



## Volkswagen T-Roc 150 R – Road Test

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### **Robin Roberts (and WheelsWithinWales) test drives the latest VW T-Roc...**

**Almost a decade after its launch helped turn around Volkswagen fortunes and create one of its most successful SUV challengers, the T-Roc generation two is on sale.**

Beaten for demand only by the larger Tiguan, the T-Roc Gen2 is really a completely new model not a facelifted derivative, being redesigned outside and in, offers more space and comes with the latest powertrain, driving and comfort systems usually found in a class above.

Sitting on the multi-purpose MQB platform which can be utilised under a variety of body sizes and styles, the latest T-Roc is initially offered with a choice of eTSI mild hybrid petrol engines producing 116 or 150 PS outputs. Later full hybrid versions will join them.

They have cylinder deactivation technology which shuts off two pots when not needed and works in conjunction with the generator to utilise stored electricity. It really makes a difference and works seamlessly.



There are Life, Style and R-Line models with an enormous range of additional equipment. Prices range from £31,635 to £38,935 before VED and options are added.

Our test car was fitted with optional parking pack, technology pack, LED matrix intelligent lights, black styling trim and easy release tailgate; the car was finished in black metallic



paint with Soul Black upholstery.

The powertrain is the masterpiece of the new T-Roc. Its combination of mechanical ingenuity and application works so well and it packs a punch when pushed or eases along so economically and quietly. We repeatedly saw over 50 mpg, which is above the expected range.

The effortless performance of the engine was matched by that of the seven-speed automatic transmission which had seamless changes up or down and always enough urge in reserve to whip around a slower vehicle yet be totally relaxed rolling by the motorway miles without drama.

Underfoot, the brakes needed little pressure to effect a rapid stop without any concerns or shortcomings and the parking brake seemed to cope very well with the steepest slopes.

The steering was a little lifeless at speed but perfectly weighted up to mid-range and it had a good turning circle without any kickback or vibration.

There were a lot of buttons on the wheel-spokes and on column stalks which needed familiarity but you soon get to know what each does and these controls worked well in use.

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The car's driver aids and assistance systems are too complex to go into here but the car can almost drive itself, park where it wants and stay out of trouble on busy roads.

Intelligent speed monitoring keeps the car in the centre of a lane and a selectable distance from the vehicle in front while monitoring approaching vehicles all around.

The deep roof pillars, high bonnet and tail did restrict vision all round and you learn to closely watch and trust the sensors and camera to alert you to dangers.



On the move, the big wipers and strong washers keep windscreens clear and at night the IQ variable intelligent lights pick out everything without dazzling oncoming drivers.

The seats are a big improvement over previous VW models I have experienced save for the very top end of the range, and had excellent shaping and support as well as extendable adjustment under the calves.

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I would think most find the seats' adjustment range very good in front or behind with a lot of shoulder and headroom as well, and then a large bootspace which triples when used two-up.



Access to the luggage area was excellent with the easy open tailgate and getting into the cabin was generally simple but some taller front seat users might need to remember to duck the head behind the sweeping A-pillar.

Noise levels were very low from the powertrain and wind and generally the road rumbles



were muted as well, but encounter a pothole or tarmac hump at lower speed and the bump-thump was very audible as well as jolting at times.

The VW T-Roc 150 R-Line has a quick getaway once rolling and flies through the 62 mph mark in under nine seconds, a respectable ability, and it purred along at 70 mph where permitted with a lot in reserve.

## VERDICT

It is not as cheap as some newcomers but it exudes a feeling of quality and longevity which the rivals have still to attain. The interior really is a step up from the first generation with better textures, materials and colours, lighting and oddments spaces throughout.

**For:** Very roomy, economical, excellent intelligent powertrain, lots of options, highly sophisticated, comfortable seats.

**Against:** Noisy, lumpy ride at low speed & some visibility issues.





## FAST FACTS

**Model:** VW T-Roc 150R

**Price:** £42,340 as tested

**Mechanical:** 150 PS 1498cc 4 cylinder petrol hybrid 7 speed automatic

**Max Speed:** 132 mph

**0-62 mph:** 8.9 secs

**Combined MPG:** 52

**Insurance Group:** 20

**C02 emissions:** 132 g/km

**Bik rating:** 32%, £455FY, £640×5

**Warranty:** 3 years/60,000 miles

**Size:** L 4.38 m (14.37 ft), W 1.83 m (6.00 ft), H 1.58 m (5.18 ft)

**Bootpace:** 475 to 1,350 litres (16.77 to 47.67 cu.ft)

**Kerbweight:** 1,474 kg (3,250 lb)



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