Media Information

Media Workshop

The new ID.3 GTI

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most powerful model in five decades of GTI history

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Notes:

1. ID.3 GTI - Near-production concept vehicle. The model is not yet available for sale. Preliminary forecast values: Combined power consumption 14.5 kWh/100 km; combined CO_2 emissions 0 g/km; CO_2 class: A.
2. Forecast value
3. All equipment specifications refer to the German market.
   There may be differences for other countries
4. 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 CO_2 emissions 0 g/km; CO_2 class: A.
5. Golf GTI EDITION 50 - combined energy consumption: 7.8-7.6 l/100 km; CO_2 combined emissions: 178-173 g/km; CO_2 class: G-F.
6. Within the system limits. The driver remains responsible.
7. ID.3 GTX - Combined power consumption 16.7-14.9 kWh/100 km; combined CO_2 emissions 0 g/km; CO_2 class: A.

Media Information

MEDIA WORKSHOP

The new electric ID.3 GTI: most powerful model in five decades of GTI history

KEY ASPECTS

- **GTI electrification** – with the new ID.3 GTI[1], Volkswagen will launch the most powerful GTI of all time in spring 2027
- **GTI dynamics** – the 240 kW (326 PS) electric drive system accelerates the new ID.3 GTI to 100 km/h in just 5.6 seconds[2] by means of Launch Control
- **GTI design** – characteristic GTI features are reflected in the new front end, the new 20-inch Wörthersee wheels[3] and in the interior; the classic GTI colour Tornado Red is returning and is available for the ID.3 GTI
- **GTI all-rounder** – the ID.3 GTI combines performance, efficiency and everyday usability, offers ranges of up to 601 km[2] and develops a torque of 545 Nm
- **GTI technologies** – a sharpened DCC sports chassis and a new GTI mode are on board; the high-quality interior is characterised by the new Innovision infotainment generation
- **GTI anniversary year** – on the 50th birthday of the GTI, the second all-electric GTI is already celebrating its world premiere after the ID. Polo GTI[4]

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IN BRIEF

New electric all-round sports car. For exactly 50 years, the three letters GTI have stood for a unique mixture of sportiness, coolness and understatement. At the beginning of the year, Volkswagen celebrated the GTI's birthday with the anniversary model Golf GTI EDITION 50[5]. In May, the world premiere of the first electric GTI followed with the ID. Polo GTI. Now Volkswagen is carrying the GTI feeling forward into the age of electric mobility with the new ID.3 GTI. And this GTI is also a true performance model that will seamlessly build on the legacy of its numerous predecessors with its drive dynamics and precise handling characteristics. What's more, with an output of 240 kW (326 PS), the ID.3 GTI is the most powerful production GTI Volkswagen has ever built. The other key figures of the compact sports car developed on the basis of the ID.3 Neo: an impressive maximum torque of 545 Nm from standstill, 5.6 seconds[2] for the sprint to 100 km/h, a top speed of 200 km/h[2] (limited) and a WLTP range (forecast) of up to 601 km[2]. The special technical features of the GTI include the newly designed GTI mode with Launch Control and a sharpened, electronically controlled sports chassis. In addition, the ID.3 GTI offers a newly designed front end, specific 20-inch alloy wheels and a redesigned interior with an intuitive cockpit and ergonomic sports seats. GTI fans will also be delighted with the classic colour Tornado Red, which was first offered in the 1980s for the first time for the second-generation Golf GTI. The ID.3 GTI will be launched in the first quarter of next year.

New GTI front end. The GTI DNA is writ large on the face of the new compact sports car thanks to characteristic GTI features that identify this Volkswagen based on the new ID.3 Neo as the sporty flagship model of the product line. The front design now fully follows the new Volkswagen Pure Positive design language. In the upper third, the newly developed LED headlights are striking. They have a particularly charismatic

appearance and are the latest development stage of the IQ.LIGHT LED matrix headlights, which come as standard[3] in the ID.3 GTI. A transparent light strip with the illuminated VW logo stretches between the headlights. Directly above the LED light strip between the headlights, the designers have integrated perhaps the most familiar of all GTI insignia: the red stripe – derived from the red radiator grille frame of the very first Golf GTI from 1976. Other GTI distinguishing features include vertical LED elements integrated into high-gloss black applications in the outer areas of the bumper. They identify the model as an electric GTI. At the bottom, there is the likewise high-gloss black and characteristic GTI honeycomb grille of the air inlet for climate control of the interior and battery system. Two red-painted vertical elements are incorporated here on the outside in each case. Their design is reminiscent of the towing eyes from motorsport. These design elements are matched by the front spoiler designed as a splitter.

New 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 on Lake Wörthersee in Austria and thus as a sign of appreciation for GTI fans. Other GTI features in the silhouette include the exterior mirror caps and side members painted in high-gloss black. In the silhouette, apart from the striking wheels, the new ID.3 GTI appears noticeably more elongated than the ID.3 GTX[7]. 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. As a result, the roof section has a longer and sportier appearance and the ID.3 GTI thus has significantly more presence on the road.

New basis for GTI interior. In general, the cockpit landscape of the ID.3 GTI is based on the new development of the base vehicle: the ID.3 Neo. The interior features not only a new design, a new ergonomic approach and a new technical concept, but has also been brought to a new quality level. 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. Soft centre armrests for driver and front passenger are designed for comfort.

New GTI equipment details. 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. The colour red can also be found in the premium sport seats, whose Superclark pattern provides a completely new interpretation of the tartan check pattern of the first Golf GTI seats in 1976. The entire seat system will also be optionally available in ArtVelours Eco Soul microfleece.

New GTI mode. As soon as the driver presses the illuminated GTI button integrated at 6 o'clock in the new multifunction sports steering wheel, a new driving profile is

activated: GTI mode. 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. All drive and chassis parameters are set to maximum sportiness at the click of a button: the power delivery of the electric drive motor, the progressive 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 accompanies the performance.

New versatility. Optional features for the ID.3 GTI include a large panoramic sunroof, the 360-degree Area View, a massage and memory function for the premium sport seats, a premium sound system from Harman Kardon, the memory function for Park Assist Pro, an augmented reality head-up display and a removable bracket for mounting a bicycle carrier for ball couplings (75 kg drawbar load). The versatility of the electric compact sports car is also increased by the new vehicle-to-load function – for operating or charging other devices. This takes place at the charging interface using an adapter offered by Volkswagen. 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.

New assist systems. Thanks to the latest software, the ID. 3 GTI comes with a range of cutting-edge assist systems as standard. In addition, assist systems such as the next generation of Travel Assist will be available as an option. Since the system uses online data, it has been renamed 'Connected Travel Assist'. The assist system for assisted lateral and longitudinal guidance now reacts even more naturally and, as a first at Volkswagen, also to traffic lights[6]. If the new Connected Travel Assist function detects a red traffic light, it automatically[6] brakes the Volkswagen to a standstill. Another new feature is one-pedal driving, which rapidly decelerates the ID.3 GTI standstill solely by controlling the accelerator.

Technical data of the ID.3 GTI[1/2]	
Drive	MEB+, rear-wheel drive
Battery size (net)	79 kWh
Power	240 kW (326 PS)
Acceleration from 0 to 100 km/h	5.6 s
Top speed	200 km/h
DC charging capacity (max.)	183 kW
WLTP range forecast	Up to 601 km
Length	4,290 mm
Width	1,809 mm
Height	1,560 mm
Wheelbase	2,764 mm

The ID.3 GTI in detail

THE GTI EXTERIOR

GTI front end – everything new. Volkswagen has completely redesigned the front of the ID.3 Neo. The new ID.3 GTI is based on this new development stage of the electric compact car. And that's why it also clearly differs from its predecessor: the ID.3 GTX[7]. What's more, the GTI DNA is writ large on the face of the new ID.3 GTI. And this is not just because of the precisely modelled 3D GTI emblem on the front end. There are other characteristic GTI insignia that identify this Volkswagen based on the new ID.3 Neo as the future sporty top-of-the-range model. The front design fully follows the new Volkswagen Pure Positive design language. It is divided into three horizontal levels, creating a new level of clarity. In the upper third, the newly developed LED headlights are striking. They are slimmer, have a particularly charismatic appearance and are the latest development stage of the IQ.LIGHT LED matrix headlights, equipped as standard on the ID.3 GTI. A glass-covered light strip stretches between the headlights, at the centre of which the VW logo is also illuminated. The area below the light strip has also been completely redesigned. The ID.3 GTI is characterised by the typical GTI DNA.

GTI insignia electrified. Directly above the LED light strip between the IQ.LIGHT LED matrix headlights, the designers have integrated perhaps the most familiar of all GTI features: the red stripe. It was already used as a complete surround around the radiator grille on the first Golf GTI of 1976 and identified it as the sportiest model in the product line. But there are even more characteristic GTI features: the central level of the front end features the bumper painted in the vehicle colour and ideally in the classic GTI colour Tornado Red, which is refined to the side and downwards by the GTI features of the electrified modern era. Vertical LED elements are integrated into high-gloss black applications at the outer sides. They immediately identify the model as an electric GTI, as none of the other ID.3 Neo versions have this feature. At the bottom, there is the likewise high-gloss black and characteristic GTI honeycomb grille of the air inlet for climate control of the interior and battery system. Two always red-painted vertical elements are incorporated here on the outside in each case, whose design is reminiscent of the distinctive towing eyes from motorsport. The front spoiler designed as a racing splitter is a matching component underneath.

GTI wheels as a sign of appreciation for fans. The side view of the ID.3 GTI is particularly shaped by the new and standard-equipment 20-inch alloy wheels. And they are a story in themselves. On the one hand, it is the name of this wheel rim: Wörthersee. This can be interpreted as a tribute to the legendary GTI meet on Lake Wörthersee in Austria and thus as a sign of appreciation for GTI fans. It is also interesting to note that, in 2023, the prototype of this wheel dynamised the ID. Concept GTI in a very similar form as a design model – the concept vehicle of the ID. Polo GTI. It will also receive the standard version of this wheel rim, but as a 19-inch wheel. The rims developed specifically for the electric GTI models feature eight double spokes and a striking circle made up of eight holes; the inside surfaces of the rims are black, while the edges of the eight semi-circle holes are polished to a high-gloss finish. One thing is certain: custom wheel designs – such as the legendary Pirelli alloy wheel on the Golf GTI I, the Denver wheel on the Golf GTI V or the Queenstown wheel on the

current generation of the Golf GTI – have always been among the defining features of a GTI.

GTI silhouette and rear end. Other GTI features in the silhouette include the exterior mirror caps and side members painted in high-gloss black. Incidentally, eight GTI emblems are distributed around the ID.3 GTI: one each in the hub cap of each wheel rim, one below the exterior mirrors, one GTI emblem in the front end and one on the boot lid below the VW logo. In the silhouette, apart from the striking wheels, the new ID.3 GTI appears noticeably more elongated than the ID.3 GTX[7] and thus more dynamic and mature. And this is the case even though the design of the side section – with the exception of the wheels – has not been modified. Rather, the look is changed here by a new colour philosophy: while the predecessor always had a black roof, a black roof spoiler and a black windscreen surround, these areas are now finished in the vehicle colour. As a result, the roof section appears longer and more athletic; the ID.3 GTI therefore has a greater presence on the road from this perspective. The boot lid of the predecessor was also always in black. On the ID.3 GTI, it is now painted in the vehicle colour. This means the electric sports car is visually closer to classic Volkswagen compact models. The roof spoiler painted in the vehicle colour on the outside, as outlined, gives the rear area a longer appearance and also makes the ID.3 GTI appear more dynamic from this perspective. Similar to the honeycomb grille of the front end, the diffuser in the lower rear area is made of high-gloss black plastic.

Five 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 also supplemented by a grey shade. The five colours have been named Tornado Red solid, Moonstone Grey solid, Scale Silver metallic, Grenadilla Black metallic and Glacier White metallic.

THE GTI INTERIOR

New interior generation: In general, the entire cockpit landscape of the ID.3 GTI is based on the new development of the base vehicle: the ID.3 Neo. The interior features not only a new design, a new ergonomic approach and a new technical concept, but has also been brought to a new quality level. Soft surfaces and high-quality materials raise the ID.3 GTI to the next higher vehicle class both visually and haptically. The new, rectangular and larger Digital Cockpit as well as the touch display of the new infotainment system generation are arranged on one visual axis. The Digital Cockpit features crystal-clear graphics and measures 26.0 cm (10.25 inches) across the diagonal. Unlike the smaller digital instruments in the ID.3 GTX[7], the new Digital Cockpit also offers different graphical views. The new Innovision infotainment system with a new In-Car-Shop replaces the previous Discover system. The touch display also features a crystal-clear display; the large diagonal of 32.77 cm (12.9 inches) makes it look like a tablet in landscape format. 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 inductive smartphone charging tray, a rotary knob for volume control and skip function for songs and stations, drink holders and soft centre armrests for driver and front passenger. A large storage compartment opens up under the folded-up centre armrests. There is also an open stowage area in the level below the front area of the centre console. A premium sound system from Harman Kardon is optionally available on board.

New GTI equipment. The ID.3 GTI is characterised by an individualised interior. These custom features extend to the equipment features, the seat cover designs, GTI insignia 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 multifunction sports steering wheel signals that the ID.3 GTI with its output of 240 kW (326 PS) is one of the sportiest electric vehicles in its class. The colour red can also be found in the topstitching of the doors and in the standard-equipment premium sport seats, whose Superclark pattern provides a new interpretation of the tartan check pattern of the first Golf GTI seats in 1976. Instead of numerous small checks, there is one in large format that extends over the entire inner surface of the seat (backrest and seat cushion). Integrated into the opening of the integrated head restraints of the front seats at the top: the GTI emblem. Instead of fabric, refined, sporty ArtVelours Eco Soul microfleece is used in certain areas such as the side contact surfaces of the seats and the door trim. As an option, the entire contact surfaces of the seats – in their own design – are finished in ArtVelours Eco Soul. As an option, the premium sport seats also offer fully electric adjustment with memory and massage function.

New GTI mode. As soon as the driver presses the illuminated GTI button integrated at 6 o'clock in the new multifunction sports steering wheel, a new and specific driving profile is activated: GTI mode. 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 at the click of a button: the power delivery of the electric drive motor, 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. At the same time, the 10- and optionally 30-colour background lighting and the ID. Light and Digital Cockpit switch to GTI mode – as a kind of visual light show: as soon as the steering wheel button with the GTI emblem is pressed, a red 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 GTI view is activated in parallel in the Digital Cockpit. In this case, the red application of the dash panel is extended digitally into the display, while the basic colour of the display changes to blue. The power display with integrated speedometer now dominates the centre. Located at the bottom of the power display is the GTI logo. At the same time, the sound of a combustion engine accompanies the performance. The GTI view can be activated in parallel using the View button on the steering wheel, while GTI mode can additionally be activated on the infotainment system. The infotainment system also features GTI-specific displays – to view lap times, for example. In addition, the new retro view for the Digital Cockpit in the style of a late Golf I is naturally on board the ID.3 GTI.

THE GTI TECHNOLOGIES

GTI character. The drive system, which has been further optimised compared with the ID.3 GTX[7], develops an output of 240 kW (326 PS) and a maximum torque of 545 Nm. The drive power is transmitted to the rear axle via a one-speed gearbox, making the ID.3 GTI the first Volkswagen in the history of the GTI with rear-wheel drive. The resultant particularly superior road adhesion in this performance class is provided by

20-inch wheels and size 225 tyres (optionally 235) as standard. GTI mode with active Launch Control helps the driver to accelerate the ID.3 GTI to 100 km/h in just 5.6 seconds if required. The top speed is electronically limited to 200 km/h. The further developed fine tuning of the chassis also ensures that the new ID.3 GTI achieves longitudinal acceleration and acceleration out of bends with a level of confidence matched by virtually no other electric vehicle in its class.

GTI drive system in detail. The drive system of the ID.3 GTI is named 'APP550'. APP is the abbreviation for Axial Parallel Position, describing the axial parallel configuration of the permanently excited synchronous motor; the number 550 reflects the maximum torque in newton-metres. The system essentially consists of the electric drive motor, the two-stage one-speed gearbox, and the pulse inverter (power and control electronics). The electric drive motor is supplied with power by a lithium-ion battery with a net energy content of 79 kWh. Based on the forecast value, Volkswagen currently expects that the ID.3 GTI will achieve WLTP ranges of up to 601 km. The battery can be charged from 10 to 80 per cent in around 29 minutes using the DC quick charging function with up to 183 kW; this is also a forecast value.

GTI chassis and GTI steering in detail. The electronically controlled chassis of the ID.3 GTI has been tuned to the very high performance of the APP550 drive system. The basic layout consists of a MacPherson front axle and a five-link rear axle with a sophisticated guidance system. As with all GTI models, a progressive steering system is used as standard. Thanks to its progressive ratio, it offers additional steering precision and steering agility; at low speeds, it makes manoeuvring easier. In addition, the ID.3 GTI is equipped with the adaptive chassis control DCC as standard. The DCC system can be driven in various settings using the pre-configured driving profiles. In the Individual profile, the driver also has the option of setting the DCC chassis individually in a wide range from comfortable to very sporty. In the new GTI mode, the chassis automatically switches to a setting for maximum sportiness. Among other things, the elastokinematics of the front axle have been specifically adapted to make steering even more agile. The GTI tuning is perfected by modified springs, shock absorbers, anti-roll bars and tyres specially designed for the ID.3 GTI. New parameters for the adaptive chassis control DCC and the vehicle dynamics manager also perfect the handling. Overall, the new ID.3 GTI offers fascinating longitudinal dynamics, while at the same time offering high agility, particularly superior acceleration out of bends and exceptional long-distance comfort as an all-round vehicle.

New electronic engine sound. The exterior sound of the ID.3 GTI has also been developed from scratch. The background: at low speeds, in many countries it is a requirement that pedestrians must be able to hear an inherently silent electric vehicle. This is why Volkswagen has designed a new brand sound. Various parameters are incorporated here to make the sound experience as pleasant and exhilarating as possible. The new sound is active up to 25 km/h in all gear selector positions and driving profiles. In the Sport mode driving profile, a particularly charismatic sports sound is also generated up to speeds of 50 km/h. The sound tapestry is adapted in real time depending on driving-relevant variables such as speed, accelerator position and drive torque.