



The T-Roc Cabriolet ^{1,2,3} International Media Drive

March 2020

Note: This press release, images and films regarding the T-Roc Cabriolet can be found online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.

1) T-Roc Cabriolet 1.0 TSI, 85 kW / fuel consumption in l/100 km: urban 6.6–6.3 / extra-urban 5.1–4.8 / 5.6–5.4 (combined); CO₂ emissions in g/km: 129–123 (combined), efficiency class: B.

2) T-Roc Cabriolet 1.5 TSI, 110 kW / fuel consumption in l/100 km: urban 6.9–6.7 / extra-urban 5.0–4.8 / 5.7–5.5 (combined); CO₂ emissions in g/km: 130–125 (combined), efficiency class: B, A.

3) T-Roc Cabriolet 1.5 TSI DSG, 110 kW / fuel consumption in l/100 km: urban 6.7–6.5 / extra-urban 5.3–5.0 / 5.8–5.6 (combined); CO₂ emissions in g/km: 132–127 (combined), efficiency class: B.

4) T-Roc R, 221 kW / fuel consumption in l/100 km: urban 9.5–9.1 / extra-urban 6.6–6.5 / 7.7–7.5 (combined); CO₂ emission in g/km: 176–171 (combined), efficiency class: D.



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In brief

The T-Roc Cabriolet – freedom with no upper limit

- **“Accept no roof”.** The new T-Roc Cabriolet combines the robustness of an SUV with the joyful drive experience of an open-top car
- **The SUV offensive is underway.** With the launch of the T-Roc Cabriolet, Volkswagen is expanding its offering in the compact SUV segment – the fastest-growing market segment worldwide
- **Emotional design.** With its tight proportions, the car’s exterior reflects its strong character
- **Room for four.** The T-Roc Cabriolet offers space for 2+2 people. The seating position is raised, providing a good view
- **Light and fast.** The soft top has an electrohydraulic drive. It opens and closes fully automatically in nine or eleven seconds, and this is also possible during travel at speeds of up to 30 km/h
- **High level of safety.** In the event of imminent rollover, a protection system extends behind the rear seats
- **Digital operating concept.** The Digital Cockpit and the infotainment system Discover Media are optionally available
- **Always on.** The infotainment hardware and Volkswagen We services connect the car to its environment, making navigation and entertainment even better and more attractive
- **Two equipment lines.** The Style line appeals to design fans, while the R-Line equipment level is designed specifically to cater for sporty tastes
- **Generous standard equipment.** Front Assist and Lane Assist come as standard in the T-Roc Cabriolet, as do 17-inch aluminium wheels
- **Two TSI engines.** The 1.0 TSI has an output of 85 kW/115 PS, while the 1.5 TSI delivers 110 kW/150 PS. It is also available with DSG. Both engine options feature front-wheel drive

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Highlights of the new T-Roc Cabriolet

Wolfsburg, March 2020. "Accept no roof" – the new T-Roc Cabriolet makes a promise. It is the promise of unlimited freedom, a breath of fresh air in the SUV segment and highly emotional driving pleasure. As the first crossover convertible in the compact class, it unites the robustness and strengths of an SUV with the joyful driving experience of an open-top car. The model will shortly be launched on the market in Germany and other European countries.

Extroverted and emotive design. The T-Roc Cabriolet instantly reveals what it stands for – driving fun, freedom and vitality. The strikingly wide front end, prominent lines and tight proportions give the model a distinctive mix of effortless and beefy SUV looks. The team under Volkswagen Head of Design Klaus Bischoff created lines that clearly underline the unique position of the T-Roc Cabriolet within the SUV segment.

Enhanced driving experience with a good view. The 2+2-seater T-Roc Cabriolet is based on the Modular Transverse Toolkit (MQB). It measures 4.27 m in length and has a wheelbase of 2.63 m. The car is 1.81 m wide (not including exterior mirrors) and 1.52 m high. The height above the road in relation to the H-point is 599 mm for the driver and front passenger and even 616 mm for rear passengers. The luggage compartment has a capacity of 284 litres. The folding rear seat backrests and optional tow bar underscore the car's versatility.

Light on top. Following in the footsteps of the Beetle and Golf Cabriolet, the T-Roc Cabriolet has a classic light soft top consisting of three layers. It is opened and closed fully automatically by the electrohydraulic drive in nine and eleven seconds respectively – and this is also possible during travel at speeds of up to 30 km/h. When open, the soft top folds down in a Z format behind the rear seats, its solid front cross strut serving as a cover.



When the roof is closed, retainer bars prevent it from ballooning at high speeds. There is always a pleasant sense of calm inside the car, not least due to effective seals in the doors and windows. Volkswagen is able to supply a windbreak on request.

Safety in every detail. If the car is at risk of rolling over, a protection system is activated: within a fraction of a second, two thick panels extend behind the rear headrests. Meanwhile special reinforcements in the body of the T-Roc Cabriolet compensate for the lack of a fixed roof.

Digital operating concept. The T-Roc Cabriolet comes optionally with two digital display and control elements: the Digital Cockpit in the driver's field of vision and the infotainment system Discover Media. The latter is one of the latest generation of infotainment devices and features an online connectivity unit complete with integrated eSIM. Connecting the car to its surroundings and users' smartphones, it brings on board a wide range of new functions and services from the We Connect and We Connect Plus range. Easy-going audio pleasure is provided by the 12-channel sound system "beats".

Style and R-Line specification packages. Customers purchasing the T-Roc Cabriolet have a choice of two equipment lines. The Style line is design-oriented, while the R-Line (for the 1.5 TSI only) caters specifically for sporty tastes, including sports running gear, progressive steering and driving mode selection as standard. The bumpers are unique to the R-Line model and the sport convenience seats are covered with fabric and leatherette.

The basic technical equipment for both lines includes Front Assist with City Emergency Braking System and pedestrian detection, the Automatic Post-Collision Braking System and Lane Assist. Both Style and R-Line come with 17-inch alloy wheels, but Volkswagen can optionally fit large wheels with a diameter of 18 or 19 inches.



Efficient TSI duo. Whether city cruising, light terrain, winding county roads or motorways – the drive and running gear of the T-Roc Cabriolet demonstrates supreme mastery. There is a choice of two efficient petrol engines with turbocharging and direct injection. The 1.0 TSI is a three-cylinder engine with an output of 85 kW/115 PS and torque of 200 Nm, while the four-cylinder 1.5 TSI delivers 110 kW/150 PS and 250 Nm. A six-speed manual gearbox and front-wheel drive come as standard; the larger TSI can be combined with the seven-speed dual-clutch gearbox DSG.

The SUV offensive is underway. Volkswagen SUV models have set the benchmark for many years now. The model family ranges from the T-Cross, T-Roc and Tiguan through to the Touareg, Atlas and Teramont. The T-Roc Cabriolet penetrates the fastest-growing segment in the entire automotive sector – the compact SUV class.

Key aspects

“Accept no roof”: the T-Roc Cabriolet combines the best of two worlds

Positioning

“Accept no roof”. The T-Roc Cabriolet transcends boundaries, thereby combining the best of two worlds: it stands for both utility and freedom, as well as performance and comfort. The open-top Volkswagen crossover is just as much at home in an urban setting as it is pursuing outdoor adventure. The design itself arouses positive emotions, its stylish coolness adding a touch of colour to everyday life. The T-Roc Cabriolet is an ambassador for vitality and driving fun. It appeals to enterprising individuals – at both a rational and an emotional level.



The T-Roc evolves into the T-Roc family. The T-Roc Cabriolet draws on the technology of the T-Roc, which is based on Volkswagen's versatile Modular Transverse Matrix (MQB). The letter T – derived from Tiguan and Touareg – identifies the T-Roc as an SUV, while the word "Roc" positions it as a crossover capable of shaking up the compact SUV segment – which it is doing very successfully: more than 360,000 vehicles had been sold by the end of 2019. The T-Roc R⁴ was added as a new family member in March 2019 – a high-performance variant with an output of 221 kW/300 PS. The T-Roc Cabriolet will shortly be launched on the market in Germany and other European countries.

Volkswagen's SUV offensive Volkswagen is seeking to further expand its range in the booming SUV segment. It currently includes the large SUVs Touareg, Atlas and Teramont, the compact Tiguan and T-Roc and the small T-Cross. The new T-Roc Cabriolet is targeting the fastest-growing segment in the automotive sector – the compact SUV class. The open-top crossover is built at the plant in Osnabrück. It is a site with a longstanding tradition of producing convertibles: after all, it was here that the open-top variants of the Beetle and Golf came off the assembly line.

A tradition of openness. It was as long ago as 1949 that Karmann started producing the Beetle Cabriolet in Osnabrück, supplemented by the Karmann Ghia Cabriolet from 1957 to 1974. More than 330,000 units of the open-top Beetle were sold and it was not discontinued until 1980 – Volkswagen had already showcased the Golf I Cabriolet the previous year. The latter remained in production until 1993 and was followed by the Golf III Cabriolet (1993 to 1998), the Golf IV Cabriolet (1998 – 2002) and the Golf VI Cabriolet (2011 – 2016). A total of more than 770,000 Golf Cabriolet were produced over the course of four generations.

All Golf Cabriolets were built in Osnabrück, while the Eos with its steel folding roof was produced in Palmela (Portugal) from 2006 to 2015. From 2003 to 2010 the New Beetle Cabriolet was manufactured at the Mexican plant in Puebla, followed by the Beetle Cabriolet from 2011 to 2019.



Off-road vehicles with a military background. Volkswagen built light off-road vehicles without a fixed roof for many years. The Type 181 (1969 to 1980) and the Type 183 (1978 to 1988) – also known as the Iltis – were produced for military purposes. By contrast, the cheerful, colourful style of the two-seater buggies based on the Beetle was geared strictly towards civil use. These were sold in the 1960s and 1970s as conversion or assembly kits, mainly in the USA, with Karmann producing some 1,800 for Volkswagen.

Crossover 1990. A conceptual predecessor to the T-Roc Cabriolet that is less well-known was the Biagini Passo. As long as 30 years ago, it likewise combined the robustness of an off-road car with the open character of a convertible. Italian manufacturer ACM merged the all-wheel drive technology of the Golf II Country with the open body of the Golf I. Only about 100 of these were built between 1990 and 1993.

Design, space and soft top

The new Volkswagen SUV DNA. Like the Tiguan, Tiguan Allspace, Atlas and Teramont, the design of the T-Roc reflects Volkswagen's new, expressive SUV DNA. It combines authentic off-road elements such as dynamic performance and urban flair while at the same time allowing each model to develop its own distinctive character. Klaus Bischoff, Volkswagen Head of Design: "The new T-Roc puts its superiority on display, while at the same time embodying a highly expressive, almost cheeky design. It is this emotional component that makes it so appealing."

Dynamic proportions. The T-Roc Cabriolet is 4,268 mm long and has a wheelbase of 2,630 mm. The width not including exterior mirrors is 1,811 mm, while the height is just 1,522 mm. The width-to-height ratio underscores the car's dynamics, and the body's centre of gravity – low for an SUV – enhances driving fun. Other defining features are the short



overhangs and the large track widths of 1,538 mm (front) and 1,539 mm (rear).

Wide grille at the front. The high and wide radiator grille unit with the integrated dual headlights dominates the front section of the T-Roc Cabriolet. The top versions of the headlights use LED technology, and their housing is unusually flat. This was possible because the turn signals and daytime running lights have been shifted to the bumper. The LED headlights give the car a characteristic circular signature light. The front section is rounded off with a large air inlet filled with a honeycomb grille and a visual underbody protection.

Chrome strip on the side. A chrome strip runs below the windows of the T-Roc Cabriolet to the rear. A hand width below this, the so-called character line is traced as a light-refracting edge with a sharp undercut. This is interrupted by muscular wheel arches, while a powerful shoulder section grows out of the rear. Off-road applications made of plastic protect the wheel arches, the side sills and the lower zone of the front and rear section. These also have the effect of visually reducing the height of the body.

Horizontal rear section. Horizontal lines dominate the rear of the T-Roc Cabriolet, giving the open-top cross-over a flat, wide and sporty appearance. The third brake light is integrated in the spoiler. A contour runs between the sculpturally shaped tail light clusters, continuing the character line over the boot lid. The Volkswagen logo and the lettering "T-Roc" have been positioned below. The exhaust trim covers and the diffuser insert are trapezoid in shape.

Colour range comprising eight paint finishes. When it comes to the paintwork, customers have eight colours to choose from. Cactus Green and Pure White are plain finishes, while the metallic finishes are called Ivory Silver, Smoke Grey, Ravenna Blue, Kings Red and Turmeric Yellow. The



range is rounded off with the pearlescent finish Deep Black. The soft top is black, regardless of the paint finish.

Black Style design package. Volkswagen offers the design package Black Style for both equipment lines. 18-inch Grange Hill alloy wheels finished in black are its main component. Other features offset in black are the trim strips, the exterior mirror housings and the top of the rear spoiler.

Generous interior. The interior design of the 2 + 2-seater T-Roc Cabriolet harmonises perfectly with the package and the operating concept. The geometries and surfaces appear clean and calm, with certain details conveying the robust SUV look – the interior echoes the contemporary styling of the exterior. The large-area inlays are available in four matt colours for both equipment lines. These are Silver Silk, Shadow Steel, Turmeric Yellow and Ravenna Blue. For the seat covers there are five colours available, including black, grey and brown.

The long wheelbase provides the basis for a generous interior package. The height above the road in relation to the H-point is 599 mm for the driver and front passenger and even 616 mm for rear passengers. The luggage compartment has a capacity of 284 litres – regardless of whether the soft top is open or closed. The versatility of the T-Roc Cabriolet is highlighted by the folding rear seat backrests, released by means of levers in the luggage compartment, and the optional tow bar.

Light soft top. The T-Roc Cabriolet features a classic soft top entirely in the style of the Beetle and Golf Cabriolet. It blends harmoniously in with the design line – when closed, the crossover resembles a coupé because the line of the soft top tapers off gradually. With a total weight of 53.1 kg including the entire powertrain, the soft top module is very light, benefiting the vehicle's centre of gravity and associated driving dynamics.

Perfect aerodynamics. The soft top itself consists of the linkage, headliner, cushioned mat and outer cover. Four cross braces and the large front cross strut are mounted between the longitudinal frame of the linkage. Bolted-



on fabric holding rails connect the covers to the cross struts, which is why the fabric roof does not balloon at higher speeds. This has a positive impact not just on aerodynamics but also on noise levels in the vehicle interior. The longitudinal seams of the outer fabric sections are designed in such a way that they serve as additional drip rails.

Opening and closing at speeds of up to 30 km/h. An electrohydraulic drive opens and closes the soft top of the T-Roc Cabriolet fully automatically. During opening, it folds into a compact Z-shaped package covered by the front cross strut. The T-Roc Cabriolet does without a roof compartment lid, which is why it lets the sun into the interior so easily. Controlled by means of a central switch on the centre tunnel or optionally via the remote control key, the opening process is finished after just nine seconds and can even be carried out during travel at speeds of up to 30 km/h. Closing the top is hardly any slower at 11 seconds. Volkswagen is able to supply a windbreak on request.

Safety in the background. A system fitted behind the rear seats serves to protect passengers in the event of a rollover. As soon as the vehicle sensors detect that the car is exceeding a defined transverse acceleration or a certain tilt angle, two thick panels shoot out behind the headrests in a fraction of a second. There are reinforcement tubes in the windscreen frame and the A-pillars, and convertible-specific reinforcements are integrated in the floor area.

Infotainment and equipment

Fully digital operating architecture. The operating and display concept in the T-Roc Cabriolet is digital. This applies to the optional driver display Digital Cockpit as it does to the infotainment system with its touchscreen positioned at the centre of the dash panel.

Digital Cockpit. In standard trim, the driver has a view of analogue instruments and a multifunction display. An optional feature here is the



Digital Cockpit with a diagonal of 26.0 centimetres and a resolution of 1,280 x 480 pixels. The View button on the multifunction steering wheel enables activation of three basic layouts: In addition to the classic view with circular dials for engine speed and road speed, there are two screens with a digital look. The wide range of additional information shown on the display can be configured via the Discover Media infotainment system; the Digital Cockpit is only available in conjunction with the latter.

Infotainment components. The Composition radio with 16.5-centimetre diagonal comes as standard in the T-Roc Cabriolet. It has two USB ports and a Bluetooth interface. The optional App Connect function puts MirrorLink, Apple CarPlay™ and Android Auto™ on the display, thereby integrating passengers' smartphones in their native surroundings.

The ultramodern navigation and infotainment centre is called Discover Media and has a 20.3-centimetre display. Its range of functions include a twin tuner, a traffic sign recognition function and a proximity sensor. As an optional extra, Volkswagen can offer the Streaming & Internet package and also We Connect Plus online services for a usage period of three years. These are enabled on both devices for one year as standard.

Phone and sound. The infotainment programme is supplemented with individual options. The Comfort telephone interface connects smartphones to the car antenna and charges them inductively if they have this capability. App Connect is also available in the wireless version (for iOS smartphones). Voice control is online in the We Connect Plus package so the driver is able to benefit from information on the internet when making search requests ("Where is the nearest Italian restaurant?"). The DAB+ digital radio provides top-level radio reception, while the "beats" sound system delivers an output of 400 watts, drawing on a 12-channel amplifier and a subwoofer.

The new MIB 3. The sizeable infotainment component and the Digital Cockpit are powered by hardware that Volkswagen put into serial



production a few months ago: the third generation of the Modular Infotainment Toolkit (MIB 3) uses new processors that achieve an extremely high level of processing power. It operates in close coordination with the online connectivity unit, which includes a Wi-Fi hotspot for mobile end devices and an eSIM which puts the car online – at LTE advanced speed. If so desired, the T-Roc Cabriolet is permanently online as soon as the user has completed registration for We Connect services in the Volkswagen system.

Welcome to Volkswagen We. Customers are granted access to Volkswagen We services with the Volkswagen ID. This enables them to tap into a constantly growing ecosystem that includes many online services and functions. We Connect and We Connect Plus services are available for the T-Roc Cabriolet, while the free We Connect app also links smartphones to the vehicle.

The We Connect package can be used for an indefinite period of time and covers vehicle-related services. These include such functions as breakdown calls, accident reports, driving data and current parking position.

The We Connect Plus package is free of charge for the first year and comprises services that make navigation and infotainment even more appealing. Services include online traffic information, online route calculation and online map updates. Internet radio and media streaming guarantee top-level entertainment. The Wi-Fi hotspot (available shortly after market launch) connects passengers' smartphones and tablets.

Additional Volkswagen We services. German T-Roc Cabriolet customers can load the in-car apps We Park and We Experience via the shop in the infotainment system. The We Park app enables parking processes to be initiated directly via the infotainment system in numerous German cities, including mobile extension at any time and cashless in-app payment. We Experience provides customised suggestions for restaurants, shops or service stations along the planned route.



What is more, owners of the T-Roc Cabriolet in Germany can activate the We Deliver service from home and use it during the current test phase. This turns the car into a reception point for deliveries and services. Car wash and dry cleaning are available for the time being, but additional services are in preparation.

A wealth of standard equipment. Volkswagen offers the T-Roc Cabriolet in two equipment lines known as Style and R-Line (for the 1.5 TSI only). Both come with an extensive range of standard equipment. The most important technical features are 17-inch alloy wheels in Mayfield or Kulmbach design, LED daytime running lights and LED tail light clusters, the Front Assist Autonomous Emergency Braking with City Emergency Braking System and pedestrian detection, the Automatic Post-Collision Braking System, the lane keeping system Lane Assist and the Driver Alert System.

In the Style line in particular, the T-Roc Cabriolet features a chic interior. The floor mats have contrasting seams and the steering wheel has a leather rim. In the dark, the background lighting emits white light. As an optional extra, the leather package Vienna is available in the colour variants Palladium and Marrakesh; this is combined with heating for the front seats.

The R-Line. The T-Roc Cabriolet R-Line (for the 1.5 TSI only) also has all these features on board, supplemented by additional equipment. An R-Line logo on the radiator grille, fog lights and cornering lights, dark red tail light clusters and a black grained diffuser insert give it a more distinctive look. The R-Line bumpers are finished in the body colour as are the design strips on the sides.

On the inside, R-Line features stainless steel pedals and sports convenience seats. The latter have seat covers made of fabric, leatherette and ArtVelours as well as an electric lumbar support. Alternatively, leather covers are available with diamond stitching. The R-Line logo appears on the sports steering wheel, start screen and sill panel trim. The progressive



steering, sports suspension and driving mode selection enhance driving pleasure, while Park Distance Control makes manoeuvring easier.

Additional extras. Additional optional extras are available for both equipment lines. The wheel range includes 18-inch and 19-inch rims with 215/50 and 225/40 series tyres. Other notable features include the anti-theft alarm, the Air Care Climatronic air conditioning system, the Light Assist main-beam control, the Keyless Access locking system, the auxiliary heater (not for R-Line), the winter package and the tow bar.

Drive and running gear

TSI engines with three and four cylinders. For the market launch, the T-Roc Cabriolet will be available with two engines: the 1.0 TSI with 85 kW/115 PS and the 1.5 TSI, which delivers 110 kW/150 PS. Both engines are powerful, smooth-running and highly efficient. Their power is transmitted to the front wheels via a six-speed manual gearbox. The lightning-fast DSG dual clutch gearbox is available for the 1.5 TSI.

The 1.0 TSI. The basic engine variant for the TSI is a compact three-cylinder engine that weighs just 88 kilograms. Its crankshaft group is so finely balanced that it does without a balance shaft. The small TSI delivers 85 kW/115 PS and 200 Nm maximum torque from its 999 cc displacement, available from 2,000 to 3,500 rpm. It accelerates the T-Roc Cabriolet from zero to 100 km/h in 11.7 seconds, with a top speed of 187 km/h. Fuel consumption is limited to 5.6 to 5.4 l/100 km (in NEDC), which corresponds to a CO₂ emissions level of 129 to 123 g/km.

The 1.5 TSI. The four-cylinder engine draws its 110 kW/150 PS output from a displacement of 1,498 cc, delivering 250 Nm of torque from 1,500 to 3,500 rpm. This enables the open-top crossover to be accelerated from a standing start to country road speed in 9.6 seconds, going on to reach a top speed of 205 km/h. In the NEDC cycle, the T-Roc Cabriolet 1.5 TSI with manual gearbox consumes an average of 5.7 to 5.5 litres of fuel per 100



km (130 to 125 grammes of CO₂ per km). One factor that enables such a high level of efficiency is the ACT system, which temporarily shuts down two cylinders in the event of a steady driving style.

Elaborate running gear. Volkswagen has given the T-Roc Cabriolet the same running gear design as that of its larger models. McPherson wishbones control the front wheels, while a five-link suspension works on the rear axle, capable of handling longitudinal and transverse forces separately. Springs and dampers – mounted separately on the rear axle – are harmoniously balanced. The open-top crossover combines excellent comfort with agile handling, its ground clearance of 156 millimetres (Style line) allowing forays into light terrain.

Further enhanced driving pleasure with sporty features. The T-Roc Cabriolet R-Line has a taut sports running gear on board as standard which lowers the body by 10 millimetres. In the case of sports and normal running gear, Volkswagen supplies adaptive chassis control DCC (Dynamic Chassis Control) on request: here the flow of oil is regulated by valves in the dampers. Depending on the road surface and the driver's preference, damping characteristics change across a wide spectrum from soft to crisp.

The controlled dampers are integrated in the driving profile selection (standard in the R-Line, optional in the Style). This allows the driver to decide at any time whether they wish to drive in Comfort, Normal, Sport, Eco or Individual mode. Depending on the car's equipment, the driving profile selection also accesses the DSG, Climatronic, power assisted steering and Adaptive Cruise Control (ACC).

Progressive steering comes as standard in the T-Roc Cabriolet R-Line. The more the driver turns the wheel, the greater the ratio. 2.1 rotations are required from stop to stop; in the case of the conventional steering, 2.7 are required. This reduces the steering effort in city traffic and when manoeuvring, and the open-top crossover gains even greater agility on



tight bends. On the motorway, on the other hand, where small turns are sufficient, the steering feel is smooth and stable.

Comfort and assistance systems

Innovative assistance systems. The T-Roc Cabriolet's driver assist systems put it at the forefront of its segment. Volkswagen compiles these in a number of packages according to customer preference.

The Front Assist Autonomous Emergency Braking system comes as standard. This uses a front radar that covers a distance of up to 200 metres with a 60-degree aperture angle, and coordinates with the camera. Front Assist is able to avoid accidents with other vehicles, pedestrians and cyclists in front of the car or reduce their severity. It provides the driver with a visual, acoustic and tactile warning, and in an emergency it initiates a hard brake. The Automatic Post-Collision Braking System, Lane Assist and the Driver Alert System are also included as standard.

Radar to the rear. The blind spot sensor operates in conjunction with two radar sensors at the rear which have a range of 30 metres. If the driver wishes to turn off or change lanes, an indication is provided as to whether other vehicles are in the blind spot or approaching at speed from behind. Rear Traffic Alert works in a similar way, warning of vehicles crossing the vehicle's path when the driver is backing out of a parking space. An ideal supplement here is Park Assist, which steers the car into gaps and out again.

Traffic Jam Assist is activated in slow-moving traffic at speeds of less than 60 km/h: it helps the driver maintain a distance to the vehicle in front and keep to the lane. Emergency Assist initiates an emergency stop if the driver is no longer able to do so. The proactive occupant protection system attempts to mitigate the consequences of a collision by almost closing the windows and tightening the front seat belts.



Active up to top speed. Volkswagen also supplies Adaptive Cruise Control ACC as an option. In conjunction with the manual gearbox, this regulates the distance to the vehicle in front by accelerating and decelerating within a range of 30 km/h up to top speed. With the DSG gearbox, regulation starts as soon as the car sets off.

T-Roc Cabriolet technical data

	T-Roc Cabriolet 1.0 TSI	T-Roc Cabriolet 1.5 TSI
Max. kW / PS	85 / 115	110 / 150
at rpm	5,000 – 5,500	5,000 – 6,000
Max. Nm	200	250
at rpm	2,000 – 3,500	1,500 – 3,500
Capacity	999 cm ³	1,498 cm ³
Gearbox	6-speed manual gearbox	6-speed manual gearbox or 7-speed DSG
Top speed	187 km/h	205 km/h
0-100 km/h	11.7 s	9.6 s
Length	4,268 mm	
Width	1,811 mm	
Height	1,522 mm	
Wheelbase	2,630 mm	
Frontal area	2.34 m ²	
Drag coefficient	0.34	
Luggage compartment	284l	