



# Media Information

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## 100-per-cent electric, 100-per-cent GTI: Volkswagen presents the all-new ID. Polo GTI<sup>1/2</sup>

- **GTI of a new era** – the new ID. Polo GTI<sup>1/2</sup>, the first all-electric model in the 50-year success story of the GTI, is making its debut
- **GTI power for new small car** – the 166 kW (226 PS) ID. Polo GTI accelerates to 100 km/h in 6.8 seconds and enables high cornering dynamics
- **GTI equipment designed for driving pleasure** – the ID. Polo GTI comes as standard<sup>2</sup> with an electronically controlled front axle differential lock, adaptive DCC chassis, 19-inch alloy wheels, premium sports seats and IQ.LIGHT LED matrix headlights
- **New GTI driving profile** – drive and chassis systems are switched to dynamic mode at the touch of a button, and the cockpit also changes to a specific colour and graphics scheme
- **Long range and suitable for everyday use** – the 52 kWh battery of the ID. Polo GTI enables a WLTP range of up to 424<sup>3</sup> km; luggage compartment volume of up to 1,240 litres

**Wolfsburg – The GTI for a new era: 50 years after the debut of the first GTI, Volkswagen is now presenting the first all-electric model with the world-famous badge – the completely newly developed ID. Polo GTI with an output of 166 kW (226 PS). It is a powerful and highly agile compact sports car that passes the 100 km/h mark from a standstill in 6.8 seconds – but at the same time is suitable for everyday driving. Like with the first GTI in 1976, the drive power of the new ID. Polo GTI is also transferred to the wheels via the front axle – a maximum of 290 Newton-metres that is available at lightning speed. This power is perfectly proportioned thanks to the electronically controlled front differential lock equipped as standard. The world premiere of the ID. Polo GTI took place today, Friday, at the 24h race at the Nürburgring. Pre-sales are scheduled to start in Germany this autumn at a price of just under 39,000 euros.**



The new ID. Polo GTI – a highly agile compact sports car suitable for everyday use

Furthermore, the ID. Polo GTI's high output of 166 kW (226 PS) and maximum torque (290 Nm) are generally available at all times to deliver particularly dynamic handling

**Pure GTI in all areas.** With its clear design, GTI features and powerful front-wheel drive, the ID. Polo GTI continues the legacy of the first Golf GTI from 1976. These unique hereditary characteristics have been visually and technically reinterpreted. In addition to the front differential lock, the standard technical equipment includes the adaptive DCC sports suspension and progressive steering specially developed for the GTI.

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and that unique GTI feeling. As a result, the first electric GTI also feels like a quintessential GTI.

Another new feature is the GTI driving profile, which is activated by a button on the sports steering wheel. All drive and chassis systems (including the power delivery of the electric motor, the standard-equipment progressive steering and the adaptive DCC sports chassis also on board as standard) are switched to maximum sportiness with a single click. The cockpit also changes to a specific colour and graphics scheme.

**52 kWh battery and DC charging with a particularly constant charging curve.** The APP290 drive system is responsible for propulsion of the ID. Polo GTI. This system is supplied with power by the nickel-manganese-cobalt (NMC) battery with an energy content of 52 kWh (net). It enables a WLTP range of up to 424<sup>3</sup> km and can be charged at DC stations with up to 105 kW. Thanks to a particularly constant charging curve, the battery can be charged from 10 to 80 per cent in about 24 minutes at a DC quick-charging station.

**A GTI at first glance.** A GTI from Volkswagen embodies clear design – timeless, with balanced proportions and powerful. This was already the case with the first Golf GTI in 1976 and was just as true for the first Polo GTI in 2006. The new ID. Polo GTI seamlessly follows on from this. In terms of body layout, it follows the new Volkswagen Pure Positive design language, creating a compact sports car with a clear and powerful stance atop its standard-equipment 19-inch alloy wheels. The iconic red stripe is a distinctive feature at the front. It has served as a hallmark of this sporty brand since the first Golf GTI. On the ID. Polo GTI too, the stripe stretches over almost the entire width, with a 3D GTI logo incorporated on the left. An LED light strip, the illuminated VW badge and the new standard-equipment IQ.LIGHT LED matrix headlights are positioned above this as a horizontal bar. The air intake with a characteristic GTI honeycomb pattern is located slightly lower down. Two red-painted vertical elements are incorporated in the outer areas. Their design resembles the towing eyes from motor sports.

**GTI silhouette and rear end.** The ID. Polo GTI silhouette is powerful and clear. It reveals the most well-known Volkswagen design feature: the C-pillar inspired by the first Golf. This states clearly that this is a Volkswagen. A stabilising element is the straight-lined window shoulder, and the rear end also has a striking design: as a unique feature, the GTI is equipped with a roof spoiler that is divided in the middle. The ID. Polo GTI's light design is characterised by the standard-equipment IQ.LIGHT version of the tail light clusters, each with two outer three-dimensional LED elements. On the GTI, the transparent areas between them and the VW logo are also illuminated in red. The two-part black rear diffuser has a muscular appearance. In short: even without the three legendary letters on the rear, this model is clearly recognisable as a GTI.

**GTI interior.** Red and black dominate the interior of the ID. Polo GTI. The colours can be found in a number of features in the cockpit landscape. These include the contrasting red topstitching on the new GTI sports steering wheel and the red marking incorporated in the steering wheel rim at 12 o'clock, similar to the marking commonly used in motor sports. A narrow red stripe also extends across the entire width of the



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dash panel. Red topstitching is also used in the doors and on the front outer edges of the standard-equipment premium sport seats (front) and rear seats. The inner surfaces of the seats are upholstered in a fabric that reinterprets the legendary tartan check of historic GTI models. The red GTI emblem is integrated into the integral head restraints on the front sports seats. This can also be found – illuminated – on the multi-function sports steering wheel. The two paddles for adjusting the recuperation level are another new steering wheel feature.

**GTI also with retro display.** The cockpit landscape in the ID. Polo GTI has a clear and balanced layout. The Digital Cockpit – the digital instruments – and the infotainment display are arranged on one visual axis. The Digital Cockpit measures 26 cm (10.25 inches) across the diagonal and offers different display views. If the driver uses the View button on the steering wheel to activate the retro display, for example, the instruments are transformed into the style of a late Golf I. The infotainment system touch display located in the centre of the dash panel measures 32.77 cm (12.9 inches) across the diagonal and is as large as a premium tablet. If the retro display is active, graphic details in the style of the Golf I are also displayed here. An example of this is the track display for songs, which is then shown as a cassette – the portable form of music storage popular in the 1980s.

**GTI space miracle.** The ID. Polo GTI is also a small space miracle thanks to the particularly compact drive modules: this means passengers have 19 mm more interior space available than in the Polo GTI<sup>4</sup> with combustion engine (MQB). The interior width and headroom have also increased, while the luggage compartment volume has grown by more than 25 per cent – from 351 to 441 litres. When the rear seat backrests are folded down, the load capacity increases to 1,240 litres (Polo MQB: 1,125 litres). This extra space makes the ID. Polo GTI more of a dynamic all-rounder than any of its predecessors. The detachable ball coupling offers additional variability: with a drawbar load of 75 kg, this can easily hold a bicycle carrier with two e-bikes. Thanks to a towing capacity of up to 1.2 tonnes (braked, 12 per cent gradient), this small Volkswagen can also pull motorbikes on a trailer, for example.

**GTI optional equipment.** Optional equipment for the ID. Polo GTI includes features such as a high-end sound system from Harman Kardon with a music output of 425 Watts and 10 speakers, including a centre speaker for clear voice transmission, and a subwoofer. Also available as an option: a large panoramic sunroof. One new feature for this segment is the pneumatic massage function for the electrically adjustable 12-way front seats. For drivers who prefer a particularly dynamic experience, a 19-inch premium sports tyre (235/40/19), the Bridgestone Potenza Sport specifically developed for the ID. Polo GTI, will be available as an option.

**Connected Travel Assist with traffic light recognition.** Thanks to MEB+ and the latest software, the ID. Polo GTI comes with a large number of state-of-the-art assist systems as standard. Assist systems such as the next generation of Travel Assist will be additionally available as optional equipment. Since the system uses online data, it has been renamed 'Connected Travel Assist'. The system for assisted lateral and longitudinal guidance can now also detect red traffic lights<sup>5</sup> and automatically brake the ID. Polo GTI to a standstill<sup>5</sup> within the system limits. Another new feature is one-



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pedal driving for rapid deceleration through control of the accelerator alone<sup>5</sup>.

Technical data of the ID. Polo GTI <sup>1</sup>	
Drive	MEB+, front-wheel drive
Power	166 kW (226 PS)
Top speed	175 km/h
0-100 km/h	6.8 seconds
Battery size (net)	52 kWh
DC charging capacity (max.)	105 kW
WLTP consumption (provisional)	16.4-14.4 kWh/100 km
WLTP range (provisional)	Up to 424 km
Length/width/height/wheelbase	4,096/1,816/1,513/2,599 mm
Min. EU kerb weight without driver	from 1,540 kg (52 kWh)
Price (German market)	just under 39,000 euros

<sup>1</sup> ID. Polo GTI – near-production concept vehicle. The model is not yet available for sale. Provisional forecast values: Combined power consumption 16.4-14.4 kWh/100 km; combined CO<sub>2</sub> emissions 0 g/km; CO<sub>2</sub> class: A

<sup>2</sup> All equipment specifications and prices refer to the German market. There may be differences for other countries

<sup>3</sup> Range determined on the rolling road test bed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) in the most range-favourable equipment variant. The actual WLTP range values may differ depending on the equipment. The actual range achieved under real conditions varies depending on the driving style, speed, use of comfort features or auxiliary equipment, outside temperature, number of passengers/load and topography.

<sup>4</sup> Polo GTI – combined power consumption 6.8-6.5 l/100 km; combined CO<sub>2</sub> emissions 155-148 g/km; CO<sub>2</sub> class: E. The vehicle is no longer offered for sale.

<sup>5</sup> Within the system limits. The driver remains responsible.

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The Volkswagen Passenger Cars brand has a worldwide presence and manufactures vehicles at 28 locations in twelve countries. In 2025, Volkswagen delivered more than 4.7 million vehicles to customers. These include bestsellers such as the Polo, T-Roc, T-Cross, Golf, Tiguan and Passat as well as the successful all-electric models of the ID. family. Last year, the company handed over around 382,000 all-electric models to customers worldwide. Volkswagen currently has a workforce of approximately 170,000 employees around the globe. With its BOOST 2030 strategy, Volkswagen is systematically advancing its development into the most desirable brand for sustainable mobility.

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