



2023

# VW T-Roc

1.5 TSI OPF petrol FWD manual



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Clean Air  
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## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
<b>7.5/10</b> Cold Test					
<b>8.5/10</b> Warm Test					
<b>6.8/10</b> Highway					

Cold Ambient Test

Does not qualify for additional robustness testing



## Road Test

<b>8.4/10</b> On-Road Drive					
<b>3.9/5</b> On-Road Short Trip					

On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The exhaust gas aftertreatment is managed quite well in the petrol Volkswagen T-Roc. The GPF works very efficiently and earns the vehicle well deserved points for particle emissions in all tests. CO output is also robustly minimised, even during the challenging BAB130 Highway Test. The only noteworthy point deductions are due to slightly exceeded emissions of the non-regulated ammonia NH<sub>3</sub> in the Highway Test. Apart from that, the car impresses with its Clean Air performance and sets an example to others.

# Energy Efficiency Tests



## Laboratory Test

## Energy

5.0/10 Cold Test



5.1/10 Warm Test



3.4/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

## Consumption

## Driving Range

Average

6.8 l/100 km

741 km

Worst-case

7.7 l/100 km

649 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The turbo-charged petrol engine requires between 5.5 and 7.7 litres per 100 km. The best performance is recorded in the standard real-world On-Road Drive; the worst in the Highway Test BAB130 in the lab. With 6.4 l/100 km in the Cold Test, the T-Roc matches exactly its declared WLTP figure despite the active cabin climatization used in Green NCAP's test. Overall, the consumption values are typical for this type of SUV and this powertrain, but are not sufficient for high results in this part of the assessment.

# 2.8 Greenhouse Gases Tests

/10



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.5/10 Cold Test



3.6/10 Warm Test



1.3/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

Greenhouse gases are the most challenging category for the T-Roc. Directly dependent on the consumption figures are the CO<sub>2</sub> emissions, which are above 140 g/km at the tailpipe in both the Cold and Warm Lab Tests and rise to more than 170 g/km in the Highway Test. Following the Well-to-Wheel+ approach, the addition of the upstream emissions related to the petrol supply (37-45 g/km) additionally reduce the T-Rocs achievement in that index, even though the car is granted the bonus points for adequate handling of CH<sub>4</sub> and N<sub>2</sub>O.

## Our Verdict

The T-Roc is a compact SUV with the newest 1.5 litre direct injection turbocharged petrol engine from Volkswagen. Like many other petrol cars, it struggles most with greenhouse gas emissions. On the plus side, pollutants are managed impressively well with respectable 7.7 points out of 10 – Green NCAP’s best Clean Air result for a car with a combustion engine so far. The installed particle filter helps the exhaust aftertreatment to effectively reduce particle emissions. The car is not equipped with any powertrain hybridisation and relies just on the efficiency of its TSI petrol engine. Due to its mediocre consumption values, the T-Roc just misses a 3-star rating with an Average Score of 49% and 2½ Green stars.

## Disclaimer [↗](#)

## Specifications

Publication Date 04 2023	Tested Car WVGZZA1ZPV52xxxx	Tyres 225/40R19	Emissions Class Euro 6d AP
Mass 1,342 kg	Engine Size 1,498 cc	Power/Torque 110 kW/250 Nm	Declared CO <sub>2</sub> 144 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.4l/100 km	
Heating Concept Waste heat			



Think before you print