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World premiere of the all-new electric ID.3 GTI¹: most powerful model in five decades of GTI history

- **GTI dynamics** – thanks to a power output of 240 kW (326 PS), the ID.3 GTI accelerates to 100 km/h in 5.6 seconds² and has an extremely high torque of 545 Nm
- **GTI technologies** – adaptive DCC sports chassis, direct progressive steering, Launch Control and a new GTI mode are on board as standard
- **GTI DNA** – new front end with red horizontal stripe, new 20-inch Wörthersee wheels³ and the iconic colour Tornado Red are characteristic GTI insignia
- **GTI interior** – premium sport seats and rear seats with "Superclark" tartan check pattern, GTI instruments, red topstitching and sports steering wheel with red 12 o'clock marking all convey the genuine GTI feeling
- **GTI all-rounder** – high travel comfort, ranges of up to 601² km and a surprising amount of space make the ID.3 GTI the perfect everyday athlete

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Wolfsburg – In the 50th year of GTI history, Volkswagen is presenting the first photos and facts about the new ID.3 GTI¹ in a world premiere. It is the most powerful of all GTI models ever built in series production. The electric drive motor of the ID.3 GTI delivers exactly 240 kW (326 PS) to the rear axle. Especially impressive is the maximum torque of 545 Nm. This means that the electric GTI offers a superior punch in every life situation. This is complemented by the high efficiency of the drive system and ranges of up to 601² km. Also characteristic of a true GTI are the flexible space and unrestricted suitability for everyday use of this compact athlete. Pre-sales of the ID.3 GTI will start at the beginning of 2027.



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The new ID.3 GTI

permanently available maximum torque of 545 Nm. Together with the DCC sports chassis and the low centre of gravity, this creates a new, pure and dynamic GTI experience.

GTI energy. The electric drive motor integrated in the rear axle is supplied with energy by a lithium-ion battery with a capacity of 79 kWh (net energy content). Thanks to the DC rapid charging function, it can be charged from 10 to 80 per cent again with up to 183 kW in around 29 minutes².

GTI dynamics. In future, the ID.3 GTI will complete the classic sprint from 0 to 100 km/h in 5.6 seconds² typical of sports cars. Launch Control on board as standard ensures that this acceleration can be transferred to the road without leaving black marks on the tarmac. The ID.3 GTI is electronically limited to a top speed of 200 km/h. However, the performance only reflects part of the GTI's fascination. Rather, it is the



GTI front end. The sporty design DNA of the new ID.3 GTI is unmistakable. It is the typical GTI insignia that identify this Volkswagen – based on the ID.3 Neo – as the sporty flagship model of the product line. In the upper third, the new standard³ IQ.LIGHT LED matrix headlights dominate the look. A transparent light strip with the illuminated VW logo stretches between them. Directly above the LED light strip between the headlights, the designers have integrated the most familiar of all GTI features: the red stripe – derived from the red radiator grille frame of the very first Golf GTI (1976). The LED elements integrated vertically in the outer areas of the bumper are a new distinguishing feature of the GTI. They identify the model as an electric GTI. Below this is the high-gloss black, honeycomb air intake grille – a signature GTI feature – designed for climate control of the interior and the battery system. Two vertical elements painted in red are integrated into each outer edge – just like the front spoiler designed as a splitter, they are a nod to motorsport style.

GTI silhouette and rear end. The side view of the ID.3 GTI is characterised by the new 20-inch alloy wheels fitted as standard. The name says it all: Wörthersee. This can be interpreted as a tribute to the legendary GTI meet in Austria. Other GTI features in the silhouette include the exterior mirror caps and side members painted in high-gloss black. In the side view, it is striking how much longer and sleeker the ID.3 GTI appears compared with the prior model, the ID.3 GTX⁴. The look here is changed by a new colour philosophy: while the predecessor always had a black roof, a black roof spoiler and a black boot lid, these areas are now finished in the vehicle colour on the GTI. As a result, the roof section has a longer and sportier appearance and the ID.3 GTI has significantly more presence on the road.

GTI colours. The classic colours of all GTIs include Silver, Black, Red and White. This range will also be available for the new ID.3 GTI. The colour scheme is supplemented by a grey shade. The five colours are Tornado Red solid, Moonstone Grey solid, Scale Silver metallic, Grenadilla Black metallic and Glacier White metallic. The colour Tornado Red with the colour code LY3D has a fascinating history: it was already offered for the facelifted version of the first-generation Golf GTI and is considered to be 'the' quintessential GTI colour.

GTI insignia. The ID.3 GTI is characterised by a highly individualised interior. These custom GTI elements can be seen in the equipment features, seat designs and technical details. Red on black is the dominant colour scheme. In the dash panel, a fine red stripe as the GTI hallmark extends across the entire width. A red 12 o'clock marking on the new multifunction sports steering wheel signals that the ID.3 GTI is one of the sportiest electric vehicles in its class. This red can also be found in the premium sport seats, whose Superclark pattern provides a new interpretation of the tartan check pattern of the first Golf GTI seats in 1976.

GTI mode. As soon as the driver presses the illuminated GTI button integrated at 6 o'clock in the new multifunction sports steering wheel, the new driving profile, equipped as standard, is activated: GTI. It is on board the ID.3 GTI in addition to the Eco, Comfort, Sport and Individual profiles. GTI mode is the dynamic 'secret sauce' of this electric Volkswagen. On the one hand, all drive and chassis parameters are set to maximum sportiness: the power delivery of the electric drive motor, the progressive



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steering and the adaptive DCC sports chassis. At the same time, the new Launch Control can now be activated. The colour of the background lighting simultaneously also changes permanently to red, the ID. Light flashes red briefly and the screen of the Digital Cockpit changes to GTI mode. The power display with integrated speedometer now dominates the centre of the digital instruments. At the same time, the sound of a combustion engine can be heard in the background.

GTI interior. In general, the cockpit landscape of the ID.3 GTI draws on the new development of the base vehicle: the ID.3 Neo. Its interior has not only been redesigned, ergonomically rethought, and technically revamped, but also elevated to a new quality level – hallmarks that now also define the ID.3 GTI. The new and larger Digital Cockpit and the large touch display (diagonal: 32.77 cm/12.9 inches) of the new Innovision infotainment system generation are located on one visual axis. Also new: the button strip for the air conditioning functions (plus hazard warning light switch) located under the infotainment display and the centre console next to it with a practical rotary knob for volume control and skip function for songs and stations.

Optional equipment of the ID. Neo in the ID.3 GTI. All features offered for the ID.3 Neo will also be optionally available for the ID.3 GTI. These include details such as a large panoramic sunroof, a massage and memory function for the premium sport seats, a 480-watt Harman Kardon sound system, an augmented reality head-up display and a removable bracket for attaching a bicycle carrier for trailer couplings (75-kg drawbar load).

The versatility of the ID.3 GTI is also increased by the new vehicle-to-load function for operating or charging other devices. This takes place via an adapter on the charging interface: the optional PowerSocket. This makes the ID.3 GTI perfect for weekend trips with two e-bikes, which can not only be transported easily and safely thanks to the bicycle carrier bracket, but can also be recharged between two rides using the ID.3 GTI. The optional assist systems include the new memory function for Park Assist Pro and the latest generation of Travel Assist. For the first time, the assist system for assisted lateral and longitudinal guidance now also reacts to traffic lights⁵. If the new Travel Assist function detects a red traffic light, it automatically⁵ brakes the Volkswagen to a standstill.

1. Near-production concept vehicle. The model is not yet available for sale. Preliminary forecast values: Combined power consumption 14.5 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
2. Forecast value.
3. All equipment specifications refer to the German market. There may be differences for other countries.
4. ID.3 GTX – Combined power consumption 16.7 – 14.9 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
5. Within system limits. The driver remains responsible.



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