



ID. POLO GTI



The all-new ID. Polo GTI

World premiere, May 2026

100% electric, 100% GTI:

Volkswagen presents the all-new ID. Polo GTI

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100% electric, 100% GTI: Volkswagen presents the all-new ID. Polo GTI

KEY ASPECTS

- **GTI electrified** – with the new ID. Polo GTI¹, the first all-electric model in the 50-year success story of the GTI is making its debut
- **GTI invigorated** – the 166 kW (226 PS) ID. Polo GTI accelerates to 100 km/h in 6.8 seconds² and delivers high cornering dynamics
- **GTI exhilarated** – the new ID. Polo GTI is being launched with electronically controlled front differential lock and adaptive DCC chassis as standard
- **GTI modified** – in the new GTI driving profile, all systems are switched to dynamic mode, and the cockpit is immersed in a specific scheme of colours and graphics
- **GTI customised** – Volkswagen is equipping the ID. Polo GTI as standard³ with 19-inch aluminium wheels, premium sport seats and IQ.LIGHT LED matrix headlights
- **GTI mobilised** – the 52 kWh battery of the GTI can achieve a WLTP range of up to 424 km². The DC charging time from 10 to 80% is approximately 24 minutes²

IN BRIEF

New Volkswagen hot hatch. It is the GTI for a new era: exactly 50 years after the debut of the first GTI, Volkswagen is now presenting the first all-electric model with the world-famous label: 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 seconds² – a hot hatch in the best sense, but at the same time suitable for everyday driving. Like the first GTI from 1976, the new ID. Polo GTI's drive power is transferred to the wheels via the



front axle in 2026 as well – a maximum of 290 newton-metres that is available at lightning speed. Power that is perfectly proportioned thanks to the electronically controlled front differential lock. On board as standard.

Pure GTI. 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 systems have been visually and technically reinterpreted: In addition to the front differential lock, the technology also includes the adaptive DCC chassis – also electronically controlled and equipped as standard. Another new feature is the GTI driving profile – which can be activated by a button on the sports steering wheel. All systems are switched to dynamic mode with a single click, and the cockpit is immersed in a specific scheme of colours and graphics. On top of this, the ID. Polo GTI's high output and maximum torque are generally available at all times to deliver particularly dynamic handling and that unique GTI feeling. As a result, the first electric GTI feels like a quintessential GTI. Pre-sales of the new ID. Polo GTI will start in the autumn.

52 kWh battery and DC charging with a constant charging curve. The ID. Polo GTI is powered by the APP290 drive system. APP stands for the axial parallel position, while 290 indicates the maximum torque. The system is powered by the new Group unified cell in a compact and efficient cell-to-pack design. The NMC battery (nickel-manganese-cobalt battery) has an energy content of 52 kWh (net); it can achieve a WLTP range of up to 424 km² and be charged with up to 105 kW at DC stations. Thanks to a particularly constant charging curve, the battery can be charged from 10 per cent back to 80 per cent in around 24 minutes² at a DC quick-charging station.

GTI proportions. A GTI from Volkswagen embodies clear design – timeless, 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 applies 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 result is an extremely crisp GTI design with proportions reminiscent of a 1976 Golf GTI, albeit one that has been transported into the future.



GTI front end. At the front, it is the iconic red stripe – a feature of this sporty brand since the first Golf GTI – that stretches over almost the entire width of the front end and clearly identifies this ID. Polo as a GTI. Integrated into the red stripe on the left when viewed from the front: the 3D GTI logo. An LED light strip, the illuminated VW badge and the new IQ.LIGHT LED matrix headlights, which are standard in the GTI, are positioned above this as a horizontal bar. Below the stripe, there are vertical LED strips on the outer left and right sides of the bumper which identify this ID. Polo as a GTI. The air intake with a characteristic GTI honeycomb pattern follows slightly lower down. Two red-painted vertical elements are incorporated in the outer area in each case. Their design resembles the towing eyes from motor sports.

GTI silhouette and rear end. The powerful clarity of the silhouette corresponds in every way to the new Volkswagen Pure Positive design language with its elements of likeability, stability and secret sauce. A stabilising element is the straight-lined window shoulder. A positive tension is created in combination with the feature line that runs parallel underneath and only rises above the rear wheel arch, the clear door surfaces and the striking side member – all characteristic features for a Volkswagen and a GTI. The silhouette view reveals the most well-known Volkswagen design feature of the present day: the C-pillar inspired by the first Golf. This states clearly that this is a Volkswagen. The rear end also has a clear 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 area between them and the VW logo are also illuminated in red. The two-part black rear diffuser has a muscular appearance. Thanks to the synergy between the roof spoiler, the model-specific bumper and diffuser, the ID. Polo GTI would be recognisable as a GTI even without the three legendary letters on the rear.

GTI interior. The colours red and black dominate the interior of the ID. Polo GTI. Fine yet striking visual details and features developed especially for the compact sports car differentiate the ID. Polo GTI from the Trend, Life and Style models. The red elements immediately catch the eye in the newly developed 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 used in motor sports. A narrow red strip also extends across the entire width of the dash panel. The red topstitching in the doors, on the front outer edges of the



standard-equipment premium sport seats (front) and the rear seats match all these details. The upper contact surfaces of the front seats are finished in ArtVelours Eco Soul microfleece. The interior surfaces of the seats are upholstered in a fabric featuring large checks that reinterpret the legendary tartan pattern of the historic GTI models. The red GTI emblem is integrated into the integral head restraints on the front sports seats. This can also be found – and is even illuminated – in the multifunction sports steering wheel. The pushbutton for the new GTI driving profile is integrated there. Pressing this activates a particularly sporty configuration for the ID. Polo GTI. Another new steering wheel feature are the two paddles for adjusting the recuperation levels.

GTI also with 'retro display'. Like the design of the exterior, the new interior's basic architecture follows the new Volkswagen Pure Positive design language, which is characterised by great clarity and balanced proportions, among other things. For instance, the cockpit landscape in the new ID. Polo GTI is fully horizontal for a clear and balanced appearance. The Digital Cockpit – the digital instruments – and the infotainment display are arranged on one visual axis. The Digital Cockpit measures 26.0 cm (10.25 inches) across the diagonal and features brilliant graphics. If the driver uses the View button on the steering wheel to activate the retro display, 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: the track display for songs. Tracks are displayed on a cassette – the portable form of music storage popular in the 1980s. In contrast, the mobile key for smartphones is not retro in the slightest; it can be used to open and start the ID. Polo GTI without a key.

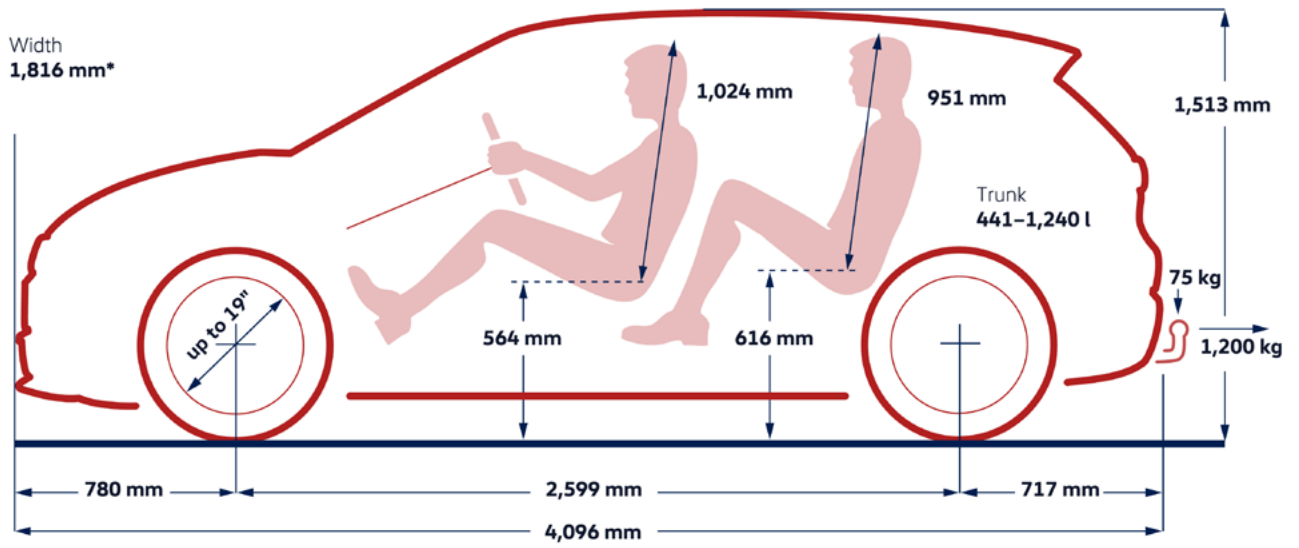
GTI space miracle. The new ID. Polo GTI is also a small space miracle thanks to the particularly compact drive modules of the MEB+: this means passengers have 19 mm more interior space available than in the previous Polo GTI with combustion engine. The interior width and headroom have also increased, while the luggage compartment volume has grown by over 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. Further versatility is provided by the detachable ball coupling. With a drawbar load of 75 kg, this can easily hold a bicycle carrier with two e-bikes. The



Vehicle-to-Load function allows e-bikes to be charged directly at the ID. Polo GTI, for example. Thanks to a maximum trailer weight of up to 1.2 tonnes (braked, 12% gradient), the Volkswagen can also pull real bikes on a trailer.

GTI optional equipment. The optional equipment for the new ID. Polo GTI includes features such as a high-end sound system from Harman Kardon with a music output of 425 watts and ten speakers, with a centre speaker for clear voice transmission and a subwoofer. Also available as an option: a large panoramic glass roof. One new feature that isn't found anywhere else in this segment is the pneumatic massage function for the electrically adjustable 12-way front seats.

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 data⁴, it has been renamed Connected Travel Assist. The assist system for assisted lateral and longitudinal guidance now also reacts to traffic lights⁴. If the new Connected Travel Assist function detects a red traffic light, it automatically brakes the ID. Polo GTI to a standstill⁴ within the system limits. Another new feature is one-pedal driving for rapid deceleration through control of the accelerator alone⁴.



* Without mirrors



Technical data of the ID. Polo GTI

| | |
|-------------------------------------|----------------------------|
| Drive | MEB+, front-wheel drive |
| Power | 166 kW (226 PS) |
| Top speed | 175 km/h |
| 0-100 km/h ² | 6.8 s |
| Battery sizes (net) | 52 kWh |
| DC charging capacity (max.) | 105 kW |
| WLTP power consumption ¹ | 16.4 – 14.4 kWh/100 km |
| WLTP range ² | Up to 424 km |
| Length/width/height/wheelbase | 4,096/1,816/1,513/2,599 mm |
| Min. EU kerb weight without drive | from 1,540 kg (52 kWh) |



The ID. Polo GTI in detail

THE GTI EXTERIOR

GTI clarity. Timeless, balanced proportions, 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. These characteristics have remained unchanged up to the present day and will continue to be honoured in the future. The latest example demonstrates this very well: the new ID. Polo GTI. In terms of body layout, the first electric model in the GTI's 50-year history applies the new Volkswagen Pure Positive design language, creating a compact sports car stand with a particularly clear and powerful stance atop its up to 19-inch alloy wheels. The result is an extremely crisp GTI design with proportions reminiscent of a 1976 Golf GTI, albeit one that has been transported into the future. So, how is this achieved? Through the stylish DNA shared by both Volkswagens, despite them being 50 years apart: Both the first GTI and the latest GTI are characterised by a straight window line, a long wheelbase compared with the overall length and correspondingly short and thus crisp body overhangs. The new GTI is 4,096 mm long. The wheelbase between the wheel rims is 2,599 mm. Measured from the wheel hubs, the body overhang is only 780 mm long at the front and just 717 mm at the rear. The ID. Polo GTI is 1,513 mm tall and 1,816 mm wide. Its dimensions are thus on a par with the Polo GTI⁵ from the combustion engine world, which is being phased out in 2026. However, the electric ID. Polo offers significantly more space in the interior and luggage compartment – this is where the optimum use of space permitted by the modular electric drive (MEB+) platform comes into its own.

GTI front end. The iconic red stripe is the most well-known hallmark GTI feature. It extends below the new ID. Polo GTI's characteristic LED light strip across the entire width of the GTI. Integrated into the red stripe on the left: the 3D GTI logo. The standard-equipment LED light strip, the illuminated VW badge and the new IQ.LIGHT LED matrix headlights, which are standard in the GTI, are positioned above this as a horizontal bar. The lighting system is the most powerful across all ID. models. Below the line is the bumper, which blends particularly well with the red GTI line and the red GTI logo in the relaunched GTI colour Tornado Red (first introduced in 1986 with the Golf GTI II). A narrow LED strip is arranged vertically on each of the outer sides of the



bumper, emphasising the width of the ID. Polo GTI and at the same time lending the front end additional visual stability. At the very bottom is the air intake for air conditioning of the interior and battery system – black and designed in the classic GTI honeycomb pattern. Two red-painted vertical elements are incorporated here on the outside in each case. Their design is reminiscent of the towing eyes from motorsport. Last but not least, a front spoiler in the style of a motor sports splitter ensures that the GTI hugs the road perfectly, both visually and aerodynamically.

GTI side section. A stabilising design element is the straight window shoulder – its line extends from the front end over the A-pillar to the start of the C-pillar. Positive tension is created in combination with the feature line running parallel underneath and only rising above the rear wheel arch, the clear door surfaces and the sturdy side member – all classic features for a Volkswagen and a GTI. The side members are covered with black plastic elements at the bottom to enhance the vehicle's aerodynamics and give it a low-slung, sporty appearance on the road in combination with the large wheels. A fine detail: the red GTI lettering integrated into the rear of the side member. For purely stylistic reasons, the side member itself is extended forwards into the lower end of the bumper and backwards as far as the GTI's striking diffuser. Probably the most quintessential Volkswagen feature found in the silhouette is the C-pillar inspired by the first Golf from 1974. The visual stability of the C-pillar literally flows into the body and rear wheel arches, giving this area a particularly powerful appearance.

GTI wheels. The ID. Polo GTI's 19-inch alloy wheels develop their own visual dynamics. Two wheels are available: the standard Cape Town wheel and the optional Wörthersee wheel. Both alloy wheels are typical examples of the consistent enhancement of the GTI DNA. The design of the standard Cape Town wheel rim is a new interpretation of the GTI Denver rim, which was developed for the Golf V and enjoys cult status among GTI fans. The optional Wörthersee wheel rim can be seen as a tribute to the GTI meet on Lake Wörthersee in Austria and thus as a sign of appreciation for GTI fans. It is also interesting to note that the prototype of this wheel was featured on the ID. Concept GTI in 2023 – the concept vehicle of the ID. Polo GTI. The wheel rim developed specifically for the electric GTI model features eight double spokes and a striking outer area with eight semi-circular holes; the inside surfaces of the rims are black, while the edges of the eight semi-circular holes are polished to a high-gloss finish. One thing is certain: specific wheel rim designs – starting with the legendary Pirelli alloy wheel of the Golf GTI I – have always



been a defining feature of a GTI. Like the Pirelli and Denver wheels, the 19-inch alloy wheels on the ID. Polo GTI could also have the potential to gain cult status.

GTI rear. Unlike the less powerful models in the new product line, the ID. Polo GTI has a roof spoiler that is divided in the middle as a visually striking feature. Under the spoiler, the rear window extends far into the C-pillars, thus emphasising the width of the ID. Polo GTI and at the same time ensuring a good view to the rear from the inside. In the level below it is the glass-covered LED horizontal bar of the tail light clusters which, together with the horizontal area painted in the vehicle colour underneath, creates a superior, sportily crisp and at the same time likeable effect. The ID. Polo GTI is equipped as standard with the IQ.LIGHT version of the tail light clusters, each of which has two outer, almost rectangular LED elements in 3D design. As a result, they appear to float freely in the GTI rear end (known as the 3D diamond effect). The transverse strips in the rear light crossbar and the VW logo are also illuminated on the GTI. The two-part rear diffuser is black and has a powerful design. To the rear, it protrudes beyond the body and thus protects the painted surfaces of the bumper. At the side, the diffuser transitions into the side members at the very bottom along a notional line. As a result of the synergy between the specific roof spoiler, the bumper – which also has a specific design at the sides – and the diffuser used only on this model, the new ID. Polo GTI is immediately recognisable as a GTI even without the three legendary letters. Nevertheless, it is reassuring that this Polo still bears the red GTI emblem under the VW logo.

Six colours for the GTI. The classic colours of all GTIs include Silver, Black, Red and White. This spectrum will also be available for the new ID. Polo GTI. The colour range will be supplemented by two blue shades. The six colours are called Tornado Red solid, Candy White solid, Oyster Silver metallic, Celestial Blue metallic, Magnetic Grey metallic and Grenadilla Black metallic.



THE GTI INTERIOR

A GTI through and through inside. The colours red and black ('Soul' colour shade) dominate the interior of the ID. Polo GTI. It is the fine yet striking visual details and features developed especially for the compact sports car that differentiate the ID. Polo GTI from the Trend, Life and Style models. The red elements immediately catch the eye in the newly developed 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 markings used in motor sports to make handling on the race track easier. A narrow red strip also extends across the entire width of the dash panel. All these details are matched by the red topstitching in the doors, which forms a sporty contrast to the black and elegant ArtVelours Eco Soul microfleece covering the upper area of the door panels. The fact that Volkswagen attaches great importance to even the smallest details is reflected in the GTI badges, which can be found at the front end of the red topstitching in the doors. Red topstitching also enhances the front outer edges of the standard-equipment premium sport seats at the front and on the rear seats. The front seats are available with optional 12-way electrical adjustment and a massage function; in this case, the driver seat has a memory function. The seats' outer contact surfaces are finished in ArtVelours Eco Soul microfleece. The interior surfaces of the seats are upholstered in a fabric featuring large checks that reinterpret the legendary tartan pattern of the historic GTI models. The red GTI emblem is integrated into the integral head restraints on the front sports seats. This can also be found – in illuminated form – in the suggested 6 o'clock trim on the GTI's multifunction sports steering wheel. The pushbutton for the new GTI driving profile is integrated there. Pressing this activates a particularly sporty configuration for the GTI.

New GTI driving profile. As soon as the driver presses the GTI button on the multifunction sports steering wheel, a driving profile developed exclusively for this model is activated: the new GTI driving profile. It joins the Eco, Comfort, Sport and Individual profiles also found on board the ID. Polo GTI. The GTI profile activates the particularly dynamic facets of the electric Volkswagen. On the one hand, all drive and chassis parameters are set to maximum sportiness: the standard-equipment progressive steering and the adaptive DCC sports chassis with its GTI-specific tuning, also on board as standard. At the same time, Launch Control can now be activated. In addition, the belt tensioners are activated. The standard-equipment 30-colour background lighting and



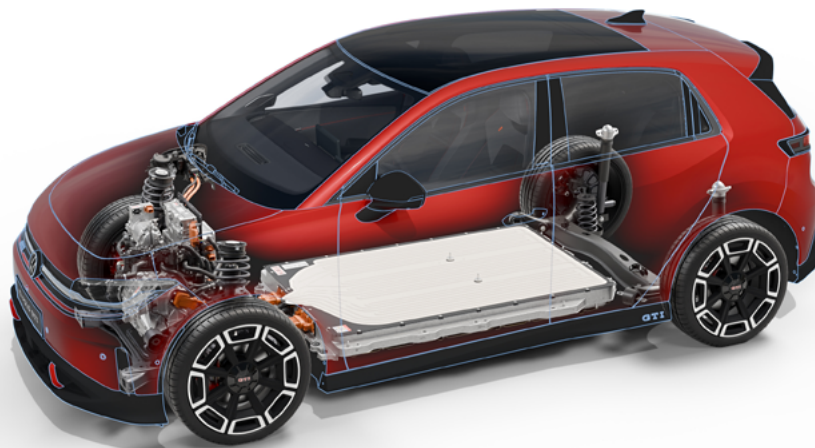
the ID. Light and Digital Cockpit simultaneously switch colour to the GTI profile. This happens as follows: as soon as the steering wheel button with the GTI emblem is pressed, a red flash signal from the ID. Light indicates that the systems are now being switched over. At the same time, the background lighting changes to red. The effects are accompanied by the sound of a combustion engine. The GTI view is activated in parallel in the Digital Cockpit. In this case, the red dash panel application is also extended digitally into the display. The power display with integrated speedometer now dominates the centre of the instruments. The GTI view can be activated in parallel using the View button on the steering wheel, while the GTI driving profile can be activated on the infotainment system. The infotainment system also features GTI-specific displays – to view lap times, for example.

Digital Cockpit with retro display. The cockpit landscape in the new ID. Polo GTI is fully horizontal for a clear and balanced appearance. The Digital Cockpit – the digital instruments – and the infotainment display are arranged on one visual axis. The Digital Cockpit measures 26.0 cm (10.25 inches) across the diagonal and features brilliant graphics. If the driver uses the View button on the steering wheel to activate the retro display, the instruments are transformed into the style of a late Golf I. In this case, there is a classic speedometer on the left and a stylised rev counter on the right. However, in the all-electric ID. Polo GTI this obviously does not display engine speeds, but rather the energy output or energy absorption of the drive as a power display. Like the power display, other modern functions such as Dynamic Road Sign Display have also been integrated into the layout from the early 1980s. The infotainment system's touch display, which is located in the centre of the dashboard, measures 32.77 cm (12.9 inches) across the diagonal and is as large as a premium tablet – and the quality of the graphics is just as precise. If the retro display is active, graphic details in the style of the Golf I are also displayed here. In this case, for example, the battery or charging indicator looks like a fuel gauge from that era; in the track display, a cassette – the portable music format popular in the 1980s – is also shown.

GTI sports steering wheel with clear buttons. The multifunction steering wheel with its clearly arranged button panels is a new design. In the ID. Polo GTI, it is designed as a sport steering wheel with good grip and perforated surfaces in the rim. The functions of cruise control system or, depending on equipment, Adaptive Cruise Control and Connected Travel Assist are combined in the button group on the left (9 o'clock). This group also contains the volume control.

ID. Polo GTI

Antriebssystem / Drive system



On the right (3 o'clock), there is the button panel for controlling the Digital Cockpit and activating the voice control and the button for the steering wheel heating that is on board as standard in the GTI. The steering wheel itself is flattened at the top and bottom (12 and 6 o'clock). Located behind the steering wheel are the steering column switches for gearshift and parking brake (right) and for the turn signal, lighting and wiper functions (left) as well as paddles for the recuperation levels.

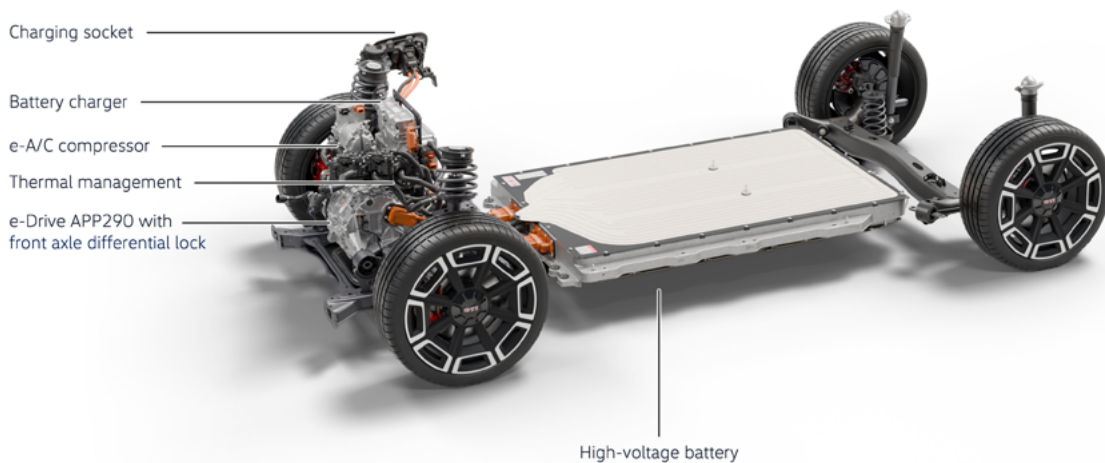
Digital and analogue in harmony. The central air conditioning functions are integrated separately into a strip with easy-grip buttons in the centre console; the hazard warning light switch is also located centrally here. On the level below, there is the smartphone tray with an inductive charging function that is standard in the GTI, two drink holders and the centre armrest with an integrated stowage compartment underneath. Located between the smartphone tray and drink holders is the rotary knob for audio functions, which is equally easy to reach for the driver and front passenger. This can be used to adjust the volume and also to change songs and stations using the track function. The ID. Light, which is also standard in the ID. Polo GTI, has been significantly enhanced: for the first time, the intuitive light strip perceived by the driver extends into the bottom of the windscreen, not just across the width of the dash panel, but now also into the front doors. Another new feature: the door openers designed for optimum ergonomic grip. The four buttons for the electric windows and exterior mirror adjustment are also designed as a touch panel in the driver door.

THE GTI DRIVE

226 PS GTI electric drive. The drive system of the ID. Polo GTI is a new design called APP290. APP stands for the axial parallel position, while 290 indicates the maximum torque of the electric drive motor in newton-metres. In the ID. Polo GTI, it develops a maximum performance of 166 kW (226 PS) and achieves revs of up to 15,000 rpm. When the driver requests full power, the ID. Polo GTI accelerates to 100 km/h in just 6.8 seconds. The maximum speed of the compact sports car is limited to 175 km/h. Other components of the drive system include a 1-speed gearbox and a newly developed pulse inverter. The pulse inverter coordinates the power and torque development as well as the recuperation of the drive system. These power electronics

ID. Polo GTI

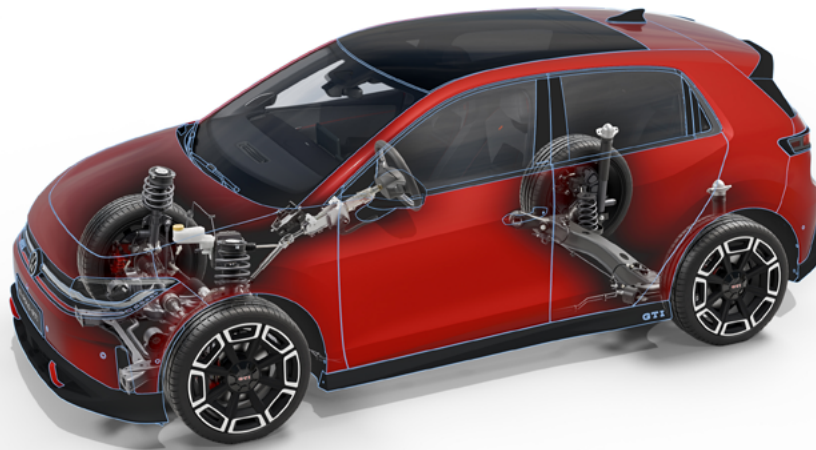
Drive System



also convert the direct current (DC) stored in the battery into the alternating current (AC) needed by the electric drive motor.

52 kWh GTI battery. The flat lithium-ion battery system of the ID. Polo GTI – the new Group unified cell – is located in the vehicle floor between the front and rear axles. The battery system uses cell-to-pack technology, where the cells are combined directly into a battery pack without the intermediate step via module housings. Three of these battery packs form the energy storage unit in the battery system. In parallel to this, its housing reinforces the body structure. The net energy content of the nickel-manganese-cobalt (NMC) variant used in the GTI is 52 kWh. The battery can be charged at a home charging station or public AC charging points with 11 kW. A charging capacity of up to 105 kW is available for DC quick charging; DC charging from 10 to 80 per cent with maximum charging capacity takes around 24 minutes thanks to a particularly constant charging curve.

New sound at low speed. The exterior sound of the ID. Polo GTI has also been developed from scratch. This is because many EU markets require almost silent electric cars to emit a sound audible to passers-by at low speeds of up to 20 km/h. Volkswagen has now designed a new brand sound that will be used for the first time in 2026 in conjunction with the latest ID. models such as the ID. Polo GTI. Various parameters are incorporated here to make the sound experience as pleasant and fascinating as possible. The new sound is active up to 25 km/h in all gear selector positions and driving profiles. In the Sport driving profile, a particularly charismatic sports sound is generated up to 50 km/h. The sound tapestry is adapted in real time depending on driving-relevant variables such as speed, accelerator position and drive torque.



THE GTI CHASSIS

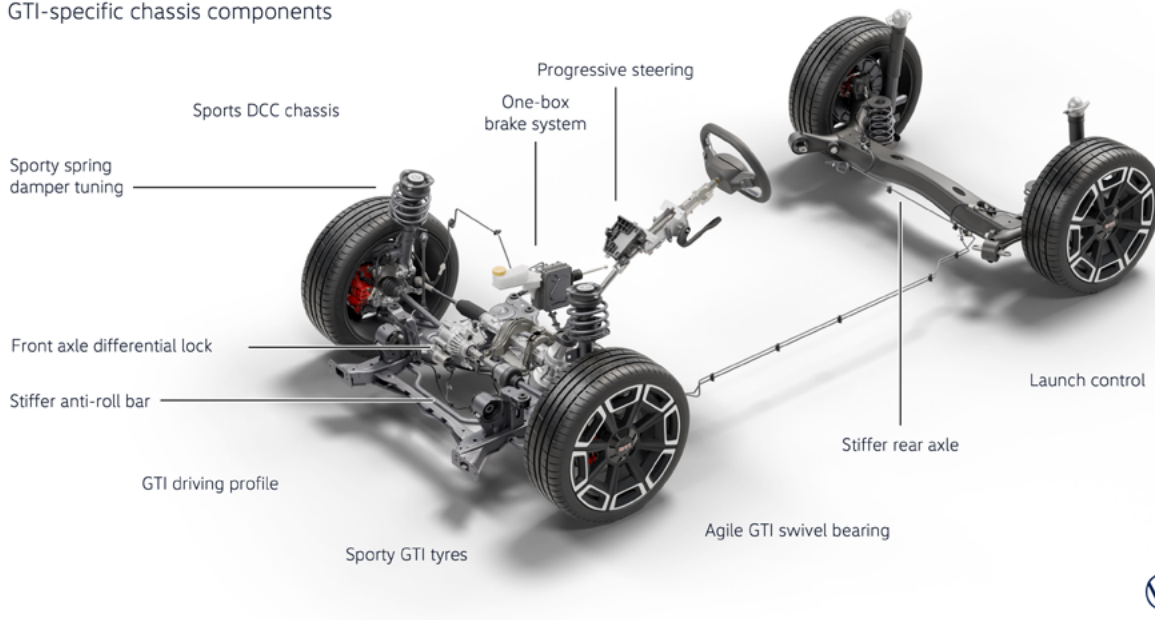
GTI DCC chassis. The newly developed chassis has been tuned to the high power and performance of a GTI. The aim here was to develop a particularly agile, high-precision chassis system that is still completely suitable for everyday use. The basic layout of the GTI chassis comprises a MacPherson front axle and a torsion beam rear axle. The interaction between these two new axles is characterised by maximum linearity – vehicle handling that feeds back to the driver with ultimate precision. Both axles in the ID. Polo GTI are coupled as standard to the electronically controlled DCC system – an adaptive shock absorber control system. The vehicle handling characteristics are perfected by a standard-equipment front differential lock, which also used in the Golf GTI⁶ models. The interaction of all components in the new ID. Polo GTI ensures an extraordinarily wide spread between maximum sportiness and high comfort. Another exciting aspect is the way in which the compact sports car masters maximum lateral dynamics in bends in an almost playful way. As a result, the ID. Polo GTI offers pure driving pleasure. The new one-box brake system with disc brakes on the front and rear axles ensures optimum deceleration. The braking force is extremely easy to control. The system is very light and offers efficient recuperation performance.

The MacPherson front axle in the GTI. The ID. Polo GTI uses a MacPherson axle at the front. The characteristics of the axle are perfected by a rigid, optimum connection between the anti-roll bar and a subframe. Integrated into the MacPherson struts of the GTI: the DCC shock absorbers. With their innovative control, they have a positive effect on both driving dynamics and ride comfort. Specific suspension strut mountings optimise the response time at the same time. The specification of the front axle was also defined for the ID. Polo GTI through various other individual measures. This includes modifications in the area of the wheel bearing housing, anti-roll bar, brake system and the progressive steering equipped as standard in the GTI.

The torsion beam rear axle in the GTI. Volkswagen has also carefully refined the lightweight torsion beam rear axle for the ID. Polo GTI. Thanks to the specific axle beam, for example, the rear axle has become stiffer and vehicle handling even more precise. In addition to the controlled DCC shock absorbers, new GTI springs are used. The brakes on the rear axle have also been adapted. In general, details such as bonded rubber pads on the coil springs

ID. Polo GTI

GTI-specific chassis components



optimise comfort and acoustics for the ID. Polo's torsion beam rear axle. A passive damper weight significantly reduces low-frequency rolling noise in the interior. Inclined axle locating mounts with innovative two-component technology also reduce noise and vibrations and ensure improved axle guidance, increasing driving stability.

DCC control in detail. The ID. Polo's DCC adaptive chassis control continuously responds to the road surface and driving situation. The chassis can be individually configured by the driver using the set driving profile – Eco, Comfort, Sport, Individual and GTI mode. The spectrum here ranges from comfort-oriented to an extremely dynamic setup. In each of the driving profiles, the required damping is calculated for each wheel in fractions of a second and adjusted at the GTI shock absorbers. Adjustment of the wheel-specific damping ensures particularly agile and precise handling.

The front differential lock in detail. The GTI is the only ID. Polo to feature the electronically controlled front differential lock. Compared with fully mechanical differential locks, the GTI differential lock offers benefits such as variable locking rates – coordinated with the Electronic Stability Control (ESC) and the electronic differential lock (XDS) functions. This makes it possible to avoid the kind of negative influences on steering precision that occur with mechanical locks. The lock uses a multiplate clutch to optimise traction and handling in fast corners. The main effect of the differential lock is that it can distribute the drive torque asymmetrically to both front wheels as soon as the ID. Polo GTI's front wheel on the inside of the bend reaches the speed level of the outer wheel under drive load. The front differential lock and its torque vectoring effect maximise traction, optimise performance and create even more neutral handling.

A quintessential GTI. The ID. Polo GTI's DCC sports chassis delivers a bonafide GTI driving experience in combination with the very high torsional stiffness in the body of approx. 30,000 N/° (plus 50 per cent compared with the Polo with combustion engine), the front-wheel drive via the electronically controlled differential lock and the standard-equipment progressive steering. With its drive and vehicle handling characteristics, the electric compact sports car is more like a current Golf GTI⁶ than the Polo GTI⁵ discontinued in 2026.



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 to refer the German market.
There may be differences for other countries.
4. Within the system limits. The driver remains responsible.
5. Polo GTI – combined power consumption 6.8–6.5 l/100 km; combined CO₂ emissions 155-148 g/km; CO₂ class: E.
The vehicle is no longer offered for sale.
6. Golf GTI - combined energy consumption: 7.3-7.0 l/100 km; combined CO₂ emissions: 166-160 g/km; CO₂ class: F.

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