels, a 32.7 cm (12.9-inch) infotainment display and the optionally activatable navigation function extend the equipment. In addition, the T-Roc Life, which is available in Germany at prices starting at 34,005 euros, can be further customised with optional equipment such as 30-colour background lighting, the tilting and sliding panoramic sunroof and two-tone paint finishes.

KEY FEATURES

- **Trend** – the base model starts with a mild hybrid drive (85 kW)¹, 10.3-inch infotainment system, large safety package and automatic air conditioner
- **Life** – the medium equipment level has Adaptive Cruise Control ACC, the rear view camera system and a 12.9-inch infotainment system on board
- **Style** – the elegant top-of-the-range equipment is enhanced by seats with massage function, background lighting, illuminated VW logos and 17-inch wheels
- **R-Line** – the sporty 110 kW flagship version² is characterised by features such as 18-inch wheels, customised bumpers in R design and sports comfort seats



Style and R-Line – two top-of-the-range versions, two character types. The product line's two top-of-the-range versions have particularly comprehensive equipment specifications, but are differently positioned and individualised: the T-Roc Style and the T-Roc R-Line. Elegant and refined: the T-Roc Style configurable in Germany from 38,510 euros. Compared with the Life version, the price also includes the following: details such as heated front seats with a pneumatic massage function, seat covers in elegant ArtVelours Eco microfibre, background lighting, an inductive charging function for smartphones, LED Plus headlights, illuminated VW logos and 17-inch alloy wheels. The T-Roc R-Line is the sporty flagship version. Offered on the German market at prices starting from 42,460 euros, this SUV is the only T-Roc to be equipped as standard with the 110 kW (150 PS)² version of the 48 V mild hybrid drive. Bumpers in the R-Line design and 18-inch alloy wheels customise the crisp exterior design. Inside, the dynamic T-Roc R-Line distinguishes itself from the refined T-Roc Style with sports comfort seats at the front with individualised seat covers and integrated head restraints, stainless steel pedals, a black headliner as well as progressive steering and sports chassis.

Characteristic for the T-Roc – two-tone paint finishes. The colour spectrum consists of the two solid colours Canary Yellow and Pure White as well as the metallic paint finishes Celestial Blue, Flamed Red, Grenadilla Black and Wolf Grey. Already a characteristic feature of the predecessor product line: the optional contrasting roof. Understandably with the exception of Grenadilla Black, all colour shades can be combined with a black car roof.

16-inch to 20-inch – eleven alloy wheels. Twelve wheel/tyre combinations (plus various winter wheels) are available for the new T-Roc – eleven alloy wheels and one steel wheel. The range of 16-inch to 20-inch aluminium wheels consists of the 16-inch Bilbao wheel, the 17-inch Lima wheel, the 18-inch Torino and Coventry wheels, the 19-inch Vancouver wheels, York Aero diamond-cut black/grey, York Aero diamond-cut black/black and York Aero Black Style as well as the 20-inch diamond-cut Calgary wheels and Calgary in Black Style.

Optional equipment – maximum variety. Options include details such as IQ.LIGHT LED matrix headlights and LED tail light clusters with dynamic turn signals, electrically adjustable leather seats, a head-up display, a 480-watt Harman Kardon sound system, assist systems such as Travel Assist for semi-automated driving functions, the adaptive chassis control DCC in the 110 kW versions, a large tilting and sliding panoramic sunroof and a Black Style package with black exterior details including black alloy wheels. All versions of the T-Roc can be ordered with a towing bracket whose drawbar load of 80 kg is also designed for transporting heavy e-bikes.

1. T-Roc 1.5 eTSI, 85 kW (116 PS) – Fuel consumption: combined 6.0-5.5 l/100 km; CO₂ emissions: combined 136-125 g/km; CO₂ class E-D
2. T-Roc 1.5 eTSI, 110 kW (150 PS) – Fuel consumption: combined 6.0-5.5 l/100 km; CO₂ emissions: combined 137-126 g/km; CO₂ class E-D
3. All equipment specifications and prices apply to the model range offered in Germany
4. T-Roc R-Line - Energy consumption: combined 6.0-5.6 l/100 km; CO₂ emissions: combined 136-128 g/km, CO₂ class: E-D



T-Roc R-Line⁴ with "Black Style" design package



Optional 19-inch York Aero alloy wheels



EN

Media library



DOWNLOAD

From November 22, 2025, 1:00 p.m. CET, you will find images, graphics, videos and footage of the new T-Roc here.



Images / graphics



Videos / footage

More at: **[volkswagen-newsroom.com](https://www.volkswagen-newsroom.com)**

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