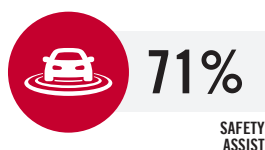
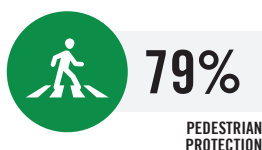
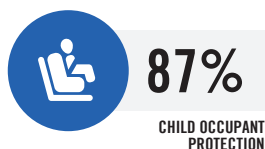
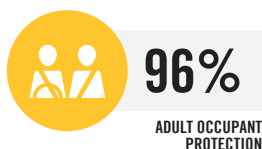


VOLKSWAGEN T-ROC

AUS: MAY 2020 - DECEMBER 2023
NZ: OCTOBER 2018 - DECEMBER 2023
ALL VARIANTS



TESTED
2017



VOLKSWAGEN T-ROC

OVERVIEW

The Volkswagen T-Roc was introduced into New Zealand in October 2018 and Australia in May 2020. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) are fitted as standard equipment on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2017

VEHICLE TYPE

Small SUV

AIRBAGS

Dual frontal, side chest, side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volkswagen T-Roc 2.0TSI R-Line	5 door SUV	2.0 litre petrol	AWD	-	✓
Volkswagen T-Roc 1.5TSI	5 door SUV	1.5 litre petrol	AWD	-	✓
Volkswagen T-Roc 140TSI R-Line	5 door SUV	2.0 litre petrol	AWD	✓	-
Volkswagen T-Roc R	5 door SUV	2.0 litre petrol	AWD	✓	✓
Volkswagen T-Roc R Grid Edition	5 door SUV	2.0 litre petrol	AWD	✓	-
Volkswagen T-Roc 110TSI Style	5 door SUV	1.4 litre petrol	FWD	✓	-
Volkswagen T-Roc TSI R-Line	5 door SUV	1.4 litre petrol	FWD	-	✓
Volkswagen T-Roc TSI Life	5 door SUV	1.4 litre petrol	FWD	-	✓
Volkswagen T-Roc CityLife	5 door SUV	1.4 litre petrol	FWD	✓	-

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



96%

36.56 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and rear passenger and GOOD for all other critical body regions.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the T-Roc scored maximum points in these tests.

The autonomous emergency braking system (AEB) showed GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.45 (out of 8)
FULL WIDTH FRONTAL#	7.68 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	2.43 (out of 3)
AEB - City	3.00 (out of 3)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.18 points
Upper legs:	4.00 points
Lower legs:	3.73 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.90 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.63 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.09 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.75 points
Front:	1.68 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

43.00 POINTS
OUT OF 49

In both the frontal offset and side impact test, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies with maximum points scored in these tests.

The Volkswagen T-Roc is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seating positions.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	×	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

PEDESTRIAN PROTECTION



79%

33.49 POINTS
OUT OF 42

The bonnet provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars and at the base of the windscreen. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was mixed, with areas of GOOD and POOR performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users. The AEB system showed GOOD performance in pedestrian test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	17.30 (out of 24)
UPPER LEG IMPACTS	4.40 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.79 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME:	Front Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	4-60 km/h
DESCRIPTION:	Defaults ON for every journey. Operates in daylight and ambient lighting conditions.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 55 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Running child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 55 km/h
PERFORMANCE	GOOD	

SAFETY ASSIST



71%

8.63 POINTS
OUT OF 12

The Volkswagen T-Roc is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and lane keep assist (LKA), which warns the driver when the car is drifting out of lane and gently applies steering to correct the path.

A blind spot monitoring (BSM) system is standard on New Zealand vehicles and on vehicles supplied in Australia from May 2020 to June 2022. BSM is not fitted to Australian vehicles built between July 2022 to April 2023, but is available on higher variants built from April 2023.

Tests of its AEB system showed GOOD performance in highway speed scenarios, with collisions avoided or mitigated in most test scenarios. Tests of the LKA function also showed GOOD performance.

A seatbelt reminder system is fitted to all seating positions. A manual speed limiter is standard equipment, however this feature was not fitted to test vehicles and has not been tested.

SPEED ASSISTANCE SYSTEMS	0.00 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	2.80 (out of 3)
AEB - Interurban	2.83 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Manual Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]	0.00 points
Warning Function	Manually set	[NOT TESTED]
Speed Limitation Function	Manually set	[NOT TESTED]

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 65 km/h
WARNING: Haptic warning

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	●
Lane Keep Assist (LKA)	●

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-250 km/h
DESCRIPTION: Defaults on for every journey.

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKE FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 60 km/h Crash speed reduced up to 75 km/h
	Approaching a slower moving car	Crash avoided up to 70 km/h	Crash speed reduced up to 80 km/h
	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Avoidance	Avoidance
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Avoidance	Avoidance
PERFORMANCE		GOOD	

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	◆	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	● / ✗ #	●
Rear cross-traffic alert (RCTA)	◆	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

Not available on vehicles built from June 2022

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE
 ◆ STANDARD ON VEHICLES SUPPLIED FROM MAY 2020- JUNE 2022
 NOT AVAILABLE ON VEHICLES BUILT FROM JULY 2022 - APRIL 2023
 STANDARD ON HIGHER VARIANTS BUILT FROM APRIL 2023

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Volkswagen T-Roc TSi Comfortline LHD
 2017
 5 door SUV
 1.0 litre petrol FWD
 December 2018
 August 2023