



Fact Sheet

The all-new ID. Polo GTI

World premiere
May 2026

KEY ASPECTS

GTI goes electric – the new ID. Polo GTI¹ marks the debut of the first fully electric model in the GTI's 50-year success story

GTI delivers dynamic performance – the 166 kW (226 PS) ID. Polo GTI accelerates from 6.8 seconds² to 100 km/h and enables high cornering dynamics

GTI captivates – the new ID. Polo GTI comes as standard with an electronically controlled front-axle differential lock and adaptive DCC suspension

GTI customised – in the new 'GTI' driving profile, all systems are switched to dynamic mode and the cockpit is bathed in a specific colour and graphic scheme

GTI customised – Volkswagen equips the ID. Polo GTI as standard³ with 19-inch alloy wheels, premium sports seats and "IQ.LIGHT – LED matrix headlights"

GTI on the move – the ID. Polo GTI's new 52 kWh battery enables a WLTP range of up to 424 km². The battery charges from 10% to 80% in approx. 24 minutes² using 105 kW (DC)

AT A GLANCE

Drive versions

Power	Drive type	HV battery	Top speed	0–100 km/h
166 kW (211 PS)	Front	52 kWh (net)	175 km/h	6.8 s ²

Charging capacity and charging durations

Battery	AC charging capacity	DC charging power	DC charging 10–80%
52 kWh (NMC)	11 kW	max. 105 kW	approx. 24 min ²

Dimensions, weights, ranges

Length	4,096 mm
Width	1,816 mm
Height	1,513 mm
Wheelbase	2,599 mm
Boot capacity up to rear seat backrest	441 litres
EU kerb weight without driver ¹	from 1,540 kg
WLTP power consumption ¹	16.4 – 14.4 kWh/100 km
WLTP range ²	up to 424 km

Colours

Solid

Candy White

Tornado Red

Metallic

Grenadilla Black

Magnetic Grey

Oyster Silver

Celestial Blue



Pre-sales start in mid-October. Exactly 50 years after the debut of the first GTI, Volkswagen is now presenting the first all-electric GTI model: the completely newly developed ID. Polo GTI with an output of 166 kW (226 PS). A powerful, highly agile yet practical compact sports car that accelerates from 0 to 100 km/h in 6.8 seconds² – a hot hatch in the truest sense. Just as with the first GTI from 1976, the drive power of the new ID. Polo GTI in 2026 is transmitted to the wheels via the front axle – a maximum of 290 Newton metres, available in a flash. Perfectly distributed via an electronically controlled front-axle differential lock. As standard. Further technical features include the adaptive DCC sports suspension – also electronically controlled and as standard. Another new feature is the 'GTI' driving profile. With a single click, all systems are switched to dynamic mode and the cockpit is bathed in a specific colour and graphic scheme. Added to this is the fact that the ID. Polo GTI's high power and maximum torque are permanently available. This results in particularly dynamic handling and a true GTI feel. Advance sales of the new ID. Polo GTI will begin in mid-October.

52 kWh battery, DC charging from 10% to 80% in around 24 minutes².

The ID. Polo GTI is powered by the APP290 drive system. APP stands for the axial parallel arrangement (Axial Parallel Position), and 290 for the maximum torque. The system is powered by the new 'Group standard cell' in a compact and efficient cell-to-pack design. The NMC battery (nickel-manganese-cobalt battery) has an energy capacity of 52 kWh (net); it enables a WLTP range of up to 424 km and can be charged at up to 105 kW at DC charging points. Thanks to a particularly consistent charging curve, the battery can be recharged from 10% to 80% in around 24 minutes² at a fast-charging point.

Notes:

1. ID. Polo GTI – near-production concept vehicle. The model is not yet available for sale. Preliminary forecast values: Combined power consumption 16.4 – 14.4 kWh/100 km; combined CO₂ emissions 0 g/km; CO₂ class: A.
2. Forecast value.
3. All equipment specifications and prices refer to the German market. There may be variations for other countries.