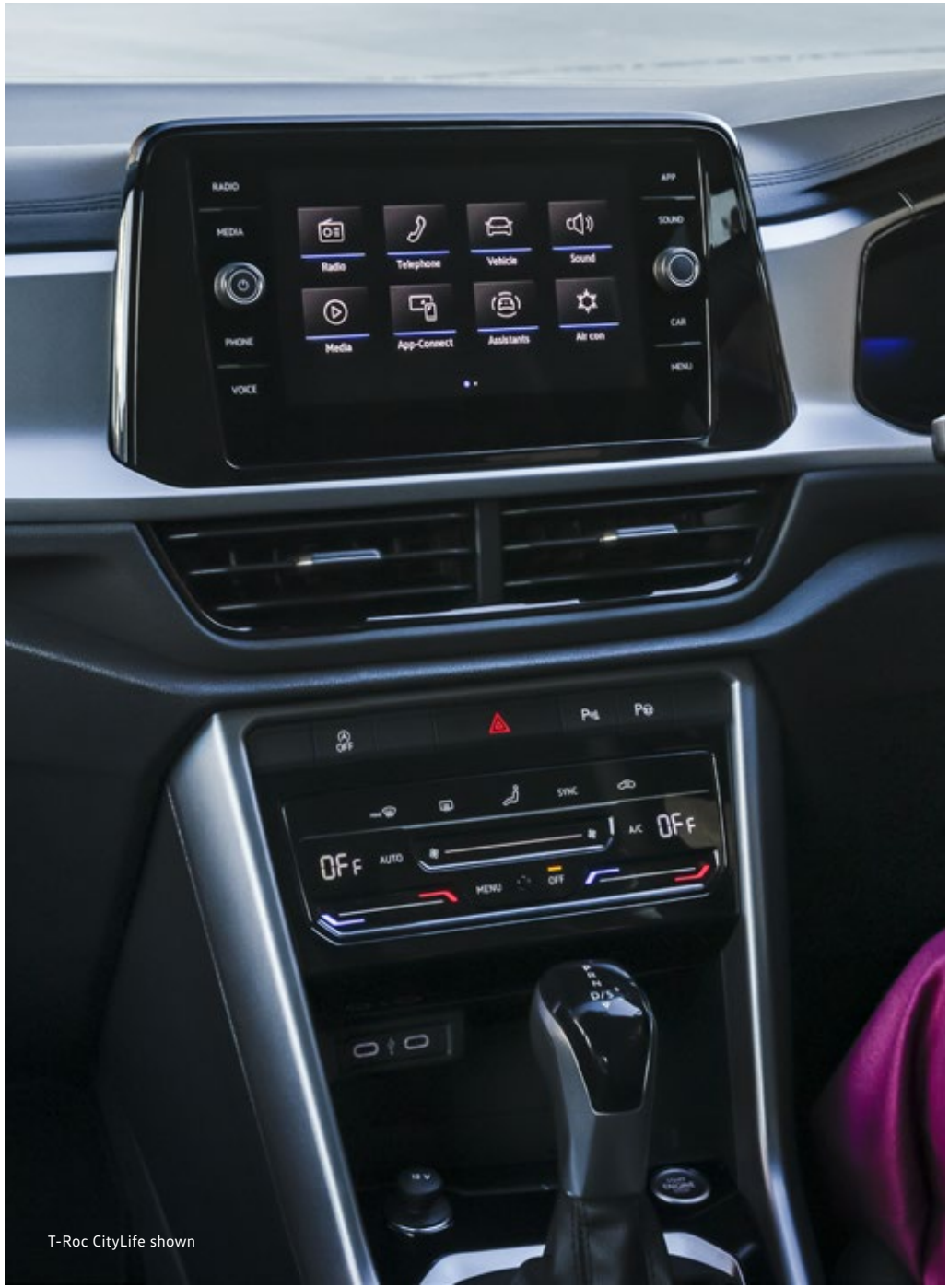
T-Roc CityLife
Specifications



T-Roc CityLife shown

Safety and Security

	CityLife
Airbags	
Driver and front passenger airbags	S
Driver and front passenger side airbags	S
Curtain airbags, front and rear	S
Anti-theft	
Electronic engine immobiliser	S
Body	
Fully galvanised body with 12 year corrosion perforation warranty	S
Door side impact protection	S
Rigid safety cell with front and rear crumple zones	S
Brakes	
Automatic flashing brake lights activated in emergency braking situation	S
Anti-lock Braking System (ABS)	S
Brake Assist	S
Electronic Brake-pressure Distribution (EBD)	S
Electro-mechanical parking brake	S
Hill Start Assist (HSA)	S
Multi-collision brake	S
Child restraints	
Child seat top tether anchorage points (3)	S
ISOFIX child seat anchorage points, outer rear seats	S
Head restraints	
Front safety optimised head restraints, height adjustable	S
Rear head restraints height adjustable (3)	S
IQ.DRIVE*	
Adaptive Cruise Control (ACC) with stop and go function	S
Automatic kerb function when reversing, passenger's side exterior mirror	S
Distance warning display	S
Driver Fatigue Detection system	S
Emergency Assist	S
Front Assist with Pedestrian Monitoring function	S
Lane Assist, lane departure warning system	S
Manoeuvre braking, front and rear	S
Park Assist, parking bay and parallel parking assistance	S
Parking distance sensors, front and rear with acoustic warning and audio volume level reduction when sensor warning is activated	S
Optical Parking System (OPS) in infotainment screen display	S
Rear View Camera (RVC) with static guidance lines	S
Travel Assist	S
Locking	
Keyless Access, keyless entry and starting system including starter button	S
Remote central locking (separate release for luggage compartment)	S
Programmable locking functions	S
One touch lock / unlock for driver	S
Child safety locks on rear doors	S
Fuel filler flap lock/unlock by remote, push to open	S

S Standard

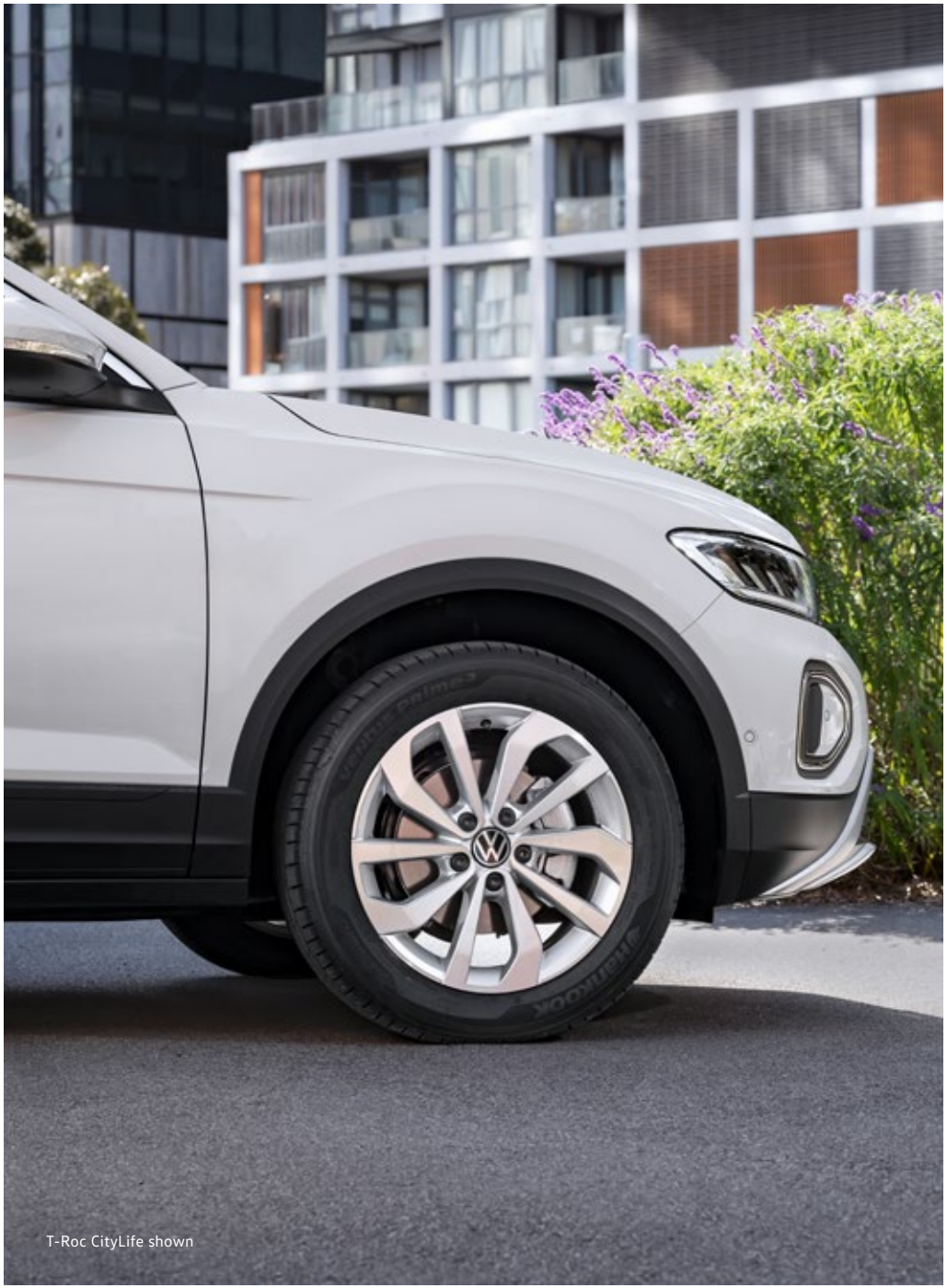
* Safety technologies are designed to assist the driver, but should not be used as a substitute for safe driving practices.

Safety and Security Cont.

	CityLife
Seat belts	
Front height adjustable with pre-tensioners and belt force limiters	S
Visual and acoustic warning for front and rear seat passenger seat belts not fastened	S
3 point seat belts for all passengers	S
Traction control	
Anti-Slip Regulation (ASR)	S
Electronic Differential Lock (EDL)	S
Electronic Stabilisation Program (ESP)	S
Extended Electronic Differential Lock (XDL)	S
Warning triangle	S

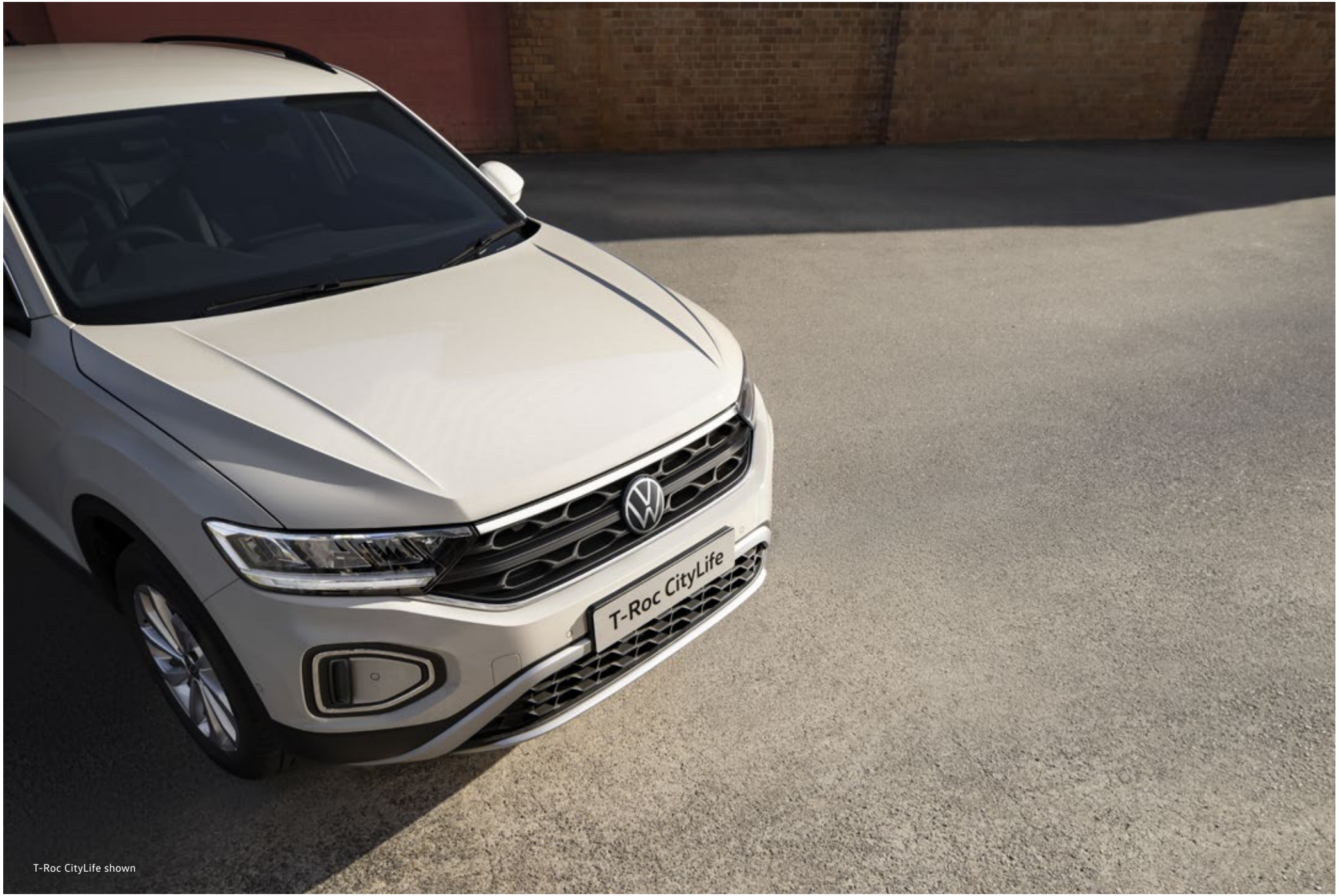
Exterior Equipment/Styling

	CityLife
Exterior highlights	
Body coloured exterior rear view mirrors	S
Black textured lower door panels	S
Black textured wheel arch extensions	S
Body coloured bumper bars and door handles	S
Bumpers with silver metallic and black textured underbody cladding	S
Chrome roof line body strip	S
Lower air intake and radiator grille with black inserts	S
Radiator grille with upper and lower chrome strips	S
Rear roof spoiler with black textured aerodynamic extensions	S
Exterior lighting	
Coming / leaving home function	S
Combined headlight and fog light switch	S
Daytime driving lights LED, mounted in headlight	S
Fog lamp, rear	S
LED headlights for low and high beam	S
Light Assist, automatic high beam headlight function	S
Low light sensor with automatic headlight function	S
Rear tail lights, LED	S
Surround lighting with welcome light (projection from door mirror)	S
Paint	
Gloss paint finish	S
Metallic / Pearl Effect paint finish	O
Roof	
Roof rails, black	S



T-Roc CityLife shown

S Standard O Optional



T-Roc CityLife shown

Exterior Equipment and Styling Cont.

	CityLife
Tinted glass	
Darkened rear tail light clusters	S
Heat insulating tinted glass	S
Wheels	
Alloy wheels (Johannesburg) 17x7" with 215/55 R17 tyres	S
Anti-theft wheel bolts	S
Low tyre pressure indicator	S
Weight and space saving spare wheel	S

Comfort and Convenience

	CityLife
Armrest	
Front centre armrest, adjustable with storage box and rear air outlets (2)	S
Rear seat centre armrest with cup holders (2) and load through provision	S
Air conditioning	
Air conditioning, dual zone automatic climate control	S
Air quality and humidity sensor with automatic air recirculation	S
Air Care air cleaning function	S
Allergen, dust and pollen filter	S
Rear seat air vents, located on back of centre armrest storage compartment	S
Touch slider temperature controls	S
Comfort indicator function (1 x touch = 3 x flash)	S
Cup holder	
Front (2)	S
Rear (2)	S
Bottle holders in front door pockets	S
Floor mats	
Front and rear, carpet	S
Grab handles	
Soft fold away grab handles, front and rear	S

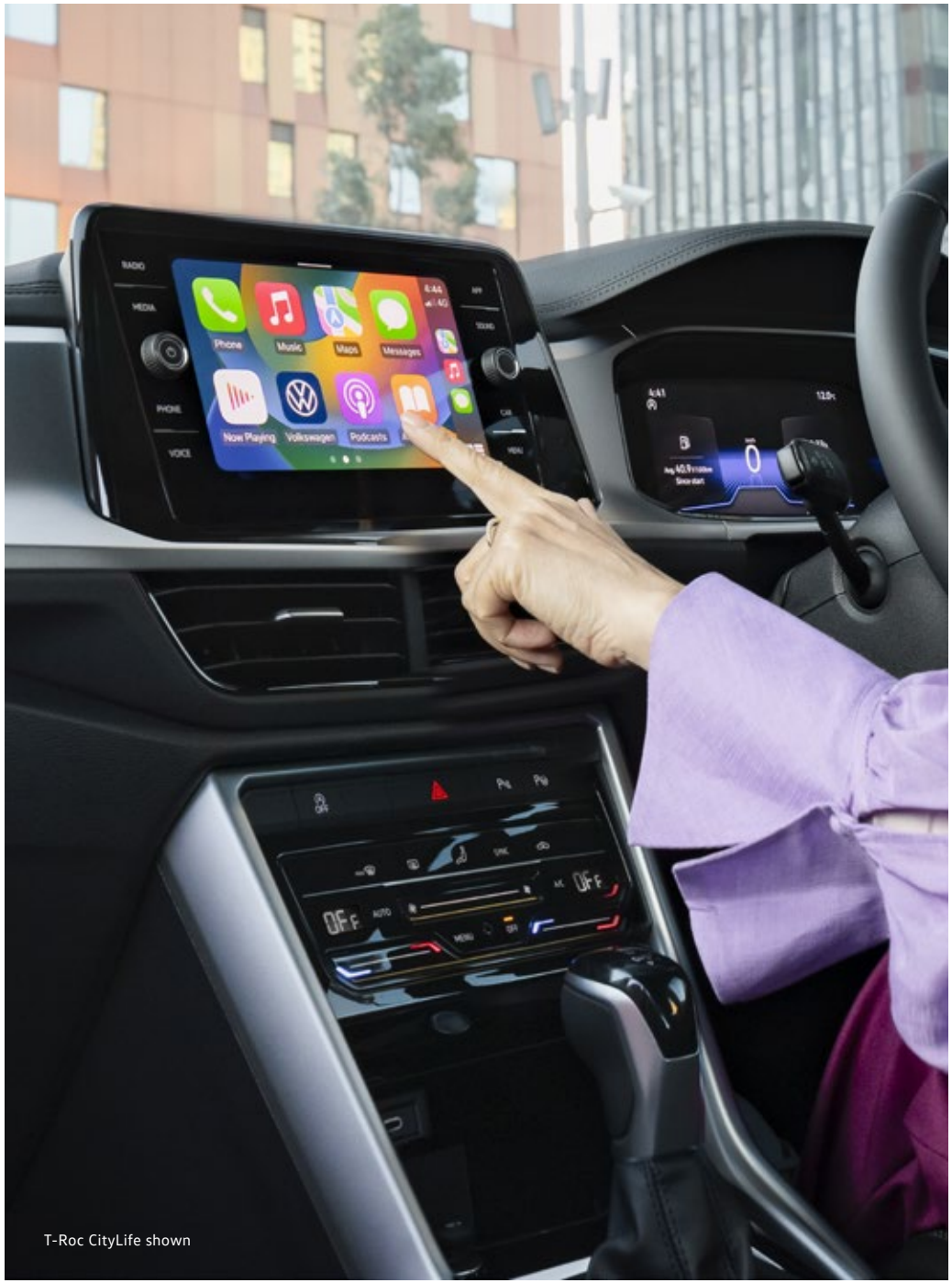
Comfort and Convenience Cont.

	CityLife
In car entertainment and technology	
Digital Cockpit Colour digital display with customisable views of speedometer, tachometer, driving data and driver assistance systems	S
Composition Media audio system 8.0" colour capacitive touch screen display with smartphone style HMI, AM/FM radio, telephone, media, App-Connect, sound, vehicle and driver assistance system settings	S
App-Connect USB interface for Apple CarPlay® and Android Auto™ App-Connect featuring Apple CarPlay® and Android Auto™ is compatible with the latest versions of iOS and Android, active data service required, optional connection cable (sold separately)	S
Audio, driver assistance system and Multi-Function Display controls mounted on steering wheel	S
Bluetooth® phone connectivity and audio streaming, multiple devices. Operation via infotainment screen or Multi-Function Display	S
DAB+ Digital radio reception	S
Inductive wireless charging	S
Speakers, front and rear (6)	S
2 USB-C ports in the front, 2 USB-C charging sockets on the centre console in the rear	S
Interior highlights	
Decorative inlays, "Pewter Matte" finish to dashboard, centre console and front door trims	S
Gearshift knob with leather and aluminium finish	S
Interior lighting	
With time delay	S
LED front reading lights (2)	S
Luggage compartment	
Load restraining hooks	S
Luggage compartment light	S
Luggage cover, removable	S
Shopping bag hooks	S
Variable luggage compartment floor level	S
Mirrors	
Automatic dimming interior rear-view mirror	S
Electrically adjustable, foldable and heated exterior mirrors	S
LED turn indicators integrated in exterior mirrors	S

S Standard

Comfort and Convenience Cont.

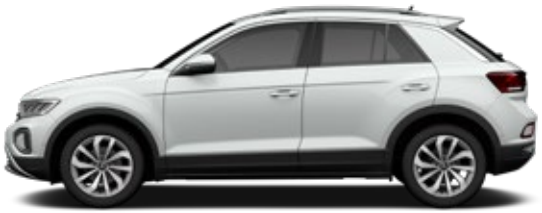
	CityLife
Power steering	
Electro-mechanical, vehicle speed and steering input sensitive	S
Seating	
Comfort front seats	S
Height adjustment for front seats	S
Lumbar adjustment for driver's seat, manually adjustable	S
Lumbar adjustment for front passenger seat, manually adjustable	S
Rear seat centre armrest with cup holders (2) and load through provision	S
Split folding rear seat backrest (40/60)	S
Steering wheel	
3 spoke leather covered steering wheel with brushed aluminium inserts	S
Audio, driver assistance system and Multi-Function Display controls	S
Gearshift paddles	S
Height and reach adjustable steering wheel	S
Storage	
Centre console storage compartment under armrest	S
Glove compartment with illumination	S
Compartment in dashboard console containing wireless charging pad	S
Drawer under driver's seat	S
Front door pockets with bottle holders	S
Front seat backrest storage pockets	S
Rear door pockets	S
Transmission	
8 speed automatic transmission with sport mode and Tiptronic function	S
Upholstery	
Cloth seat upholstery	S
Vanity mirrors	
Driver's and passenger's side vanity mirrors in sun visor with ticket holder	S
Illuminated on driver's and passenger's side	S
Windows	
Power front and rear, with roll-back function and one-touch up-down	S
Remote operated convenience close and open feature (programmable)	S
Wipers	
2 speed aero wipers with wash/wipe	S
Rain sensor	S
Rear window with wash/wipe and intermittent wipe	S
12V socket	
Centre console	S



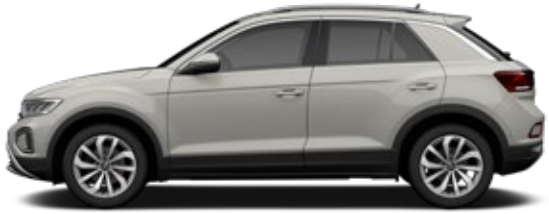
T-Roc CityLife shown

S Standard

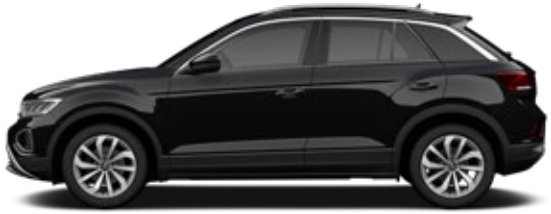
Colours & Upholstery - CityLife



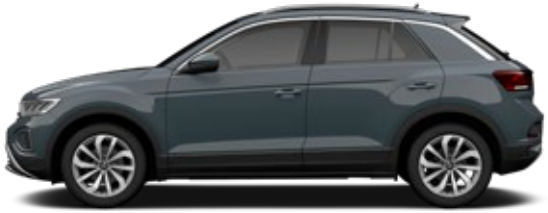
Pure White



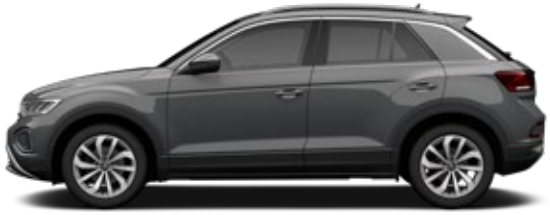
Ascot Grey



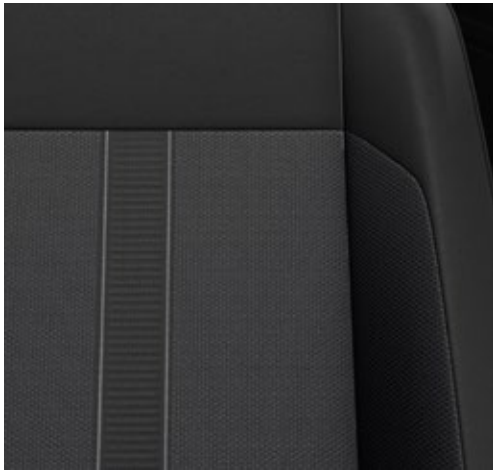
Deep Black PE



Petroleum Blue M



Indium Grey M



CityLife
Black-Ceramique cloth seat upholstery

Please note: Metallic (M) and Pearl Effect (PE) paint are optional at additional cost.
The print process does not allow for exact reproduction of the exterior or the upholstery colours. Please contact your Volkswagen Dealer for further information on colours and upholstery combinations.

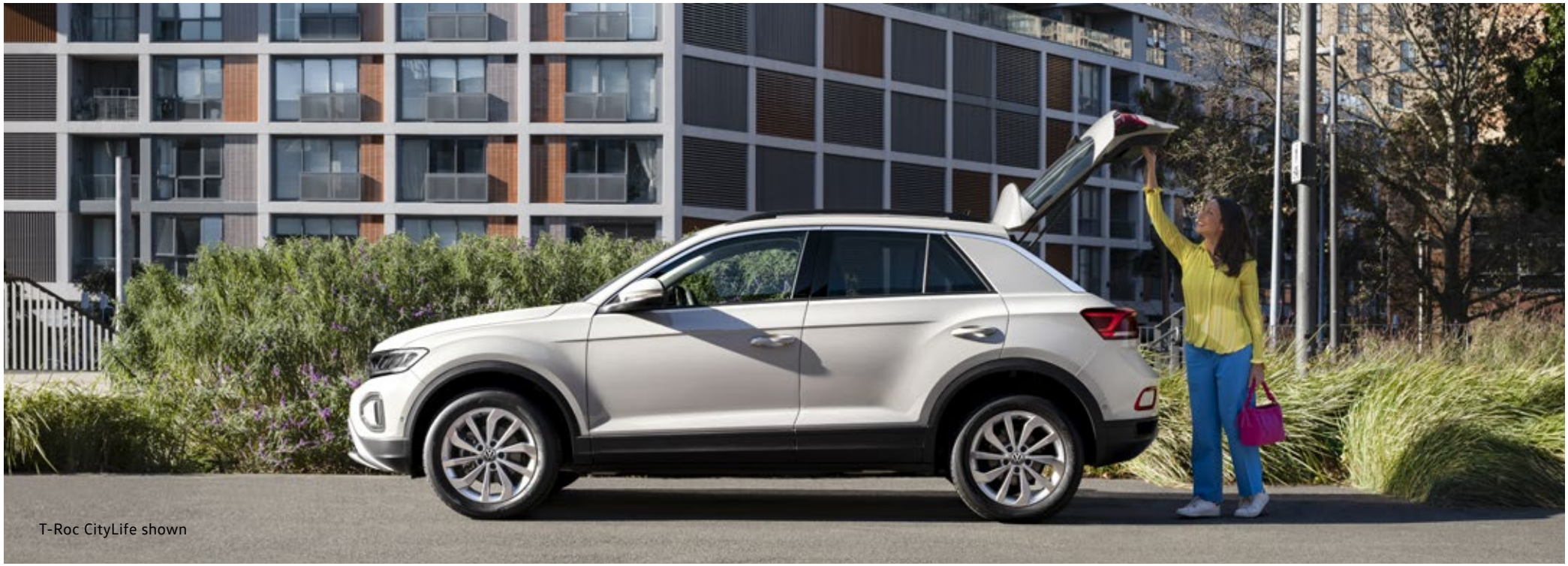
Technical Specifications

	CityLife
Engine	**1.4 litre TSI**
Type	4 cylinder inline turbocharged direct injection petrol with engine Start/Stop system and brake energy recuperation.*
Installation	Front transverse
Cubic capacity, litres/cc	1.4 / 1395
Max power, kW @ rpm	110 @ 5000
Max torque, Nm @ rpm	250 @ 1500-4000
Exhaust emission control	Three way catalytic converter and lambda probes
Emission level~	EU6
Fuel type (Recommended)	Premium unleaded 95 RON minimum
Transmission	**8 Speed Automatic**
Driven wheels	Front wheel drive
Performance#	
0 – 100 km/h, seconds	8.7
Fuel consumption **	
Combined, L/100km	6.3
Urban, L/100km	7.8
Extra Urban, L/100km	5.4
CO2 emission g/km~	143
Fuel tank capacity litres	50
Running gear	
Suspension	
Front Axle	Independent, MacPherson struts with lower A-arms. Anti-roll bar.
Rear Axle	Semi-independent, torsion beam axle with coil springs. Anti-roll bar.
Steering	Electro-mechanical power assisted rack & pinion steering.
Turning Circle (m)	11.1
Brakes	
Front	Ventilated discs
Rear	Discs
Weights	
Tare Mass kg	1348
Towbar capacities≠ kg	
Braked	1500
Unbraked	690
Towbar Load Limit	80

~ Emission level according to European Regulation (EC) No. 715/2007 and Regulation (EC) No. 692/2008, UN ECE R83/06 and later amendments.
*The Start/Stop system is designed to reduce fuel consumption and CO2 emissions. It achieves this by automatically switching off the engine while the vehicle is stationary and then starting it again automatically when the driver wants to drive off. There are certain operating conditions where the Start/Stop system is deactivated (e.g. during engine warm-up), please refer to the owner's manual for full operating information.
Please note figures are sourced from overseas data where equipment levels by model variant may vary.
≠ Please note towbar capacities are applicable to the Genuine Volkswagen Accessory towbar. Volkswagen Group Australia does not endorse or will not be held liable for any claim, loss or damage arising from the use or fitment of electronic trailer brakes.
** Fuel consumption figures according to ADR 81/02 derived from laboratory testing. Factors including but not limited to driving style, road and traffic conditions, environmental influences, vehicle condition and accessories fitted, will in practice in the real world lead to figures which generally differ from those advertised. Advertised figures are meant for comparison amongst vehicles only.

Technical Specifications

	CityLife
Exterior dimensions	
Overall length mm	4251
Width mm	1819
Height mm	1599
Wheelbase mm	2603
Track mm	
Front	1545
Rear	1537
Running clearance mm¤	155
Luggage area dimensions#	
Luggage Area volume L	
Rear seat upright	445
Rear seat folded	1290
Luggage area floor length mm	
Rear seat upright	830
Rear seat folded	1532
Luggage area width mm	
At narrowest point	1011



T-Roc CityLife shown

¤ Please note running clearance measurement may vary with wheel size, tyre pressures, tread depth.
Please note figures are sourced from overseas data where equipment levels by model variant may vary.

Glossary

Adaptive Cruise Control (ACC)

Adaptive Cruise Control (ACC) is an extension of the conventional cruise control system with advanced capabilities based on a radar sensor. When ACC is activated, the vehicle automatically brakes and accelerates to a speed and distance set by the driver.

If the T-Roc approaches a slower vehicle, the ACC brakes the car to the same speed and maintains the pre-selected distance. Even when a vehicle pulls into the same lane in front of you or slows, your vehicle is automatically decelerated to the pre-selected distance. If the vehicle ahead moves out of your lane, the T-Roc then accelerates up to the preset desired speed.

Deceleration of the vehicle may take place via intervention in the engine management system. If deceleration via engine torque is not sufficient, brake intervention takes place, braking the vehicle to a standstill if the traffic situation necessitates. ACC can be reactivated automatically by depressing the accelerator pedal.

The dynamics of the ACC system can by individually varied by selecting one of the driving programs from the driver profile selector.

Adaptive Cruise Control (ACC) cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain.

Anti-lock Braking System (ABS)

When braking, wheel speed sensors measure the road wheel speed and should one or more wheels start to lock the ABS system reduces brake pressure to that wheel. This prevents the wheels from locking during heavy or emergency braking, enabling the vehicle to remain steerable.

Anti-Slip Regulation (ASR)

ASR is a traction control system that prevents the wheels from spinning under acceleration by reducing engine torque.

Brake Assist

During emergency braking, Brake Assist aids the driver by increasing the brake pressure automatically to a level exceeding the locking limit. The ABS is thus quickly brought into the operating range, which enables maximum vehicle deceleration to be achieved.

Electronic Brake-pressure Distribution (EBD)

Electronic, more sophisticated means of regulating the ratio of front/rear brake pressure. Settings are varied according to driving and load conditions to ensure each wheel is braked to the optimum extent.

Electronic Differential Lock (EDL)

EDL improves driving and steering characteristics when accelerating on road surfaces where each wheel has a different degree of traction. The system operates automatically and is combined with the ABS system. Using the ABS wheel sensors, EDL monitors the speed of the individual driving wheels. When a difference in driving wheel speed is detected (i.e. when one wheel starts to spin due to differences in road surfaces, e.g. due to water or dirt) the system brakes the spinning wheel, transferring engine power to the wheel with the best traction.

Electronic Stabilisation Program (ESP)

ABS and ASR traction control systems are integrated into the Electronic Stabilisation Program (ESP). In short, ESP helps ensure that the vehicle goes where you steer it even in extreme driving conditions. The ESP system constantly compares the actual movement of the vehicle with pre-determined values and should a situation arise where the vehicle starts to skid, ESP will apply the brakes to individual wheels and automatically adjust the engine's power output to correct the problem. ESP prevents the vehicle from losing control when trying to avoid an accident, for example. It also reduces the effects of understeer or oversteer.

Emergency Assist

Emergency Assist monitors the driving characteristics and recognises, within the limits of the system, if the driver suddenly becomes incapable of driving (due to the vehicle not being controlled).

Emergency Assist detects a lack of activity on the part of the driver and issues repeated visual and acoustic warnings and initiates a quick jolt of the brakes and tensioning of the driver's seatbelt to request the driver to take control of the vehicle.

If the driver remains inactive, the system automatically controls acceleration, braking and steering to slow the vehicle down and keep it in the lane. If there is sufficient stopping distance, the system decelerates the vehicle to a complete stop and switches on the electronic parking brake automatically, parking position is engaged, the doors are unlocked and the interior lighting switched on.

When Emergency Assist is actively controlling the vehicle, the hazard warning lights are switched on and the vehicle horn may sound to warn other road users. Ideally this will prevent a collision, or at least reduce its severity.

Emergency Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. Emergency Assist utilises both the Adaptive Cruise Control (ACC) and Lane Assist driver assistance systems. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Lane Assist system.

Extended Electronic Differential Lock (XDL)

XDL is an extension of the Electronic Differential Lock (EDL) function. When cornering, XDL responds to the load relief at the driven wheel/s on the inside of a corner. The ESP hydraulics are used for the XDL to apply pressure to the wheel on the inside of the corner in order to prevent wheel spin. This improves traction and reduces the tendency to understeer. As a direct result of the one-sided and precise braking pressure, cornering is sportier and more accurate.

Fatigue Detection

The driver Fatigue Detection system automatically analyses the driving characteristics and if they indicate possible fatigue, recommends that the driver takes a break. The system continually evaluates steering wheel movements along with other signals in the vehicle on motorways and others roads at speeds in excess of 60 km/h, and calculates a fatigue estimate. If fatigue is detected, the driver is warned by information in the Multi-function Display and an acoustic signal. The warning is repeated after 15 minutes if the driver has not taken a break.

Fatigue Detection cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and therefore determining whether or not they are fit to drive. A driving time of 15 minutes is required in order to assess the driver correctly. The functionality of the system is restricted given a sporty driving style, winding roads and poor road surfaces.

Front Assist with Pedestrian Monitoring function

The Front Assist ambient traffic monitoring system uses a radar sensor and multi-function camera to detect critical distance situations and thus help to shorten the braking distance, reducing the risk of a rear-end collision.

If a vehicle is detected ahead of you in the lane, the distance and the speed relative to it are calculated. If the gap is closing too fast, Front Assist initially warns the driver by means of an audible as well as a visual signal. At the same time, the brake pads are brought into contact with the brake discs and the sensitivity of the Brake Assist is increased. This primes the braking system for a possible emergency stop. Furthermore, an automatic

Glossary

jolt of the brakes warns the driver of the danger. If the driver also fails to react to the warning jolt, Front Assist brakes automatically, helping to avoid a collision or reduce the severity of the accident.

At vehicle speeds below 30km/h, the system monitors the area ahead of the car for vehicles which might present a threat of collision. If a collision is likely, the brakes are first pre-charged and makes the Brake Assist system is made more sensitive: if the driver should notice the risk, the car is ready to respond more quickly to their braking action. However, if the driver still takes no action and a collision becomes imminent, emergency braking is independently applied. If the driver intervenes to try to avoid the accident, either by accelerating hard or by steering, the system will deactivate and allow the driver to complete the avoidance manoeuvre.

Pedestrian Monitoring is an extension of the Front Assist monitoring system. The system uses a radar sensor in the radiator grille and windscreen mounted multi-function camera to monitor the area in front of the vehicle and within the limits of the system, register certain situations, for example a pedestrian stepping onto the road suddenly. The system then gives an immediate acoustic and visual signal to warn the driver. If the driver does not brake, the system initiates a jolt of the brake as a warning about the critical situation, while at the same time preparing for hard braking. If the driver fails to react, the system automatically performs emergency braking, within system limits. Ideally this will prevent a collision, or at least reduce its severity.

Front Assist with Pedestrian Monitoring cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles.

Hill Start Assist (HSA)

Hill Start Assist (HSA) holds the vehicle when the foot brake is released by temporarily locking the brake pressure (for a maximum of 1.5 seconds) to provide comfortable starting-off without rolling back. Hill Start Assist (HSA) operates on inclines greater than 5%.

Lane Assist

Lane Assist is a lane departure warning system that is designed to help reduce the likelihood of the vehicle leaving the road or crossing into on oncoming lane and therefore the risk of accident as a result of driver distraction or a lapse in concentration.

The Lane Assist system monitors the road ahead with the aid of a camera (located near the interior rear-view mirror) which recognises lane markings and evaluates the position of the vehicle. If the vehicle starts to leave the lane, the Lane Assist system takes corrective steering action. If this is not sufficient the driver is warned about the situation by a steering vibration and is asked to take over the steering. Additionally, if no active steering movements by the driver are recognised for longer than approximately 8 seconds, a message will appear in the Multi-Function Display in conjunction with a warning tone. The corrective steering function can be overridden by the driver at any time and the system does not react if the turn indicator is set before crossing a lane marking.

Lane Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and therefore staying in the lane at all times. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Lane Assist system. The Lane Assist system does not activate at a vehicle speed of less than 65km/h.

Light Assist

Light Assist provides enhanced comfort and safety on the road by means of automatic high beam control. A camera on the interior mirror observes the traffic above 60 km/h and in complete darkness, Light Assist automatically switches on the high beam headlights. The system detects vehicles travelling ahead, as well as oncoming traffic and automatically dips the headlights before they are dazzled. Automatic alternation between high beam and low beam headlights ensures optimum illumination of the road ahead.

Manoeuvre braking

Manoeuvre braking assists the driver to avoid or reduce damage in a potential collision by initiating emergency braking. It supports the driver during forward and reverse manoeuvring in a speed range of a maximum 10 km/h. If the risk for an accident is recognised, emergency braking is initiated to minimise possible damage.

Manoeuvre braking cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. The object must be detected by the sensors. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged they need to react accordingly and stop the vehicle.

Multi-collision brake

The multi-collision brake has been designed to provide effective assistance for the driver in the moments after an accident. Multi-collision brake triggers automatic controlled braking once an initial collision has been detected so as to reduce the intensity of further accidents after a collision and can help prevent follow-on collisions with oncoming traffic.

The triggering of the multi-collision brake is based on a collision being detected by the airbag sensors. The ESP control unit limits the deceleration of the vehicle by the multi-collision brake to a defined value and vehicle speed. The vehicle can still be controlled by the driver, even when automatic braking is taking place. The driver can interrupt the multi-collision braking at any time by accelerating or braking even more strongly.

Park Assist

The third generation Park Assist system actively helps the driver when entering or reversing into 90° parking bays, as well as reversing into and driving out of parallel parking spaces. The system works by using sensors mounted either side of the front and rear bumpers together with parking distance sensors front and rear. To park, the driver simply presses the Park Assist button to select the type of parking manoeuvre and uses the appropriate indicator as the car slowly passes the potential parking space. Sensors scan the size of the parking space as the car is driven past and the driver is alerted if the parking space is big enough. If there is sufficient space, the driver stops the car, selects the correct gear and lets go of the steering wheel.

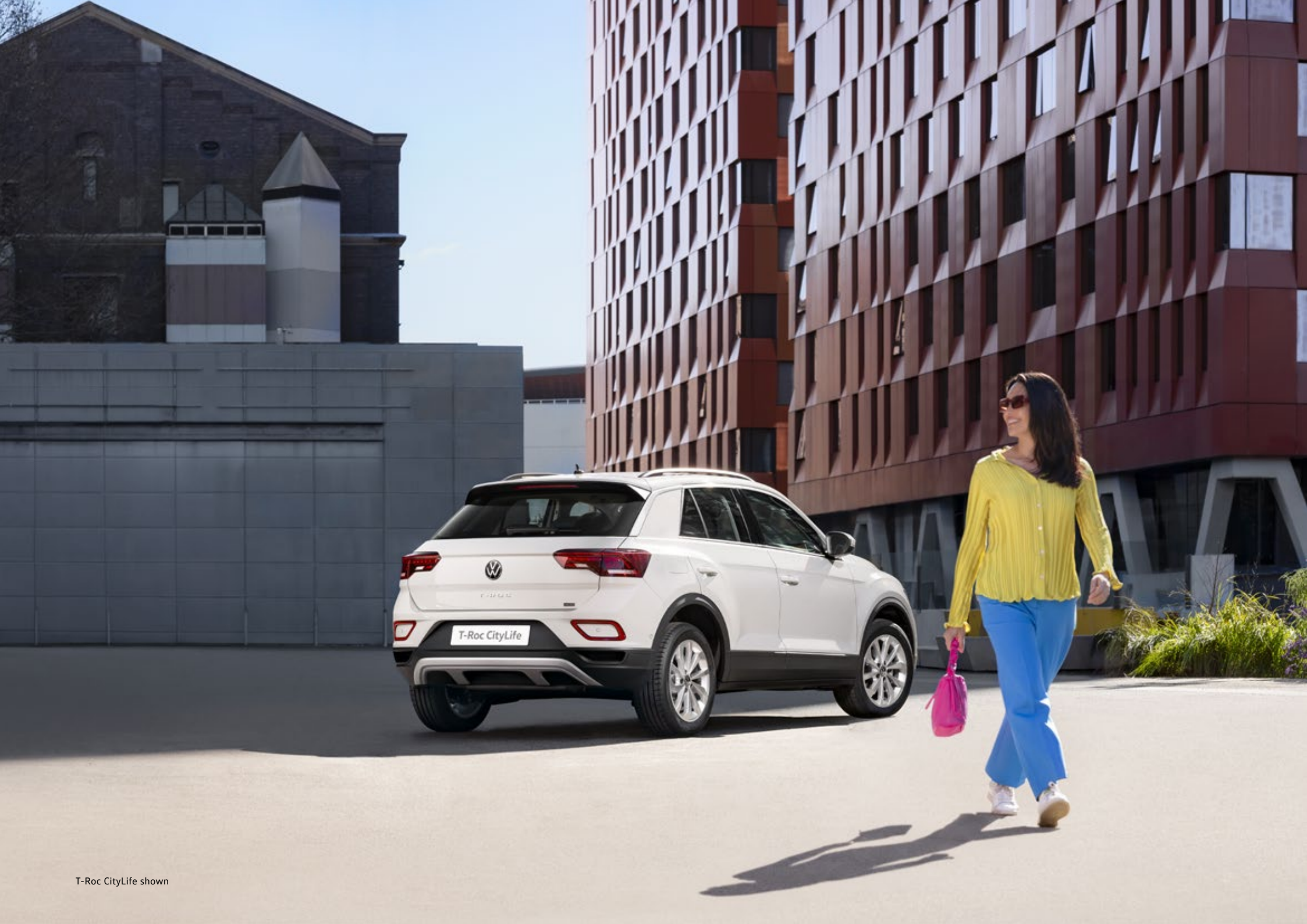
Park Assist will alert the driver of the intended path and subsequently the appearance of obstacles in the Multi-Function Display, within the driver's field of vision. Park Assist then actively supports the driver by taking over the steering control and parks the vehicle in the available space using the ideal course, if necessary with several moves. The driver can however take over the control of the steering at any time and end the automatic parking procedure.

Park Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle. If the driver notices a risk that pedestrians, other vehicles or objects could be damaged or if they are uncertain of the risk, they will need to react accordingly and stop the vehicle, ending the function.

Travel Assist

Travel Assist is an assistance system for partly automated driving. At the push of a button, Travel Assist can support the driver in monotonous and tiring driving situations commonly encountered on long motorway journeys. This system combines the functions of Adaptive Cruise Control (ACC) and Lane Assist with adaptive lane guidance to accelerate, brake and maintain the vehicles position within its lane. The capacitive steering wheel can detect whether the driver's hands are on the steering wheel in readiness to steer the vehicle and will issue a visual and audible warning when not detected.

Travel Assist cannot replace the driver's attentiveness. The driver is still legally responsible for the vehicle and must monitor the speed and distance in relation to other vehicles. Travel Assist has been developed for use only on motorways. The ACC system should not be used on winding roads or in adverse weather conditions such as heavy rain. The system will not work if there are no recognisable lane markings. The camera vision can be reduced by rain, snow, heavy spray or oncoming lights. This and vehicles in front of you can lead to the lane markings not being recognised by the Lane Assist system.



T-Roc CityLife shown

T-Roc CityLife

Volkswagen Group Australia Pty Ltd
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Your Volkswagen Dealer.