# Electrification made easy: Volkswagen presents new full hybrid for Golf and T-Roc

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Fuel-efficient: combination of two electric motors and turbocharged engine consumes less petrol than a mild hybrid

- Temporarily electric without home charging station: electrical energy can be generated on board by recuperation and by a turbocharged petrol engine with generator

- Drive for high-volume models: launch of new Volkswagen full hybrid drive scheduled for the fourth quarter of the year in the Golf and T-Roc

- Premiere in Vienna: Volkswagen will present a new hybrid system at the Vienna Motor Symposium (22 to 24 April 2026)

Volkswagen has developed a new full hybrid drive that combines temporary electric driving with high efficiency and a long range. The new drive system is scheduled to be used in the Golf Hybrid and T-Roc Hybrid from the fourth quarter of the year. The new hybrid models are not dependent on charging cables and charging infrastructure: the energy for the electric drive phases is recovered on board these Volkswagen models by means of recuperation and using a turbocharged petrol engine in combination with a generator. The new full hybrid system will in future be offered in two output levels and offers reduced fuel consumption compared with a mild hybrid drive. Volkswagen will present the details of the new drive system in the Austrian capital Vienna as part of the International Vienna Motor Symposium (22 to 24 April 2026).

The full hybrid drive offers numerous advantages: compared with a simpler mild hybrid, it enables a higher proportion of electric driving and thus lower emissions and consumption values as well as reduced fuel costs. In comparison with an externally rechargeable plug-in hybrid drive, the purchase costs of the full hybrid are lower, and it requires no charging infrastructure. Taking the Golf as an example, the new hybrid system can be identified by the designation ‘Hybrid’ and closes the gap here between the mild hybrid, which is already available as ‘eTSI’, and the plug-in hybrids. These can be ordered in the Golf under the label ‘eHybrid’ or as a sporty GTE. Volkswagen is thus using an even wider spectrum of electrified

drive systems, enabling it to offer a suitable drive solution for every usage scenario and every customer in addition to the all-electric ID.models.

Innovative hybrid module. The new hybrid drive powers the front axle. Its fundamental components are the hybrid module, the turbocharged petrol engine (TSI) and the lithium-ion battery. The hybrid module includes, among other things, an electric motor as the drive motor, a second electric motor as a generator, power electronics, a differential and a one-speed gearbox as well as an electronically controlled multiplate clutch with its own control unit, which is used to engage and disengage the TSI in the drive train. An electric A/C compressor and an electric brake servo are also integrated in the front end. The high-voltage battery, matched to the hybrid drive with NMC cells and with a capacity of 1.6 kWh (gross) usual for HEV vehicles, is integrated into the vehicle floor at the rear of both the Golf and

Three operating modes. Volkswagen has designed the interaction between the turbocharged petrol engine (1.5 TSI evo2), two electric motors and high-voltage battery to achieve a good balance of efficiency, dynamics and comfort. The electric motor responsible for the drive power replaces or supports the turbocharged petrol engine in all those phases in which it offers additional efficiency. For example, the Golf Hybrid and T-Roc Hybrid therefore often run on electric power alone, making them very quiet when moving off, at low speeds and thus in urban traffic.

The drive system offers three operating modes that are automatically activated by the vehicle depending on the usage profile:

- Propulsion by electric motor – driving at low speeds powered using the electric motor alone, the TSI is switched off.

- Serial drive – electric motor plus generator: driving with electric motor. The TSI is active but decoupled in order to generate energy for the electric motor via a generator in an optimal operating window and thus extend the electric range.

- Parallel drive – petrol engine and electric motor – the TSI is active as the primary drive system from around 60 km/h on country roads and motorways; the electric motor supports the turbocharged engine, for example, as a booster when accelerating.

Three driving profiles. The driver will be able to choose between three driving profiles on board the new Golf Hybrid and T-Roc Hybrid: Eco, Comfort and Sport. In the Eco driving profile, the maximum system output is limited to 70 per cent and the boost function is deactivated to reduce energy consumption. The Comfort profile does not limit the system output and allows boosting. In the Sport driving profile, the sporty characteristics

are achieved by the drive changing earlier to serial mode so that full power is made available quickly.

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