

**Media** Information



**Volkswagen**

**The new up! GTI**

**International Media Drive**

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### The new up! GTI

### International Media Drive

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#### *Notes:*

*You can find this press release and related images and videos on the new up! GTI online at [www.volkswagen-media-services.com](http://www.volkswagen-media-services.com). User ID: upgti18. Password: VWnewup2018.*

*Features and technical data of production models apply to models offered in Germany. Details for other countries may vary.*



Wolfsburg, January 2018

## DNA of the original GTI – New up! GTI brings dynamism to the world of small cars

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### In brief:

#### Key attributes of the new up! GTI

- The up! GTI brings the concept of the iconic GTI to the supermini class: with 115 PS, 200 Nm, 196 km/h and 8.8 seconds (0-100 km/h).
- The up! GTI follows by virtue of its dimensions and performance in the tracks of the first Golf GTI of 1976. It does so, however, with modern TSI technology and intelligent connectivity.
- Via smartphone, the up! GTI is always online. Be that to listen to music or to navigate.
- The up! GTI is the first Volkswagen brand vehicle to have been type approved based on the new WLTP fuel consumption measurements.

#### Key features of the new up! GTI

- Cleaning up: the up! GTI is fitted with a petrol particulate filter and fulfils the new Euro 6 AG emissions standard.
- GTI insignia: double side stripes like the original GTI, red trim strips, GTI alloy wheels and tartan "clark" fabric.
- Four paint finishes: the up! GTI launches in "pure white", "red", "dark silver metallic" and "black pearl".
- Exclusive details: the up! GTI comes with an infotainment system, air conditioning and ambient lighting as standard.

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#### The up! GTI – a tribute to an icon

**A sports car in the original GTI format.** It is the small GTI that enables younger drivers to fulfil a dream, and those who are perhaps not-so-young to rekindle old memories: 42 years after the first Golf GTI made its debut, the new up! GTI is here. The concept and power output of the 85 kW / 115 PS up! GTI are broadly in line with the Golf GTI Mk1 unveiled in 1976

#### Contact:

##### Volkswagen Communications

##### Product Communications

Christoph Peine  
Spokesperson Product Line Small  
Tel: +49 5361 9-76500  
christoph.peine@volkswagen.de



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with 81 kW / 110 PS. As a compact bundle of power, the new up! GTI pays tribute to this icon – with crisp dimensions, low weight, a powerful and fuel-efficient engine (WLTP consumption: combined 5.7 to 5.6 l/100 km), greater downforce on the rear axle, sports running gear and the typical insignia of a GTI (including red stripes in the radiator grille, red brake callipers and "clark" tartan seat covers). The 196 km/h sports car brings a new dimension in driving fun to the small car class, thus creating a clear link back to the original compact Golf GTI. One typical GTI element is the finely tuned sports running gear. It gives the car the agility of a go-kart, while simultaneously providing a high level of comfort. The GTI is in addition the first up! to come with a petrol particulate filter. With this catalytic converter system the up! GTI fulfils the new European Euro AG emissions standard. However, the most powerful of all up! models remains affordable. As was the case with the Golf GTI Mk1, so too with the new up! GTI: high performance does not mean high prices. In Germany, home of the inventor of the GTI, the product line's top model is available, for example, for €16,975 – including sports running gear (15 mm lower body), air conditioning, ambient lighting, redesigned 17-inch ("Brands Hatch") alloy wheels and infotainment system.

**up! GTI with the DNA of the GTI Mk1.** With the new up! GTI, Volkswagen is sending its customers on a journey through time across four decades: when the first GTI was launched in the 1970s it democratised access to fast roads around the world. Where large saloons and expensive sports cars had previously set the pace, the new compact Volkswagen suddenly stirred things up. From the front, the red stripe in the black radiator grille, the black double stripes across the side sills and the black stripe on the tailgate immediately identified this Volkswagen as a GTI. Its 110 PS powered a kerb weight of just 810 kg. The key performance figures of the then newcomer and now classic car that in top condition trades for more than a new up! GTI were a top speed of 182 km/h and 0 to 100 km/h in 9.0 seconds. A dynamic drive system was integrated within a compact body



(3,705 mm long, 1,628 mm wide excluding wing mirrors, 1,390 mm high), a design as sharp as a knife and classic paintwork. The colours for the market launch were the now familiar "Mars Red" and "Diamond Silver". Later, White and Black also became established as GTI colours. To this day that first GTI continues to influence engineers and designers around the globe.

**The sports car creed.** The new up! GTI continues the creed of the lightweight and no-frills sports car with a compact format: lots of power in a compact, snappily designed, fun-to-drive and fuel-efficient car. In 1976, a compact car such as the Golf was similar in size to a 2018 city runabout such as the up! The up! GTI, for instance is 3,600 mm long, 1,478 mm high and 1,641 mm wide (excluding wing mirrors). It is thus 105 mm shorter than a Golf GTI Mk1, while being 88 mm taller and 13 mm wider. The interior of the new model scores with spaciousness on a par with the original GTI. Added to that is the drive system DNA of the modern era – a 200 Nm turbocharged engine. Fitting neatly into the just as sharply designed body of the up! GTI, it sees the concept of the first Golf GTI celebrate a sensational comeback.

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## Key aspects

### **The specifications of the up! GTI in detail**

#### **The GTI transformation**

**The GTI for the modern era.** The benchmarking and performance figures of the new up! GTI read like those of a Golf GTI Mk1 catapulted into the modern era. Weight: 1,070 kg (increased by virtue of such things as airbags, control units and the use of high-strength steels). Top speed: 196 km/h. 0-100 km/h: 8.8 seconds. Colours: again classic and typical of the GTI – the single tones of "pure white", "red", "dark silver metallic" and "black pearl". The roof of the white, red and silver up! GTI is also optionally available in contrasting "black". The sports running gear and the ratio of the electromechanical power steering, meanwhile, are geared to crisp handling. A sound actuator ensures that the new up! sounds suitably sporty inside, but is compatible with the city outside.

#### **The GTI engine**

**In the beginning, there was the engine.** The story of the up! GTI began in much the same way as happened in the seventies, when a small team of motorsport enthusiasts developed the first Golf GTI: they bagged themselves the most powerful engine that would fit into the compact car (four-cylinder, 1,588 cc, electric injection, K-Jetronic). And that is what happened this time, too. The crew opted for the 1.0 TSI – a turbocharged direct petrol injection engine, as is used, for example, in the latest Polo and Golf. The three-cylinder TSI with a cubic capacity of 999 cc is a compact and lightweight power train of the EA211 engine family. Its design features include a dual overhead camshaft driven by a toothed timing belt. Both camshafts have been adjusted to reduce the emission and fuel consumption levels and to optimise power output. Details such as a turbocharger with electric wastegate control, an intake manifold module with integrated charge air cooler and an exhaust manifold integrated in



the cylinder head ensure that the engine is both powerful and efficient. At a pressure of 350 bar, the fuel mixture is directly injected into the combustion chambers. These features enable the small and lightweight four-cylinder engine to produce its 115 PS peak power output between 5,000 and 5,500 rpm. The direct injection engine's maximum torque of 200 Nm (range from 2,000 to 3,500 rpm) is sent to the front axle via a 6-speed manual gearbox. By way of comparison: in 1976, the first Golf GTI delivered 140 Nm at 5,000 rpm.

**Petrol engine particulate filter.** The up! GTI is one of the first Volkswagen cars to launch with a close-coupled petrol particulate filter. Its use reduces particulate emissions by up to 95 per cent. After flowing through the turbocharger, the exhaust gas gets fed directly into the particulate filter. Due to its special coating, it works in parallel as a regular catalytic converter. In the first component of the exhaust gas purification system the carbon ("C") is retained and converted during the regeneration phases into carbon dioxide ("CO<sub>2</sub>"). In parallel with this, the catalytic converter function reduces three further emission components from the exhaust gas: carbon monoxide ("CO"), nitrogen oxide ("NO<sub>x</sub>") and hydrocarbon ("C<sub>m</sub>H<sub>m</sub>"). Catalytic reactions turn them likewise into carbon dioxide ("CO<sub>2</sub>"), and into nitrogen ("N<sub>2</sub>") and water ("H<sub>2</sub>O"). A second three-way catalytic converter ensures adherence to the limits even under high strain. In this way the up! GTI already fulfils the current Euro 6 AG European emissions standard.

**WLTP approved.** The fuel consumption and emission levels of the up! GTI have been determined based on the new WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure). The RDE (Real Driving Emissions) tests are also new. They check emission and fuel consumption levels in real operation on the road. Over the combined cycle the WLTP produces a consumption figure of 5.7 to 5.6 l/100 km; the corresponding NEDC level is 4.8 l/100 km. Despite its low fuel consumption, the efficient and yet highly responsive TSI makes the latest up! one of the most agile cars in its class.



### The GTI exterior

**GTI front section.** Nothing about it has changed in the past 42 years: a GTI is immediately identifiable as a GTI. Indeed the GTI insignia are a kind of certificate of Volkswagen authenticity. At the front there is the red stripe across the radiator grille. Incorporated above it is the GTI logo. A further feature that all current GTI models have in common is the typical honeycomb pattern of the matt black radiator grille. Beyond that, the up! GTI does things its own way. For example, the characteristic transverse rod in the bumper comes in high-gloss black on the up! GTI. The round front fog lights and cornering lights are integrated to the left and right of this. The trim around this area is also painted in high-gloss black. It emphasises the width of the powerful up! GTI. A splitter (a front spoiler in motorsport style) marks the bottom of the bumper; above this splitter there is a further (very narrow) air intake for the turbocharged engine.

**GTI side profile.** The most powerful up! to date is also immediately recognisable as a GTI from the side. Here the up! cites the original GTI styling with features such as double stripes across the wide side sill panels. In a further nod to its heritage, the width and distance between the stripes is based on the dimensions of those on the first Golf GTI. The wing mirror caps match this in high-gloss black. Below them is, once again, the side GTI logo. The 17-inch alloy wheels that come as standard on the future up! GTI have been redesigned. They bear the name of the legendary "Brands Hatch" racetrack near London in the UK. Visible between the high-shine spokes of the new wheels are red brake callipers on the front axle (the GTI is the first up! to be fitted with a 15-inch brake). The wheels, specially developed by Volkswagen R, have a particularly stylish look in the wheel housings. This is thanks to the wheel offset having been reduced by 4 mm and an increase of 8 mm in the track width on the front and rear axle. Fitted as standard, the sports running gear, inclusive of lowering by approx. 15 mm, also contributes to the more dynamic look.





**GTI rear section.** The boot doors of all up! models are black. This detail thus also automatically follows the colour scheme of the first Golf GTI. The black boot door is matched by tinted side windows at the rear. There is a restyled rear spoiler on top of the boot door, which makes the roof line appear longer. This black spoiler is larger than on all other up! models. However, this is not just a stylistic feature as the larger roof edge spoiler provides for greater downforce on the rear axle to help deliver optimised handling performance at higher speeds. In the lower area of the boot door a red trim stripe and the GTI logo identify the Volkswagen as the most powerful up! to date. Further GTI features include the matt black diffuser at the rear and the exhaust system's chrome-plated tailpipe.

### The GTI interior

**GTI insignia.** The first GTI featured the now-iconic classic tartan fabric pattern with off-white and red stripes on a black background. Needless to say, the centre panels of the seats of the new up! GTI have also been given a stylish look with this fabric. It is called "clark" – just like in the Polo GTI and Golf GTI (where it is written "Clark"). The outer panels of the seats are black. Further GTI insignia in the vehicle interior include GTI door sill panel trims, a special GTI gear knob and a multifunction steering wheel specific to the GTI with red stitching and the GTI logo in the vertical spoke. Also covered with leather is the handbrake lever. Another "must" in any GTI is a roof liner and roof frame trim in sporty black. A touch of class inside comes via the subtle and attractive red ambient lighting. The dashpad featuring a "pixels red" design is colour-coordinated with the black and red interior elements. The chrome-plated trims around the vents, controls and instruments create an elegant contrast. The upper door panels are body-coloured.



## The GTI features

**Exclusive GTI features.** The up! GTI is launching with a significantly enhanced set of standard features. In addition to the GTI insignia and the details already outlined, these additional features include the Composition radio system, six loudspeakers, a USB interface (Germany), air conditioning, heated seats, electrically adjustable and heated wing mirrors, front fog lights with static cornering lights and, as described, the sports running gear. The up! GTI is available as standard in "pure white" with two doors (four doors available as an option). Other features available as options include a tilting and sliding panoramic sunroof, "drive pack plus" (which includes City Emergency Braking function, automatic headlight control with Leaving Home and Coming Home function, cruise control system and rain sensor), Rear View (reversing camera), "maps + more dock" (docking interface to the smartphone integration for functions such as navigation and media library) and a 300-watt 8-channel "beats" sound system. Regardless of how a new up! GTI is configured, in the ideal scenario it will perhaps be parked in the garage next to a Golf GTI Mk1 – with the new car for 'every day', and the heritage model for journeys through time in the summer.

## The standard GTI features in summary

(Additional to / differing from the base take up! version, using Germany as the example)

### Outside

- Black "Brands Hatch" 17-inch alloy wheels with high-sheen surfaces
- Red stripe on boot door
- Red stripe in radiator grille
- Fog lights and cornering lights

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- 195/40 R 17 tyres
- "GTI" badge on boot door
- Tinted rear windows, 65% light absorption
- Black trim strip above side sills

### Inside

- Ambient lighting
- Roof liner in "black"
- Dashpad in "pixels red"
- "Easy Entry" aid with memory function
- Hand brake lever in leather, hand brake lever button in chrome
- Centre console with cup holders in front and back
- Multifunction sports steering wheel in leather
- Rear bench seat with no split, backrest asymmetrically split and folding
- Leather gear lever knob
- Fabric seat covers in "clark" design
- Front and rear carpet floor mats
- Internal door handles in chrome
- Height-adjustable front seats

### Functional features

- Electrically adjustable and heated wing mirrors
- Two-tone horn
- Electric windows in the front



- Removable boot floor adjustable to two heights
- Air conditioning
- Vanity mirror in front-passenger sun visor
- "Plus" multifunction display
- Composition radio
- "Plus" sound with six loudspeakers
- Sports running gear, body lowered by 15 mm
- USB interface
- Heated front seats

### The GTI history – a legendary four decades

**Passat, Scirocco, Golf, Polo, Lupo and up!** Today, Volkswagen has no less than three GTI models in its portfolio: the new up! GTI<sup>1</sup> (85 kW / 115 PS), the new Polo GTI<sup>2</sup> and the iconic Golf GTI<sup>3/4/5/6</sup> (169 kW / 230 PS and 180 kW / 245 PS). A GTI triumvirate like this has existed twice before: most recently between 2000 and 2005. Then it was the Lupo GTI that added to the GTI spectrum below the Polo and Golf. And in 1977, 41 years ago, in parallel with the Golf GTI it was the Scirocco GTI and Passat GTI that had the privilege of carrying the three legendary letters on their radiator grilles. The Passat, however, only as a concept car. When it went into production in 1979, it was called GLI rather than GTI. Be that as it may: all Volkswagen GTI models have been united since 1976 by perfectly balanced dynamic handling. It is the secret behind the success of the GTI concept – an alliance of high drive system agility, low weight, crisp and yet comfortable running gear, assured front-wheel drive and an ergonomically optimal seating position behind a high-grip sports steering wheel.



### The milestones of the GTI models produced to date in summary:

1976

Golf GTI / 110 PS at launch (based on Golf Mk1)

Scirocco GTI / 110 PS at launch (based on Scirocco Mk1)

1977

Passat GTI / 110 PS concept car (based on Passat Mk1)

1981

Scirocco GTI / 110 PS at launch (based on Scirocco Mk2)

1983

Golf "Pirelli GTI" / 112 PS at launch (based on Golf Mk1)

1984

Golf GTI / 112 PS at launch (based on Golf Mk2)

1986

Golf GTI 16V / 139 PS at launch (based on Golf Mk2)

1990

Golf GTI G60 / 160 PS at launch (based on Golf Mk2)

1991

Golf GTI / 115 PS at launch (based on Golf Mk3)

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1992

Golf GTI 16V / 150 PS at launch (based on Golf Mk3)

1996

Golf GTI "20 Years of the GTI" anniversary model / 150 PS at launch (based on Golf Mk3)

1998

Polo GTI / 120 PS at launch (based on Polo Mk3)

Golf GTI / 150 PS at launch (based on Golf Mk4)

2000

Lupo GTI / 125 PS at launch (based on Lupo Mk1)

2001

Golf GTI "25 Years of the GTI" anniversary model / 180 PS at launch (based on Golf Mk4)

2004

Golf GTI / 200 PS at launch (based on Golf Mk5)

2006

Polo GTI / 150 PS at launch (based on Polo Mk4)

Polo GTI Cup Edition / 180 PS at launch (based on Polo Mk4)



Golf GTI "30 Years of the GTI" anniversary model / 230 PS at launch (based on Golf Mk5)

2009

Golf GTI / 210 PS at launch (based on Golf Mk6)

2010

Polo GTI / 180 PS at launch (based on Polo Mk5)

2013

Golf GTI / 220 and 230 PS at launch (based on Golf Mk7)

2015

Golf GTI Clubsport / 290 boost PS at launch (based on Golf Mk7)

2017

Polo GTI / 200 PS at launch (based on Polo Mk6)

2018

Launch of the up! GTI / 115 PS at launch (based on up! Mk1)

1 = up! GTI 1.0 TSI, 85 kW - Fuel consumption in l/100 km (WLTP): combined 5.7 – 5.6. CO<sub>2</sub> emissions in g/km: 129 – 127 (combined). Fuel consumption in l/100 km (NEDC): urban 6.0 / extra-urban 4.1 / combined 4.8. CO<sub>2</sub> emissions in g/km: 110 (combined). Efficiency class: C.

2 = Polo GTI 2.0 TSI DSG, 147 kW - Fuel consumption in l/100 km (NEDC): urban 7.7 / extra-urban 4.9 / combined 5.9. CO<sub>2</sub> emissions in g/km: 134 (combined). Efficiency class: C.

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3 = Golf GTI 2.0 TSI, 169 kW - Fuel consumption in l/100 km (NEDC): urban 7.8 / extra-urban 5.5 / combined 6.4. CO<sub>2</sub> emissions in g/km: 148 (combined). Efficiency class: D.

4 = Golf GTI 2.0 TSI, 169 kW (DSG) - Fuel consumption in l/100 km (NEDC): urban 8.2 – 8.1 / extra-urban 5.4 – 5.3 / combined 6.4 – 6.3. CO<sub>2</sub> emissions in g/km: 148 – 145 (combined). Efficiency class: D.

5 = Golf GTI 2.0 TSI, 180 kW - Fuel consumption in l/100 km (NEDC): urban 8.7 – 8.6 / extra-urban 5.4 – 5.3 / combined 6.6 – 6.5. CO<sub>2</sub> emissions in g/km: 150 – 148 (combined). Efficiency class: D.

6 = Golf GTI 2.0 TSI, 180 kW (DSG) - Fuel consumption in l/100 km (NEDC): urban 8.2 / extra-urban 5.2 / combined 6.3. CO<sub>2</sub> emissions in g/km: 144 (combined). Efficiency class: C.