PRESS PACK

The new T-ROC World Premiere

August 2025

T-Roc 1.5 eTSI (110 kW/150 PS)
Energy consumption: combined 6.0–5.5 l/100 km;
CO_2 emissions: combined 137–125 g/km,
CO_2 class: E–D

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In a nutshell

World premiere of a best-seller

With the new T-Roc, Volkswagen is presenting the innovative successor to its crossover star, which has sold more than two million units

New progressive design concept

The T-Roc makes a powerfully clean statement in the compact SUV segment with its new front and rear design

Electrified drive systems across the board

The T-Roc is launching with efficient mild-hybrid turbocharged petrol engines (eTSI) and 7-speed DSG as standard

Perfect illumination

Illuminated VW logos[1], new IQ.LIGHT LED matrix headlights[1] with high-performance additional main beam

Visible quality

Fabric-clad dash panel, perfection in every detail and illuminated leatherette take the quality of the T-Roc to a whole new level

New stage in the evolution of "Travel Assist"[1]

Enhanced generation allows for assisted motorway lane changes with even more balanced control

Parking via remote[1] or memory [1]

The T-Roc memorises the route to the parking space or, alternatively, can be driven in and out of parking spaces via smartphone

Top-down innovations

The T-Roc adopts the windscreen head-up display[1] and driving experience control with integrated TFT LCD display from the Tiguan and Tayron

Key features

T-Roc improved in all areas

Volkswagen is presenting the world premiere of the brand-new generation of one of its most successful models: the new T-Roc. Last year alone, around 292,000 new car buyers opted for this all-rounder, making it the world's most successful Volkswagen SUV after the Tiguan. The first generation of the best-seller was launched in 2017 before undergoing enhancements for model year 2022. For the successor now set to be premiered, Volkswagen has made improvements in every area. With new hybrid drive systems across the range, a brand-new and incredibly high-quality interior including next-generation Infotainment, cockpit and operating systems, more space in the interior and luggage compartment, and cutting-edge assistance systems, the T-Roc is a major step forwards in terms of development. And the new, clean and charismatic design complements this evolution perfectly. While the silhouette and roof area unmistakably reflect T-Roc DNA, the design team has reinterpreted the front and rear sections right down to the very last angle. The compact SUV – also known as a Crossover Utility Vehicle (CUV) due to its coupé-like rear end and passenger-car-style handling – radiates a charismatic independence with its expressive front end, while simultaneously showcasing the design versatility of Volkswagen's new brand face. Pre-sales of the new T-Roc will start at the end of August in the first European countries; the market launch is scheduled for November.

Top-down technology

Together with the Taigo, T-Cross, Tiguan, Tayron and Touareg, the T-Roc is a member of one of the largest families of SUV vehicles in Europe. Positioned between the more compact T-Cross and the larger Tiguan, the T-Roc has not only become one of the most successful Volkswagen models since 2017, but also one of the Group's best-selling models year-on-year. Now in its second generation, the five-seater SUV all-rounder has the potential to further build on its position within the brand, the Group and the wider competitive environment. So, why is that? Following on from the latest Tiguan (debut in 2024) and Tayron (debut in 2025), the new T-Roc is the third Volkswagen SUV to be based on the latest stage in the evolution of the modular transverse matrix: the MQB evo. And that's what sets it apart. Thanks to the MQB evo, the T-Roc brings a new level of technology to the compact SUV segment. It adopts numerous "top-down" systems from the larger Tiguan and Tayron and has the same quality as these Volkswagen models. The new T-Roc is also a pioneer in terms of sustainability: around 20 percent of all plastics in the vehicle are made from recycled materials, which is equivalent to a weight of up to 40 kg. The T-Roc is the first Volkswagen to achieve such a high proportion of recycled materials.

T-Roc 1.5 eTSI (85 kW/115 PS) – Energy consumption: combined 6.0–5.5 l/100 km; CO_2 emissions: combined 137-124 g/km, CO_2 class: E-D.

T-Roc 1.5 eTSI (110 kW/150 PS) — Energy consumption: combined 6.0–5.5 l/100 km; CO_2 emissions: combined 137–125 g/km, CO_2 class: E–D.

Hybrid as standard

In Europe, the new T-Roc is powered by innovative hybrid turbocharged petrol engines across the board, while automatic transmissions take care of gear changes. For the launch, there are two 48V mild hybrid drives (eTSI) with 85 kW (116 PS) and 110 kW (150 PS). These two electrified high-volume engines are coupled to a 7-speed direct shift gearbox (DSG). They will then be followed by two full hybrid drive systems that have been developed from scratch. The front-wheel drive is common to all four drive variants. As with the previous model, the new T-Roc will again be available with 4MOTION all-wheel drive at a later date – combined with the 2.0-litre TSI, which will also be offered as a mild hybrid (mHEV) in the future.

Some important extra millimetres

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 also increased and spans 2,631 mm (+28 mm) between the alloy wheels, which now measure up to 20 inches (previously up to 19 inches). This increase benefits the space available inside the T-Roc.

Design statement

The elongated proportions also have a positive effect on the even more dynamic design. The predecessor already had its own hallmark design style. These stylistic features include a striking silver stripe that extends from the A-pillar to the D-pillar. The designers called this a “hockey stick” due to its shape. Another arche-typal feature was the muscular and powerful shoulder section above the rear wheel arch. As part of the model series’ 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. However, enhancing a design also 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 of the new T-Roc does exactly that: the “face” now showcases a stylistic relationship with the family of other

current Volkswagens, such as the Tayron and ID.7. But for the T-Roc, this has resulted in its own 'product face' and thus a new original. The lighting design also plays an essential role in the new interpretation of the T-Roc. The LED headlights at the front are entirely new. In the highest equipment specification, innovative IQ.LIGHT LED matrix headlights are on board, which – like the LED Plus headlights standard in the higher equipment packages – are linked by a narrow strip of LEDs and the illuminated VW logo. The rear has also been completely redesigned with its full-length LED strip, which is also illuminated in the middle in the higher equipment lines, where it also features a red illuminated VW logo.

Interior bridges the gap to the next class up

The new T-Roc also takes a big step forward in its interior, breaking the conventional class boundaries with its high-quality materials, progressively clean design and innovative technologies. A visual and tactile feature of this leap in quality is the newly developed fabric structure on the surface of the dashboard. The fabric creates a lounge-like atmosphere and is a visible manifestation of the high quality of the T-Roc.

At the same time, the stylishly clean interior design creates a particularly clear and cosy ambience. What's more, the deliberate decision to omit classic decorative elements leads to a neat, tidy interior that emphasises the value of the details – such as the background lighting that illuminates the interior through perforated leatherette surfaces for the first time in a Volkswagen. Another focus during the T-Roc's development was ergonomic operation. This is why the door openers have been redesigned, for example: integrated into the front armrests of the doors, the driver and passengers automatically grasp the aesthetic silver-black handles and intuitively pull them upwards to open – "Form follows function" in the purest sense. The new T-Roc also adopts a number of details from the larger Tiguan and Tayron – such as the latest evolution of the driving experience control (e.g. for controlling driving profiles and volume levels). Another novelty in this class is the optional windscreen head-up display[1] for the T-Roc. Features such as the new Digital Cockpit Pro in large rectangular format are available for user-oriented technologies. In addition to the usual "views", it offers a completely stripped-back display for the first time, as the full spectrum of information is not always required.

Five-seat all-rounder

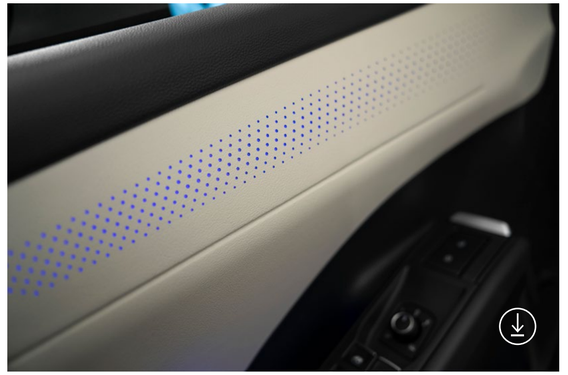
Anyone who sits in the driver or front passenger seat of the T-Roc and gazes across its elegant cockpit landscape and over the high bonnet will not necessarily imagine they are sitting in a SUV in the more compact class. This impression is reinforced by the space offered by the second-generation T-Roc, which is suitable for long-distance journeys and families. Even if people taller than 1.85 m are seated in the front, passengers of a similar stature can comfortably sit in the rear thanks to the extra 122 mm added to the length of the new T-Roc. In addition, an electrically adjustable 14-way ergoActive seat with massage function will be available in the top Style version for the first time in the T-Roc. Volkswagen has thus transferred a feature from the mid-range and luxury class to the T-Roc segment. Thanks Seating comfort in the new T-Roc is now in a league of its own. In addition, the designers have also ensured that there is plenty of space for five passengers' worth of luggage: thanks to longer 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.

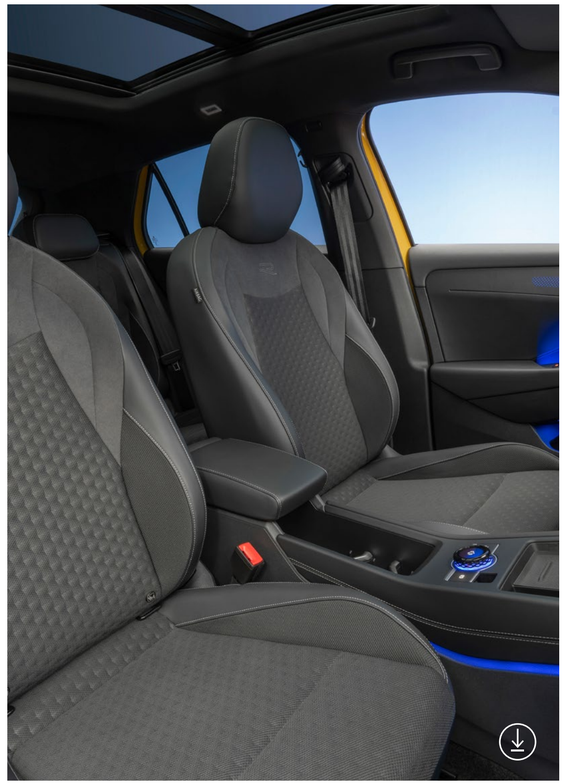
Technology transfer thanks to MQB evo

For many decades, Volkswagen has been bringing progress to the masses and thus also the safety and comfort of its vehicles. The new T-Roc is yet another example of an approach that uses economies of scale and synergies between individual model series to enable Volkswagen to offer technical innovations in all of its segments. This is because the second generation of the best-selling SUV is based on the MQB evo – the latest stage in the evolution of the modular transverse matrix, a modular technology system whose systems are also used in the large Tayron or the mid-range best-seller Passat. As the latest MQB-evo model series, the T-Roc now benefits from all the hardware and software developments from this modular system. This includes a new version of Travel Assist[1], which now not only supports automatic lane changes, but also reacts with even more foresight to upcoming speed limits or the lifting of speed limits[2]. In addition, the new T-Roc is also for the first time equipped with systems such as Park Assist Pro[1], which enables trained and thus fully automatic parking over distances of up to 50 metres via the memory function and allows a smartphone to be used to drive the vehicle in and out of parking spaces[2]. Another new feature on board is the exit warning system, which can warn occupants before opening the doors[2] if cars or bicycles are approaching from behind.

Trend, Life, Style and R-Line

The T-Roc's equipment matrix is clearly structured and customer-oriented. In order to make configuration as simple as possible, Volkswagen has combined standard and optional individual features and packages with the four equipment versions, enabling customers to combine them in accordance with their preferences. The programme consists of the basic Trend version (focus on budget & functionality), the first expansion package Life (focus on functionality & comfort) as well as the two top-of-the-line versions Style (focus on design & technology) and R-Line (focus on sporti-ness). From the Life equipment specification and above, all models are available with a bi-colour paint finish[1] – a hallmark feature of the T-Roc. Details such as adaptive chassis control, a sound system from Harman Kardon and a Black Style package with black exterior details including black alloy wheels will be added to the range of exclusive optional equipment for the T-Roc Style and T-Roc R-Line. All versions of the T-Roc can be ordered with a towing bracket whose drawbar load is also designed for transporting heavy e-bikes. The new T-Roc can be configured in six colours: Pure White solid, Wolf Grey metallic as well as the new paint colours Canary Yellow solid, Flamed Red metallic, Celestial Blue metallic and Grenadilla Black metallic. The roof is also available in the bi-colour Black Solid colour.





[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

In detail: Design and Dimensions

Good to know

With its expressive front end, the new T-Roc bridges the gap to the larger Tayron

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

Perfect illumination
Illuminated VW logos, new IQ.LIGHT matrix headlights with a high-performance additional main beam and 3D-look tail light clusters

New design is a reflection of incredible confidence
The second T-Roc combines iconic DNA with fresh interpretation of front and rear design

Aerodynamic efficiency
the current drag coefficient of Cd = from 0.29 corresponds to a 10-percent increase compared with the predecessor

The dimensions of the T-Roc

Superior size

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 2,631 mm (+28 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 (+9 mm) tall. To put that into context within the brand: The current T-Cross is up to 4,135 mm long (-238 mm), while the new-generation Tiguan launched in 2024 spans a length of 4,539 mm (+166 mm). Furthermore, the new T-Roc has become significantly more aerodynamic: the current drag coefficient of Cd = from 0.29 corresponds to a 10-percent increase compared with the predecessor.

The body design

Brand new and yet distinctively 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 distinct T-Roc D-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 the model series' 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.

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 a stylistic relationship with the family of other modern-day Volkswagens, like the Tayron and ID.7. In addition, the new T-Roc has a "product face" with the greatest possible autonomy. Every line, every edge, every surface and every curve are 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.

Distinctive light design

The T-Roc takes on a very 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 headlights as well as the full-length LED strip installed with both of these options The illuminated VW logo[1] is now integrated into this design as well. 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 model have been replaced, with their function now being performed by the better protected LED elements in the upper area of the front end.

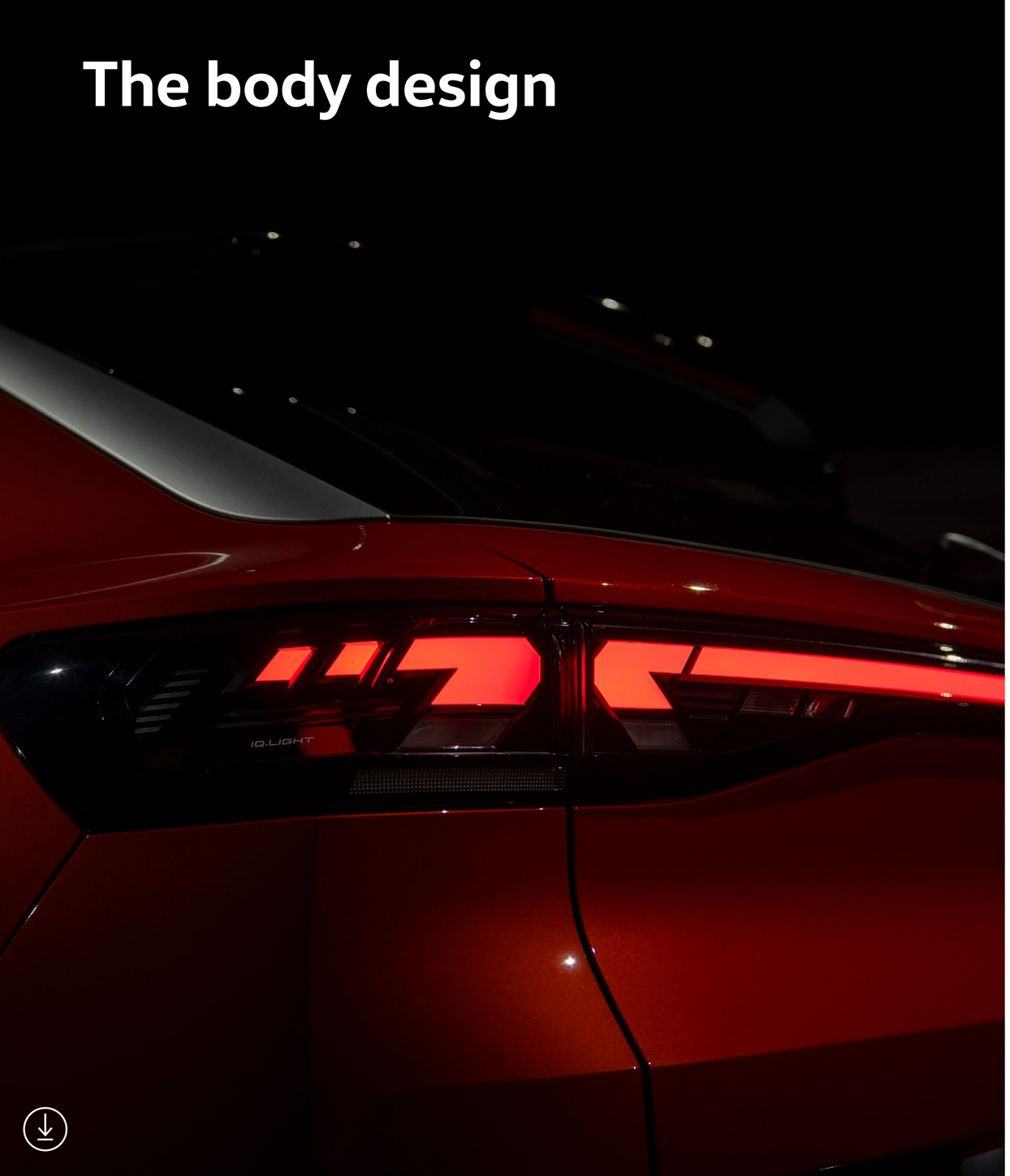
Dynamic silhouette

Compared to the predecessor model, the new T-Roc appears larger, sportier, more confident and, thanks to its value appeal, also more mature. This is particularly evident when looking at the silhouette. In the upper area, the designers have added a dynamic enhancement to the silver "hockey stick" (roof frame strip) and the D-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 body from the roof, which can be painted in a contrasting colour to the body colour and lowers the T-Roc's visual centre of gravity. The ratio of the flat greenhouse (roof and window surfaces) to the painted body surfaces makes the new T-Roc look more like a dynamic CUV (Crossover Utility Vehicle) as opposed to a conventional SUV (Sport Utility Vehicle). The ergonomically designed door openers are now located higher. 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 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 wing panels shape the image. In future, the wheel arches will be filled with wheels of up to 20 inches[1] 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 wing panels 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 powerfully 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.

Coupé-like rear end

The rear end of the T-Roc has been completely redesigned, appearing even more distinctive now. The more coupé-like design of the tailgate and the stretched roof edge spoiler to the rear give the vehicle a significantly more 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 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 cross-bar, which is illuminated from the mid-range specification package. In this case, the red illuminated rear VW logo 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 kick of stability and sportiness. Above the light strips, the entire rear area is joined 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.

The body design



LED headlights in detail

In the basic version Trend and Life specification package, the T-Roc is equipped with new LED headlights and daytime running lights 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 specifications feature the even more powerful LED Plus headlights as standard, including dynamic cornering lights, the narrow LED light strip and the white illuminated VW front logo. In this case, the automatic lighting control, the cornering and poor-weather lights as well as the Light Assist main-beam control, which automatically activates and deactivates the high beams, are also included as standard. The IQ.LIGHT – LED matrix headlights[1] also represent a new development stage. The narrow LED light strip and the illuminated VW logo are also integrated here. The IQ.LIGHT LED matrix headlights are characterised by new high-performance LED additional main beam lights. The extended equipment (compared to LED Plus) also includes the Dynamic Light Assist advanced main-beam control (which helps to mask road users ahead and oncoming traffic).

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 clusters are automatically included. In this case, the glass-covered crossbar between the tail light clusters is also illuminated and the rear VW logo is illuminated in red. The tail light clusters also include a Coming Home and a Leaving Home light animation. The new lighting systems give the new T-Roc a unique day and night light signature.

The body aerodynamics

10 percent improvement to drag coefficient

As a key factor for efficiency, the aero-dynamics of the T-Roc were refined in elaborate virtual flow simulations and in real-life testing in the wind tunnel. With a C_d (drag coefficient) value of 0.29, it is 10 percent better than its predecessor. The new T-Roc's end face (A) measures 2.40 m^2, which is also an indicator of the refined aerodynamics. These values were achieved through numerous individual measures: At the front, the T-Roc is characterised by features known as air blades, wheel arch spoilers and displacement elements for optimised airflow around the bumper and front wheels. In the rear area, it is the elongated coupé-shaped roof with a roof edge spoiler and side spoilers that reduce air turbulence and thus lower drag. The rear diffuser was also integrated to achieve ideal aerodynamics. The aero-dynamic fine-tuning is extended to every detail of the body. It also includes the rims, the T-Roc's underbody and its exterior mirrors; the latter come from Volkswagen's beacon of aero-dynamic design, the ID.7. Special water deflectors in the A-pillar area, which are also aerodynamically efficient, optimise the acoustics at high speeds.

In detail: Interior and Controls

Good to know

New T-Roc offers the same high quality as Volkswagen's larger Tiguan and Tayron SUVs

Tangible quality
A fabric-clad dash panel, soft plastics and illuminated leatherette decor raise the bar in terms of quality

Fully family-friendly
The extra length delivers noticeably more space in the rear of the five-seater and a significantly larger luggage compartment

Noticeable progress
The new T-Roc breaks down conventional class boundaries with high quality, clean design and innovative technology

Top down
Head-up Display[1], driving experience control, Digital Cockpit Pro, and infotainment with ChatGPT have been adapted from the Tiguan and Tayron

A leap forwards in quality and technology

Cross-class quality

Cross-class quality. The new T-Roc also takes a big step forward in its interior, breaking the conventional class boundaries with its high-quality materials, progressively clean design and innovative technologies. A visual and tactile feature of this leap in quality is the newly developed fabric structure on the surface of the dash panel. The fabric creates a pleasant, lounge-like atmosphere and is a visible manifestation of the high quality of the T-Roc. At the same time, the stylishly clean interior design creates a particularly clear and cosy ambience. What's more, the deliberate renunciation of traditional decorative elements creates a clean interior that emphasises the value of the details. An example of this is the background lighting, which illuminates the interior with perforated artificial leather surfaces for the first time in a Volkswagen. Another focus of the T-Roc's development was optimal ergonomic operation. For example, the door openers have been redesigned: integrated into the door armrests, the driver and passengers automatically grasp the aesthetic silver-black handles and intuitively pull them upwards to open – "Form follows function" in the purest sense. The new T-Roc also adopts a number of details from the larger Tiguan and Tayron – including the latest evolution of the driving experience control for controlling driving profiles and volume levels. Another novelty in this class is the optional windscreen head-up display for the T-Roc. User-oriented technologies include features such as the new Digital Cockpit in a large rectangular format, which – in addition to the usual views – also offers a completely stripped-back display because the full range of information is not always required. A detailed look at the interior architecture and cockpit technology in the T-Roc:

Spacing

More space, more comfort

Anyone who sits in the driver or front passenger seat of the T-Roc and gazes across its elegant cockpit landscape and over the high bonnet will not necessarily imagine they are sitting in a SUV in the more compact class. 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 seated in the front, passengers of a similar stature can comfortably sit in the rear thanks to the extra 122 mm added to the length of the new T-Roc. In the top Style version, an electrically adjustable 14-way ergoActive seat with massage function will also be available for the first time in the T-Roc. Volkswagen has thus transferred a feature from the mid-range and luxury class to the T-Roc segment. Thanks Seating comfort in the new T-Roc is now in a comfort league of its own. In addition, the designers have also ensured that there is plenty of space for five passengers' worth of luggage: 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 at a ratio of 1/3 to 2/3.

The cockpit landscape

New fabric structure on the surface

The structure of the new cockpit landscape of the T-Roc is crystal-clear. The design and architecture of the dash panel are consistently straight and horizontal. An example of the high quality in the T-Roc's interior: the top of the dash panel. It is designed with a new, softly padded and high-quality fabric structure that reliably reduces glare in the windscreen. At the time of market entry, the lower part, which pulls into the doors like a ribbon, will be available in different materials and colours. The fabric-covered layer on the top is surrounded by a full border in an elegant metallic lacquer that highlights the geometry.

New hardware and software

In front of the driver, the digital instruments (Digital Cockpit) as well as the touchscreen for the infotainment system and air-conditioning controls extend across one viewing plane. A windscreen head-up display is available as an option. In the top-of-the-line equipment specifications, this means that the driver has access to a trio of displays, consisting of the Digital Cockpit, 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 both larger SUVs is the enhanced driving experience control. 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 "atmospheres" (optional) and a second control for volume levels, offered for the first time in the T-Roc.

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 look the lanes in a miniature swimming pool. A tiny Easter egg surprise element has been added here: tiny floaters that appear when viewed from above. This attention to detail continues into the stowage compartments and cup holders in the centre console. Mini symbols added here include coffee cups, pretzels, ice cream cones or keys.

New Digital Cockpit Pro

Compared to the predecessor model's Digital Cockpit, the new digital instruments in the second-generation T-Roc are much bigger due to the full use of the rectangular format with a diagonal of 25.4 cm (10 inches). Using the "View" and "OK" buttons in the right-hand bar of the standard multifunction steering wheel, the driver can choose between two different basic configurations (info 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 inner areas of the round instruments and tiles can also be filled with various information. There is also a new display mode that hides all information, except for the data required for driving, such as the current speed and notifications from the assistance systems. This allows the driver to concentrate even better on the road, for example during long night-time journeys. To activate this mode, simply press and hold the "View" button. Conversely, the long-press function also re-activates the displays again.

New infotainment systems

The infotainment systems of the new T-Roc are not enhancements of the predecessor, but completely newly developed modules with new hardware and software. They are based on the fourth-generation modular infotainment system (MIB4). Two different 16:9 display formats are on offer: the touchscreen of the basic version (without navigation function) measures 26.4 cm (10.4 inches) in the diagonal. The top-of-the-range version has a display diagonal of 32.8 cm (12.9 inches). Here, the navigation function can be ordered directly when configuring the vehicle or it can be activated later. The IDA online voice assistant is also available as optional equipment. Many vehicle and infotainment functions can be controlled using natural speech via IDA. In addition, IDA answers specific questions on all conceivable topics. To do this, the system accesses online databases and ChatGPT[1] (artificial intelligence, AI). ChatGPT's applications are almost endless, ranging from tips on restaurants or sights along the route to suitable music suggestions, business trends or even audio fairy stories for any kids on board.

New windscreen head-up display

Up to now, no head-up display was available in the T-Roc. This feature was not found in the entire compact SUV segment. However, all 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's point of view 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 their projection surface on the dash panel.

The menu structure of the infotainment systems:

Top bar, home screen, bottom bar

The touch interface of the infotainment systems has been divided into three levels in order to make operation as simple and intuitive as possible: the top bar (top), the home screen (middle) and the bottom bar (bottom). Favourite functions can be added as direct access panels in the top bar and home screen. The individually configured top bar and static bottom bar are permanently displayed while the driver opens various functions in the form of apps on the home screen. This makes the system particularly easy to use. Below the infotainment display are also the backlit touch sliders for functions such as setting the temperature and volume control. The latter can also be set using the driving experience control in the centre console.

Top bar now with access to speed warnings

The top bar has a direct access button on the left that lets the driver open the main menu with an overview of all apps 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, making the system easy to use. To the right of the Car Control Centre, there are additional direct access panels 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 gives the driver access to the air conditioning system and seat functions as well as the home button, which will take you back to the home screen at any time. These functions are thus always directly available.

New driving experience control

A central operating element of the new T-Roc is the second generation of the significantly enhanced driving experience control. It can be used to control the audio volume, the driving profiles and the preconfigured “atmospheres”. Pressing the display switches the driver between volume, driving profile and atmospheres control. Touching or swiping is used to switch from the driving profiles to the atmospheres. In parallel, the menus are shown as pop-ups on the infotainment display. Within the respective basic functions, the settings are configured simply by turning the easy-to-grip, illuminated thumbwheel. Particularly captivating is the appearance of the atmospheres, which are on board the T-Roc for the first time. Depending on the equipment, the settings for the 10- or 30-colour background lighting and the audio system (optional Harman Kardon sound system) merge to create a wide range of lighting and sound curtains. Playlists from the Spotify streaming service perfectly matched to the respective atmospheres can be additionally included. The Lounge, Energetic, Joy, Minimal and Me modes are available. Lounge is characterised by muted colours, quiet sounds and classical music, for example. Energetic is the opposite: the colours are more vibrant; the sounds are louder and the playlist more energetic. Depending on the mode selected, the screen illumination of the driving experience control also changes.

New steering column switches

Similar to the latest ID. models as well as the Golf, Passat, Tiguan and Tayron, a steering column switch is also used in the new T-Roc as a switch for the 7-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 windscreen wiper functions.

In detail:
Drive Systems

Good to know

Electrified across the board in Europe: Hybrid is the new default for the T-Roc

T-Roc R-Line with 110 kW as standard
Sporty top-of-the-range equipment specification starts with 110 kW[1] version of the 48V mild hybrid drive (eTSI) plus 7-speed DSG

Innovative eTSI
1.5 TSI evo2 with Active Cylinder Management, variable-geometry turbocharger, Miller cycle and 48V belt-driven starter alternator is economical and powerful

48V mild hybrid as standard
The T-Roc is equipped as standard with an efficient mild hybrid turbo petrol engine (eTSI) with 85 kW (116 PS)[1] and 7-speed dual clutch gearbox

Hybrid, front-wheel and all-wheel drive
The new T-Roc launches in Europe with mild hybrid and front-wheel drive; further hybrid versions and all-wheel drive will follow

Six electrified drives

Basic version with 48V mild hybrid

In Europe, Volkswagen will offer the new T-Roc with innovative hybrid turbocharged petrol engines and automatic gearboxes across the board. For the launch, there are two 48V mild hybrid drives (eTSI) with 85 kW (116 PS)[1] and 110 kW (150)[1]. These two electrified high-volume engines are coupled to a 7-speed direct shift gearbox (DSG). Two hybrid drive systems that have been developed from scratch will then follow. Both mild hybrid and hybrid versions have front-wheel drive. As with the previous model, the new T-Roc will again be available with 4MOTION all-wheel drive at a later date – combined with the 2.0-litre TSI, which will also be offered as a mild hybrid (mHEV) in the future. The two drive variants for market entry of the second-generation T-Roc in detail:

MILD HYBRID			
Engine system	**Power in kW/PS**	**Gearbox**	**Drive type**
Mild hybrid			
1.5 eTSI[1]	85 / 116	7-speed DSG	Front
1.5 eTSI[1]	110 / 150	7-speed DSG	Front

[1] T-Roc 1.5 eTSI (85 kW/115 PS) – Energy consumption: combined 6.0–5.5 l/100 km; CO_2 emissions: combined 137-124 g/km, CO_2 class: E-D.

[2] T-Roc 1.5 eTSI (110 kW/150 PS) — Energy consumption: combined 6.0–5.5 l/100 km; CO_2 emissions: combined 137–125 g/km, CO_2 class: E–D.

Turbocharged petrol engine plus 48V system

The T-Roc's two eTSIs produce 85 kW (116 PS) and 110 kW (150 PS). Both 1.5-litre four-cylinder engines are designed as mild hybrid drives with a 48V belt-driven starter alternator. The 220 and 250 Nm (maximum torque) turbocharged petrol engines are connected to a 48V lithium-ion battery and a 48V belt-driven starter-alternator. The 48V system provides an additional 14 kW of power and 56 Nm of torque on a temporary basis. The system is supplied with electrical energy via recuperation. On the one hand, the additional boost of electrical power enables the T-Roc to perform impressively when pulling away from a standstill. At the same time, the technology makes it possible for the 1.5 TSI evo2 to be switched off completely, thereby enabling the SUV to coast.

The eTSI in detail

The 1.5 TSI evo2 from the Volkswagen EA211 engine family is a high-tech drive system with VTG turbocharger (variable turbine geometry), TSI evo combustion cycle and ACTplus Active Cylinder Management. The combination of these three parameters is a technical unique selling point in the field of large-scale production petrol engines. Another new element is the coupling of this technology to a 48V belt-driven starter alternator.

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 a 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 (for optimisation of combustion).

ACTplus Active Cylinder Management

Besides technical features such as the TSI evo combustion process and VTG turbocharger, the T-Roc's 1.5 TSI evo2 as eTSI 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 in the active cylinders, while the passive cylinders run almost loss-free. When the throttle is opened, they immediately become active again. Switches between the two- and four-cylinder drive system are virtually imperceptible to the driver.

48V system with belt-driven starter alternator.

The 48 V system was designed to save fuel. Depending on the driving style and ambient conditions, savings of around half a litre per 100 km can be achieved due to coasting and load-point shifting in the engine. The 48V technology permits transmission of higher electric power levels with smaller conductor cross-sections and a compact 48V 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 supply the 48 V belt-driven starter alternator and the 12 V vehicle electrical system via a DC/DC converter. The water-cooled belt-driven starter alternator has the role of alternator and starter. At the same time, it acts as a compact electric motor, which increases the 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 while the vehicle is moving. Power is transmitted to the driven front axle via a 7-speed DSG.

In detail: Assist Systems

Good to know

The T-Roc automatically changes lanes on the motorway and parks autonomously up to 50 metres

Travel Assist[1] enhanced
New version of the optional system allows for assisted motorway lane changes and even more balanced control

Parking via smartphone
With the optional remote function[1], the new T-Roc can be easily driven into and out of parking spaces from outside the vehicle using a smartphone

Simply activation of ACC
ACC Adaptive Cruise Control[1] is available as an option for retrospective activation in the basic version of the T-Roc

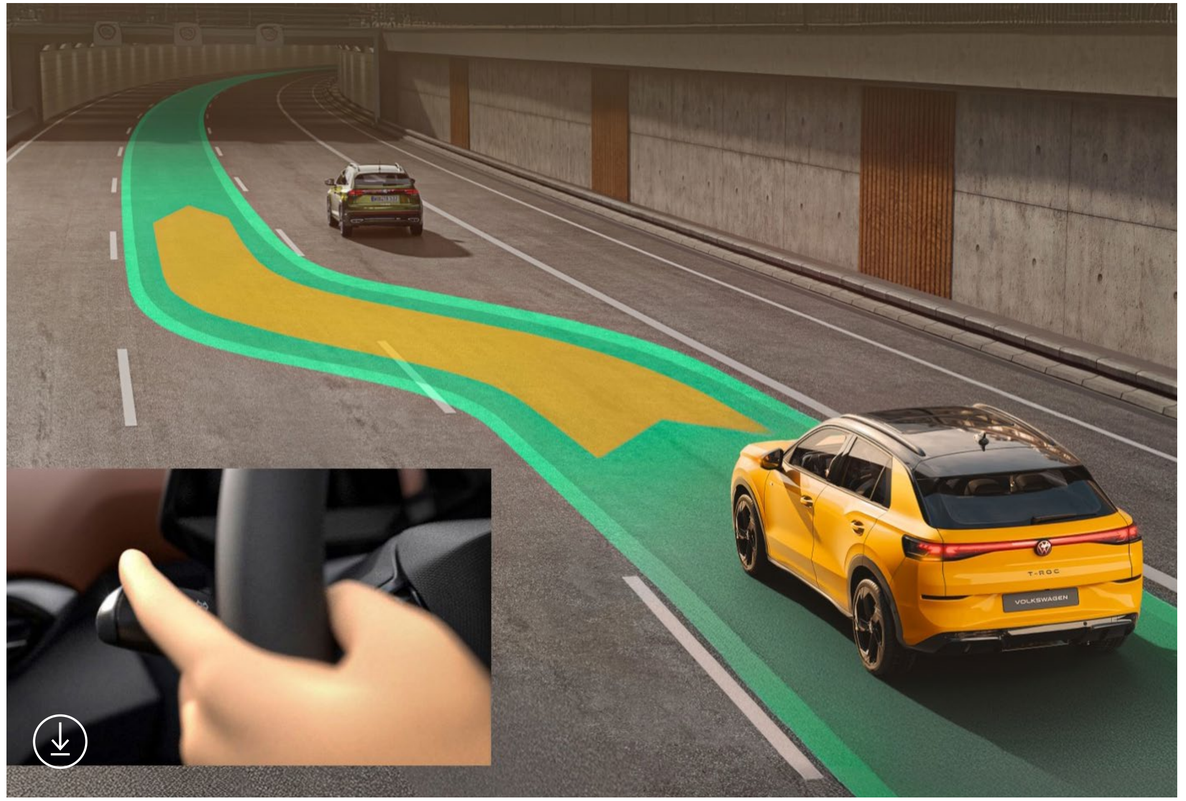
Driverless driving into and out of parking spaces
With the optional memory function[1], the T-Roc memorises the route to a parking space and can then park automatically

[1] Optional equipment

Greater safety and convenience

Top-down innovation

For many decades, Volkswagen has been bringing progress to the masses and thus also the safety and comfort of its vehicles. The new T-Roc is yet another example of an approach that how economies of scale and synergies between individual model series can be used to offer technical innovations in all segments. This is because the second generation of the best-selling SUV is based on the MQB evo – the latest stage in the evolution of the modular transverse matrix, a modular technology system whose systems are also used in the large Tayron or the mid-range best-seller Passat. As the latest MQB-evo product line, the T-Roc now benefits from all the hardware and software developments from this modular system. This includes a new development stage of Travel Assist, which also supports automatic lane changes on board the T-Roc[2]. Predictive control for speed limits, bends, junctions and roundabouts has also been improved[2]. For the first time, the new T-Roc also has systems such as Park Assist Pro on board.



This has a memory function that enables trained and thus fully automatic manoeuvring over distances of up to 50 metres by remote function and thus parking and exiting parking spaces via smartphone[2]. Another new feature on board the T-Roc is the exit warning system, which can warn occupants before opening the doors[2] if cars or bicycles are approaching from behind. This system was introduced in a similar form for the first time with the ID.7.

Overview of the standard assistance systems:

- Oncoming vehicle braking when turning and swerve support
- Driver Attention Monitor and Driver Alert System
- Auto Hold function for the electronic parking brake
- Park Distance Control (warning signals for obstacles at the front and rear)
- Speed limiter
- Cruise control system (prepared for subsequent activation of Adaptive Cruise Control ACC)
- Autonomous Emergency Braking Front Assist with Pedestrian and Cyclist Monitoring
- Lane keeping system Lane Assist
- Lane change system Side Assist with Rear Traffic Alert and exit warning system
- Dynamic Road Sign Display

Overview of optional or equipment-dependent assistance systems:

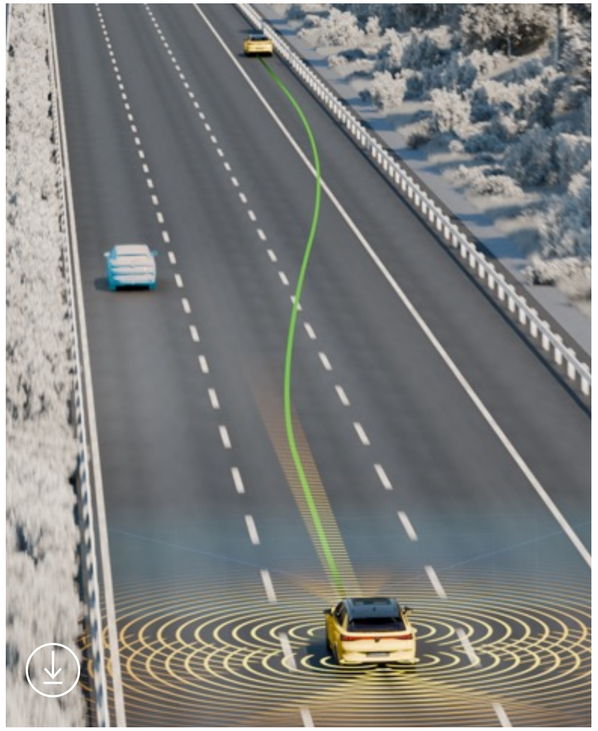
- Adaptive Cruise Control ACC
- Semi-automated driving assistance Travel Assist with assisted lane changing
- Rear view camera system
- Area View including rear view camera system
- Park Assist
- Park Assist Pro with memory function

New stages of evolution

Two of these optional assistance systems, Travel Assist and Park Assist, have undergone significant enhancements as demonstrated by a look at the new functions:

Travel Assist in the T-Roc

Thanks to a new software version and enhanced sensors, the optional Travel Assist is available for more traffic scenarios and reacts with even greater balance. For example, Travel Assist considers the route of the vehicle in front and remains active even if a lane marking disappears[2]. In addition, the longitudinal guidance has become more balanced overall: speed limit changes can now be made intuitively by tapping the accelerator pedal2. New in the T-Roc: in combination with the standard Side Assist and Park Assist Plus, which is also integrated in the corresponding package with Travel Assist, the system now allows for assisted lane changing[2] on multi-lane motorways from approx.

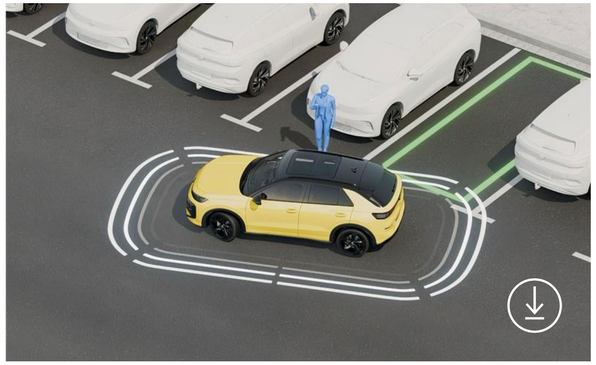


68 km/h. When Travel Assist is active, it predictively integrates upcoming traffic routing, such as corners, roundabouts and junctions, into vehicle control and the displays. For instance, if there is a corner ahead and the set speed is too high for taking the corner, the system shows the message 'Corner ahead' and the speed is adjusted accordingly[2]. This anticipatory response of Travel Assist means that the driver uses the assist system intuitively and therefore more frequently. Finally, Travel Assist can protect the people on board the T-Roc and other road users[2]: using the emergency function, it automatically steers the SUV onto the hard shoulder while honking and flashing the hazard warning lights and stops there if the driver is not responsive.

Park Assist with memory and remote function

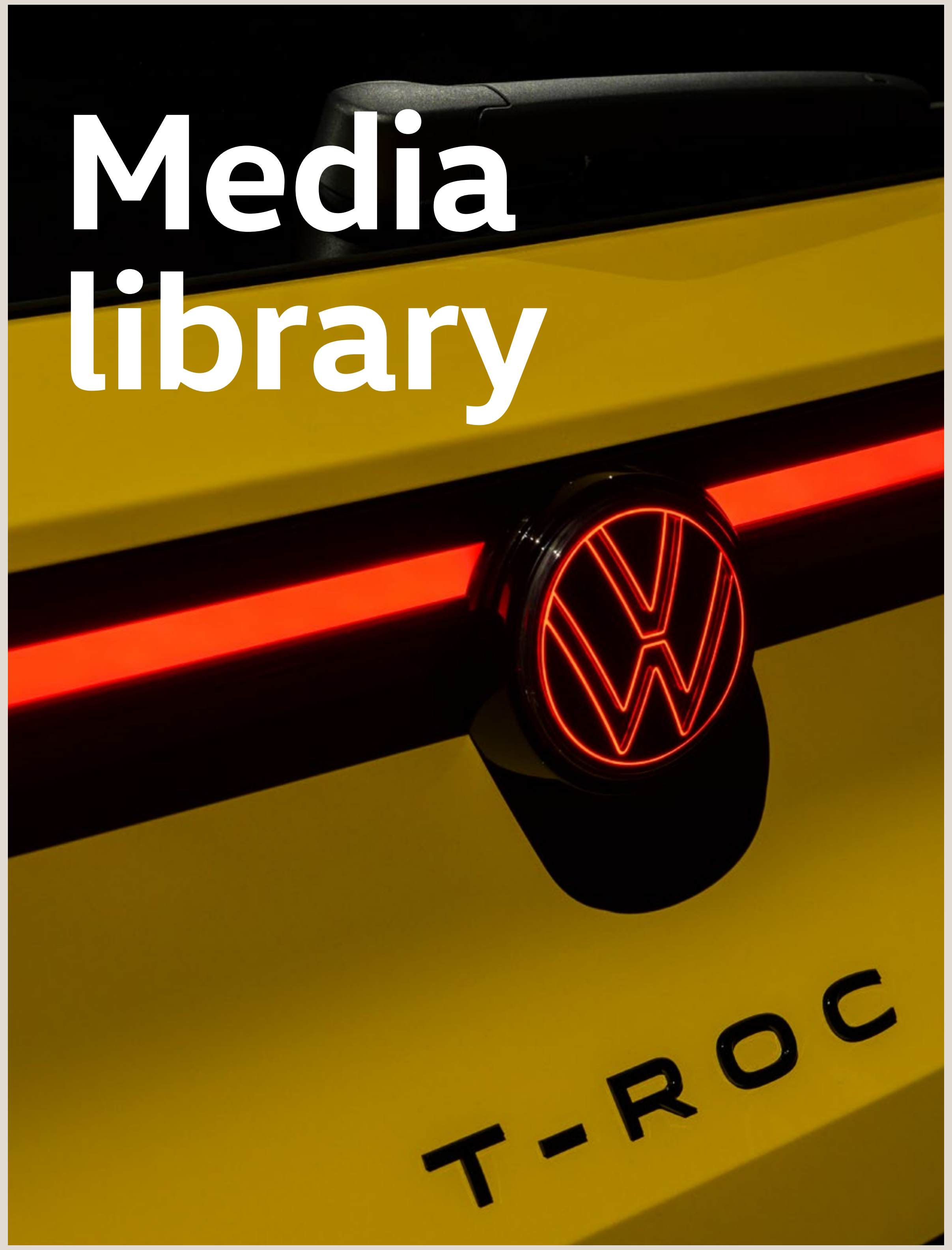
The basic function of Park Assist Plus is a system that is already familiar from other Volkswagen models and allows assisted driving into parallel or bay parking spaces. Assisted driving out of parallel parking spaces is equally possible. The T-Roc takes over control of acceleration, braking and steering2 for this purpose. A new feature for T-Roc drivers is the memory function for the enhanced Park Assist Plus. With this feature, the system records the last 50 metres driven and thus the parking situation. The parking manoeuvre can be stored when the Volkswagen has come to a stop. When the T-Roc reaches this position again, it automatically offers to take over parking[2]. Independent driving out of a parking space is also possible[2]. Up to five parking manoeuvres can be stored. Remote parking is also new.

Using Park Assist Pro and an app of the same name; it is now also possible to drive the T-Roc into and out of parking spaces remotely from outside the vehicle using a smartphone[2]. The key word here is top-down technology: this remote parking function was possible for the first time in the luxury-class SUV, the Touareg. Now this system has also been introduced in Volkswagen's large-volume SUV models, the Tayron, Tiguan and T-Roc.



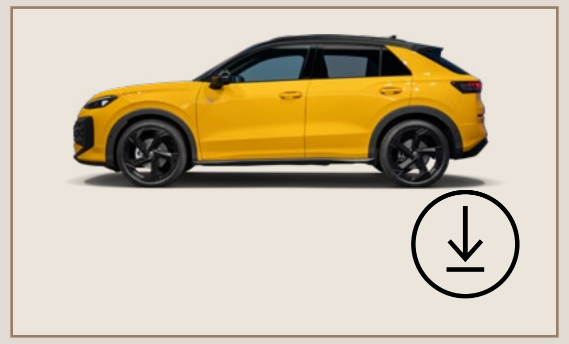
[1] Optional equipment
[2] Within the system limits: the driver must always be ready to override the assist system and is not released from the responsibility of driving the vehicle with due care and attention

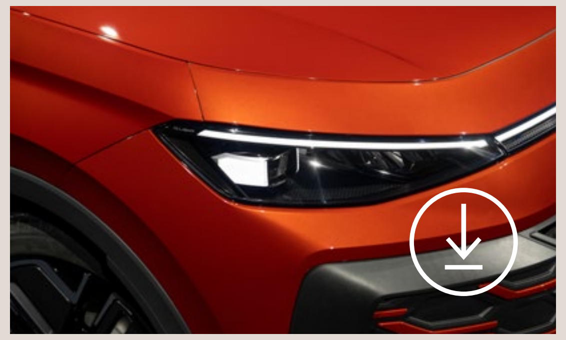
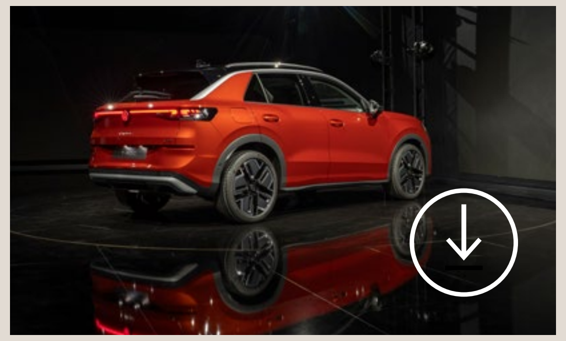
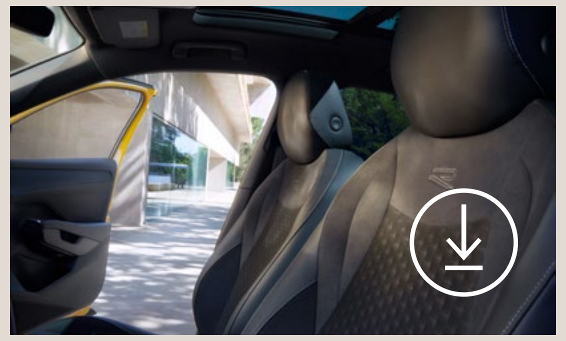
Media library

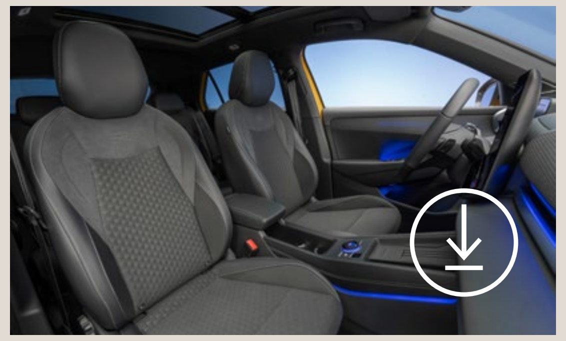


Images





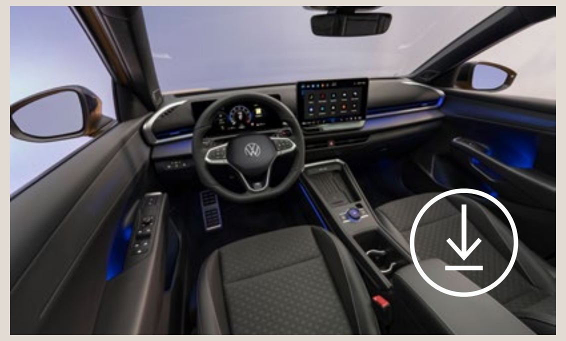
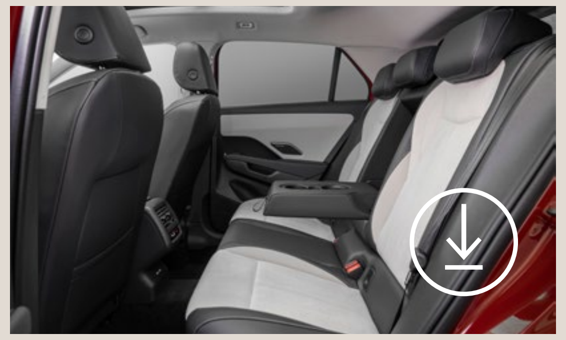
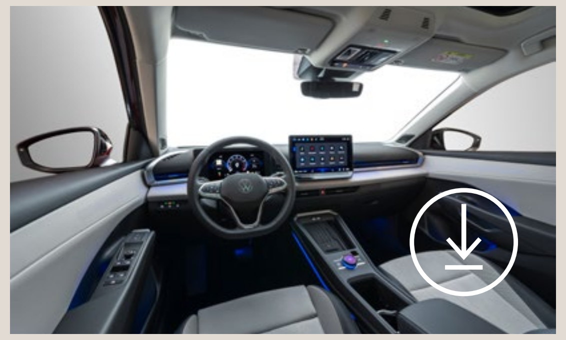





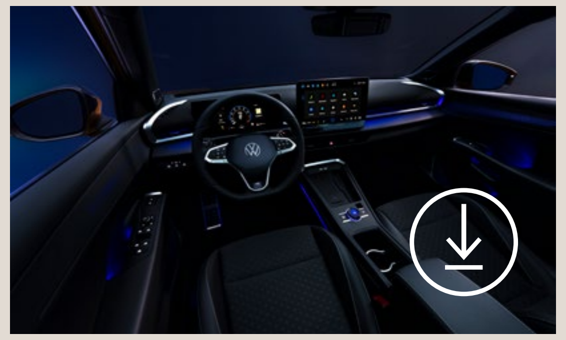


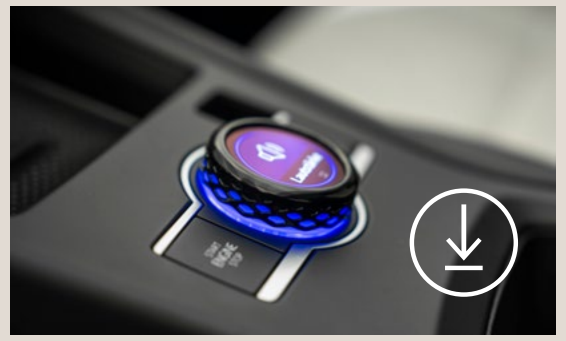






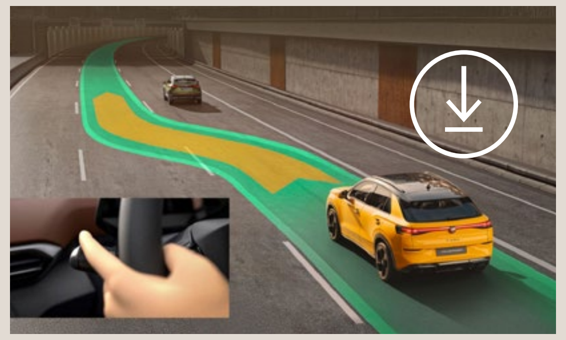




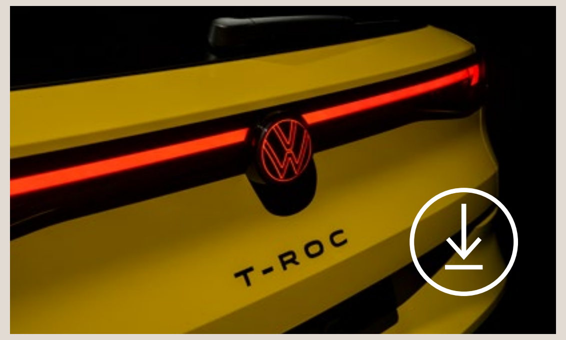











The ranges specified are projected values based on the Worldwide Harmonised Light Vehicles Test Procedure (WLTP). The actual WLTP range values may differ depending on the equipment. The actual range achieved under real conditions varies depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers/load, and topography.

The specified consumption and emission values were obtained according to the legally required measurement procedures. On 1 January 2022, the WLTP test cycle completely replaced the NEDC test cycle and therefore no NEDC values are available for new type approved vehicles after that date. Where ranges are stated, the values for consumption and CO_2 emissions depend on the selected vehicle equipment.

The specifications do not refer to an individual vehicle and are not part of the offer, but serve only to permit comparison between the individual vehicle types. Additional equipment and accessories (additional components, tyre formats, etc.) can alter relevant vehicle parameters such as weight, rolling resistance and aerodynamics, affecting the vehicle's fuel consumption, power consumption, CO_2 emissions and driving performance values in addition to weather and traffic conditions and individual driving behaviour.

Due to more realistic testing conditions, fuel consumption and CO_2 emissions measured according to WLTP will in many cases be higher than the values measured according to NEDC. As a result, the taxation of vehicles may change accordingly as of 1 September 2018. For further information on the differences between WLTP and NEDC, please visit **http://www.volkswagen.de/wltp**.

Further information on official fuel consumption data and official specific CO_2 emissions for new passenger cars can be found in the "Guide to fuel economy, CO_2 emissions and power consumption for new passenger car models", which is available free of charge from all Volkswagen sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern, Germany, and a t**www.dat.de/co2**.

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Date: 27 August 2025