

The T-Roc Cabriolet



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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: A
- 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
- 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



The T-Roc Cabriolet – freedom with no upper limit



News at a glance



“Accept no roof”. The new T-Roc Cabriolet^{1,2,3} 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



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 effortlessness 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 280 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.





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".

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.



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

Teramont



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.

Atlas



Touareg



T-Cross



T-Roc



Tiguan



The open-top predecessor models



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.



Image Biagini Passo: AutoMuseum Volkswagen Foundation

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