

The All New T-ROC from Volkswagen

by Ian Lynas

Volkswagen is bouncing back from their earlier woes and amongst the most interesting model is yet another SUV, this time in the compact sector and one which breathes fresh life into what has become a very busy sector of the market place.

The T-ROC comes in under the Tiguan and is comparable in size to the Golf and there is yet more to come, the T-CROSS will be smaller than the T-ROC and will be even more trendier and looking even further ahead an all electric SUV, the I.D. CRUZZ.

Volkswagen sold six million vehicles worldwide last year and amongst their many goals is to reach one million sales of electric cars.

Personalisation is a key factor with the T-ROC; with a number of bold new colours, of course for the more conservative driver there is the more traditional colours that we have come to expect from this manufacturer.

To match the well styled exterior, bold interiors finished to a high standard and depending on the version chosen an array of onboard goodies

Initially on offer, S, SE, Design and SEL with an R-Line version joining the range mid 2018.

The opportunity to sample the new compact SUV came amidst snow and ice and I have to say I was impressed with the newcomer, especially in the handling department.

The front suspension set up, coil springs with telescopic shocks and at the rear gas filled shocks and separate springs, while stopping power comes courtesy of ventilated front discs up front with



rear discs; brakes are on the sharpish side.

Amongst the options Dynamic Chassis Control, with a choice of suspension settings, Sport, Comfort and Normal.

A wide range of both petrol and diesel versions will offer maximum customer choice. I majored on an SEL two litre TSI 4MOTION with a useful 190PS.

Performance delivered seamlessly courtesy of the DSG gearbox, which I first experienced on the original AUDI TT. Since then a fair amount of refining and tuning has left this to be one of the best transmissions available.

Certainly the 4MOTION all wheel drive system came into its own amidst the wintry

conditions; 2WD is offered and will no doubt count for the majority of sales and Volkswagen predict that seventy percent of sales will be to the retail sector.

Returning to performance and with the SEL two litre TFSI, rest to 62mph in 7.2 seconds with a top speed of 134mph.

As regards the rest of the range even the one litre 115PS offers reasonable performance, I did manage a few miles in one.



When it comes to technology, it is premium in this sector; with the use of second generation Active Info Display as well as high end infotainment and state-of-the-art assistance systems.

Regarding the practical side, load carrying ability, with the rear seats up - 392 litres and with the seats folded - 1237 litres.

The SEL two litre TFSI 4MOTION comes in at £31,485; my test car had a number of options bringing the final price to £35,690. Looking at the range overall in terms of pricing, the entry level price is £18,950 extending to £28,345, these are without options.

In addition to the two engines already noted, you can look at the 1.5 TSI EVO. Power output range 115-190PS and emissions 117-155g/km.

Returning to personalisation, included in the list of options, a Sport pack which delivers front sports seats, stainless steel pedals and red brake calipers.

The new T-ROC is going to appeal to a wide audience and it could even challenge the Golf.

driven December 2017

