



## **The new Polo GTI**

### **Premiere**

**Wolfsburg, June 2021**

Note:

All equipment specifications apply to the German market.

Polo GTI 2,0I TSI OPF 152 kW (207 PS), 7-speed-DSG, fuel consumption l/100 km (NEDC): urban 7.4; extra-urban 4.8-4.6; combined 5.8-5.6; combined CO<sub>2</sub> emissions in g/km: 131-128; efficiency class: C-B



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### The new Polo GTI - Highlights

## **The new Polo GTI: This compact sports car rounds off the Polo product line with top-class performance and insignia typical for GTI models**

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### **The highlights at a glance**

- **Leads the way in the Polo segment**  
The new Polo GTI brings a new level of dynamics to the small compact segment with its output of 152 kW (207 PS). It defines new standards in terms of performance, technology and sportiness.
  - **A successful model for over two decades**  
The first Polo GTI made its debut as a successor to the legendary Polo GT G40 way back in 1998. The latest generation of this iconic car is now hitting the road – fully digital and at the highest technical level.
  - **Sharpened design and GTI insignia**  
The new Polo GTI is the flagship model in the Polo family. Features such as the IQ.LIGHT LED matrix headlights in a contrasting colour, the legendary red stripe on the radiator grille and seat covers in check design set it apart from the other models.
  - **Technologies from higher classes**  
Thanks to the modular transverse matrix (MQB), the new Polo GTI is the new benchmark in its class when it comes to safety and driving comfort. Assist systems such as IQ.DRIVE Travel Assist, Lane Assist, Front Assist and IQ.Light are usually found only in higher vehicle classes.
  - **Fully digital and “always on”**  
The new Polo GTI offers state-of-the-art connectivity with digital features such as App Connect, wireless charging, We services, MIB3.1, Digital Cockpit Pro and features on demand.
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In a nutshell – Summary

## The new Polo GTI: powerful engine, robust running gear and honed design – a modern sports car steeped in GTI tradition

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### Facts at a glance

- **Leads the way in the segment:** power, technology, sportiness – the new Polo GTI sets new standards in its class
- **Flagship model in the Polo family:** the most powerful model variant is bringing a new level of dynamics to the small compact car segment in the best GTI tradition
- **Powerful 2.0 TSI drive system:** high-torque turbocharged petrol engine with 152 kW (207 PS) and Polo GTI sports running gear
- **XDS electronic differential lock as standard:** selective braking intervention for even more enjoyment and safety when cornering
- **Iconic GTI insignia:** red trim strip in the radiator grille, air intake grilles in honeycomb design, sports seats with check pattern
- **Digitalised and connected:** Digital Cockpit Pro as standard and latest-generation online Infotainment systems (MIB3.1)
- **Partly automated driving:** IQ.DRIVE Travel Assist provides support when braking, steering and accelerating if the driver wishes
- **Premium-class features:** IQ.LIGHT LED matrix headlights with LED light strip in the radiator grille
- **Innovative controls:** modern touch controls on the steering wheel and for operation of the optional Climatronic
- **Digital convenience:** wireless charging and App-Connect Wireless, Keyless Entry and touchscreens up to 9.2"
- **MQB benefits:** optimum space utilisation, best possible crash properties and dynamic proportions

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**Wolfsburg, June 2021.** In April, Volkswagen presented the new evolutionary stage of the sixth Polo generation. This is now followed by the sportiest variant: the new Polo GTI. This car with the legendary abbreviation leads the way in the Polo segment in terms of power, technology and sportiness. The high-torque 207 PS TSI engine and the



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sports running gear adapted especially for the Polo GTI turn the best-selling small compact car into a dynamic sports car with four doors. As an option, it also permits partly automated driving for the first time in the Polo GTI. The iconic design of the visually and technically updated compact athlete is characterised by legendary GTI insignia, such as the red strip in the radiator grille, the honeycomb structure of the air intake grille and the premium sports seats with the typical Clark check pattern on the seat centre panels. Numerous latest-generation assist systems guarantee even more comfort and safety for all passengers. Like in the other members of the new Polo product line, it comes equipped with the latest version of the online Infotainment systems (MIB3.1). This means that the five-seater sports car is "always on" and top-level connectivity is available on request. For brilliant full-colour display of digital content, the new Polo GTI now comes as standard with the Digital Cockpit Pro with 10.25-inch display, as well as the Ready2Discover Infotainment system including App-Connect Wireless, online control unit (eSIM), features on demand and 8-inch touchscreen. Radio navigation systems with 9.2-inch touchscreen are also optionally available.

**Modern sports car in compact format.** There are three letters in the automotive world that have had a magical ring to them for almost five decades now: GTI. Grand Tourer Injection. Thanks to Volkswagen, this abbreviation has stood for outstanding driving pleasure in the small car segment ever since the original GTI from 1976. The Polo has borne the GTI abbreviation since 1998 – as the third model after the Golf and Scirocco. The latest generation seamlessly continues the great GTI tradition and sets new standards for small compact cars. The technical basis for this is provided by the modular transverse matrix (MQB) from Volkswagen. The MQB stands for technical progress across all product lines as well as for high body strength, exemplary low vehicle weight and very good crash properties.



**New bumpers, headlights and tail light clusters.** The new Polo GTI is now equipped as standard with the new IQ.LIGHT LED matrix headlights and an illuminated radiator grille crossbar as a characteristic complement to the daytime running lights. The new sporty Polo thus creates a style connection to the battery-electric ID. models from Volkswagen and to the new vehicle generation of successful models like the Golf, Arteon and Tiguan, which also feature this striking LED light strip typical for new Volkswagen cars either as an option or depending on the equipment specification.

The newly designed LED tail light clusters are the most conspicuous visual change at the rear of the new Polo GTI. These extend well towards the middle of the boot lid and feature an animated brake light and integrated dynamic turn signal, which indicates the driver's intention to change direction by means of a flowing light movement. The new GTI-specific bumpers mean that the compact athlete now stands on the road with an even more confident and wider presence. The adaptive front lighting system (AFS) is integrated at the sides in the bumper and is controlled via the main headlights. This system has been newly designed and now produces an even more striking light design effect. In combination with the IQ.LIGHT LED matrix headlights, it ensures extremely homogeneous illumination of the road and surroundings. Within the limits of the system, the innovative matrix technology permits continuous driving with the main beam activated without dazzling other road users. The characteristic GTI insignia of the sharpened front end remain the eye-catching red GTI logo in the radiator grille, the air intake grilles with honeycomb structure, and the all-round red trim strip above the LED daytime running lights strip. On the right and left, this extends into the IQ.LIGHT LED matrix headlights with red winglets.

**Sports running gear and XDS electronic differential lock.** As only appropriate for a true GTI from Volkswagen, the new Polo GTI is equipped as standard with sports running gear that is specially tuned for the vehicle.

## Media Information



This lowers the body by 15 millimetres and guarantees the synthesis of high driving dynamics, reliable neutrality and very good driving comfort typical for GTI models. In fast corners, the XDS electronic differential lock ensures perfect traction. As part of the Electronic Stability Control (ESC) and traction control systems, XDS controls the brake pressure of the front wheel on the inside of the bend to prevent the wheel from spinning and loss of control of the vehicle in extreme situations.



## Key aspects

### **High-torque 2.0 TSI engine**

**Turbocharged four-cylinder power plant.** The heart of a GTI is always the engine. Like all its predecessors, the new Polo GTI has front-wheel drive. The turbocharged direct petrol injection engine delivers 152 kW (207 PS) and permits a top speed of 240 km/h. Gear changes are performed as standard by a 7-speed dual clutch gearbox (DSG). Since the Polo GTI from 2006, the engines have always been turbocharged, continuing the tradition of the Polo GT G40 from 1987. The current version permits outstanding performance – especially for a compact sports car like the Polo GTI. It completes the sprint from zero to 100 km/h in just 6.5 seconds. The maximum torque is 320 Nm at 1,500 to 4,500 rpm. The technical highlights of the 2.0 TSI front transverse engine (capacity: 1,984 cc) in the new Polo GTI include features such as a dual injection system with combined direct and manifold injection, an engine control unit with four core processors and an electronic valvelift system on the intake side. In spite of its high output, the engine impresses through its efficiency and moderate consumption, which is also a factor of the Polo GTI's low DIN kerb weight of min. 1,286 kg.

**Sport Select running gear and driving profile selection.** The new Polo GTI can be optionally configured with Sport Select running gear. The driver can activate two different damping characteristics for the switchable shock absorbers. Driving profile selection comes as standard in the new Polo GTI and offers the four modes Eco, Individual, Normal and Sport. Within defined limits, the modes allow the driver to make individual settings that have a direct effect on vehicle handling. For example, the steering, engine characteristic and gearbox control system are adapted in addition to the Sport Select running gear, depending on the selected profile. In Sport mode, the sound of the exhaust system is automatically modified to make it sportier; this feature can also be selected in the configurable Individual driving profile. In addition to the switchable shock absorbers, the Sport





Select running gear also includes a larger-size stabiliser on the front axle, more rigid coupling rods at the front and stiffer axle locating mounts at the rear. Here, too, the body is lowered by 15 mm. Compared with the Polo, this reduces the height of the Polo GTI to 1,439 mm with an identical length of 4,074 mm and width of 1,751 mm. In the Eco profile, the engine management system, air conditioning system and other ancillary equipment are controlled in order to achieve optimum fuel consumption. In addition, the DSG allows use of a coasting function in this mode: if the driver takes their foot off the accelerator – during downhill sections, for example – the DSG disengages and the engine runs at idling speed. This allows optimum use of the Polo GTI's kinetic energy and consumption can be reduced further.

### **Equipment in the new Polo GTI**

**Digital interior.** With the introduction of the new Volkswagen equipment matrix, the Polo is available in the four equipment lines Polo, Life, Style and R-Line. Like the Style and R-Line specifications, the extensive equipment of the new Polo GTI is based on the Life equipment level. The pioneering safety features include a centre airbag, which is located in the side of the backrest on the driver's side. In the event of a crash, the centre airbag deploys towards the centre and protects the driver and front passenger from colliding with each other and possibly injuring themselves in a crash. Another new safety element is the lap belt tensioner, which additionally tensions the seat belt in the area of the pelvis. The expanded range of functions also includes Park Distance Control at the front and rear.

**GTI insignia in the interior.** The interior of a Volkswagen GTI is just as characteristic and unmistakable as its exterior. Stylishly confident and expressive, but never obtrusive – the new Polo GTI is a perfect example. The dominating colours in the interior are Black, Red, Grey and Chrome. As typical for GTI models, the roof pillars and headliner are always in the trim



colour Titanium Black. Red contrasting stitching is also one of the typical GTI features. These decorative seams can be found on the standard leather multifunction sports steering wheel, the gear lever cover and the outer seat surfaces. The premium sports seats offer multiple adjustment options and can be ergonomically adapted to practically any driver stature. The seat centre panels are covered with the legendary Clark check pattern (dark grey, light grey and red stripes, black squares). Sports comfort seats with ArtVelours covers are optionally available. The trim on the dash panel is now finished as standard in eye-catching Kings Red Glossy. Alternatively, it can also be ordered in the more subdued Deep Iron Glossy colour. The instruments in the upper area are always finished in Black. The interior is additionally enhanced by many matt-chrome details. Among other places, these can be found on the steering wheel clip, selector lever, instrument surround, vents and pedals. The door and sill panel trims with GTI logo are exclusively matched to the new Polo GTI. In addition to the GTI features, the extensive equipment also includes additional curtain airbags at the front and rear, background lighting in the door trims and dash panel, an air conditioning system, height-adjustable seats for the driver and front passenger, electric windows all round with one-touch opening and closing, handbrake lever handle in leather and large paddles on the leather multifunction sports steering wheel. The new Polo GTI can also be ordered with a large range of convenience and assist systems. The brake calipers are painted Red as an unmistakable sign of the fact that the brake system is designed for optimum deceleration – even with a very sporty driving style.

**Better graphic and digital performance.** Like in the Polo, the instruments and Infotainment system are located in one visual axis and can therefore be optimally seen and operated in all driving situations. Digital interfaces for smartphones bring apps and various online services on board. Smartphones can be charged in the GTI via a USB-C plug and optionally also wirelessly (inductive charging). Alongside its impressive size – the



screen diagonal of 10.25 inches corresponds to 26 centimetres – the Digital Cockpit Pro engages with higher pixel density, better contrast and more intense colours. It can be configured quickly and intuitively by means of the large touchscreen of the Infotainment system and using the buttons of the leather multifunction sports steering wheel, which is flattened at the bottom. The display graphics have been specially matched to the Polo GTI. The fully digital view can optionally show the navigation route over the full screen, for example. The functions of the touchscreen on the centre console can then be assigned and used as desired. With its purist interface, the optional Climatronic with touch function is seamlessly integrated into the modern look of the large-size display. The operating panel has touch-sensitive controls and sliders. This is also offered in similar form in larger models such as the Tiguan, Passat and Arteon and emphasises the high quality of the Polo GTI interior.

**New Infotainment systems.** The new Polo GTI comes as standard with the Ready2Discover Infotainment system with high-resolution 8.0-inch display. Optional extras include the Discover Media system and the Discover Pro system with a brilliant 9.2-inch display. The 8.0- and 9.2-inch units already belong to the systems from the latest third generation of the modular Infotainment matrix (MIB3.1). With Ready2Discover, the user has the option to retroactively activate the navigation function (feature on demand). Discover Media and Discover Pro are already equipped with this as standard. Thanks to an Online Connectivity Unit (OCU) with integrated eSIM, the enhanced functions of the MIB3.1 include the online services of We Connect (set up for an unlimited usage period) and We Connect Plus (set up for free use for one or three years in Europe). Depending on the equipment, the MIB3.1 also offers new features such as access to streaming services. Users can also personalise a wide range of settings and save them to the Cloud via Volkswagen ID for use in other Volkswagen models. App-Connect Wireless permits wireless integration of apps for Apple CarPlay™ and Android Auto™.



**Five colours and Roof Pack.** The new Polo GTI is being launched in five colours – Deep Black Pearl Effect, Smoke Grey Metallic, Kings Red Metallic, Pure White Solid and Reef Blue Metallic. The last three body colours in the above list can be optionally combined with a contrasting black roof (Roof Pack). 17-inch alloy wheels are fitted as standard. The Polo GTI can also be optionally ordered with 18-inch alloy wheels. The wide range of optional equipment includes a large tilting and sliding panoramic sunroof, ArtVelours seat covers, voice control and the 'beats' sound system with 300 watts and six loudspeakers. To save space, the amplifier is installed beneath the variable luggage compartment floor. The volume of the luggage compartment in the new Polo GTI is 351 litres.

### **Progressive lighting and assist systems**

**IQ.LIGHT LED matrix headlights.** Best visibility, maximum convenience and even greater safety: with the IQ.LIGHT LED matrix headlights, a new evolutionary stage of vehicle lighting is equipped as standard in the Polo GTI. Volkswagen is thus driving forward democratisation of the innovative LED lighting system across all classes right down to the small car segment. Alongside the Polo, this system is also used in the Touareg, Passat, Golf, Tiguan and Tiguan Allspace, the new Taigo, as well as the ID.3 and ID.4. Using a matrix of numerous LEDs in each headlight module, various and partly also interactive functions such as Dynamic Light Assist make driving in twilight or darkness even more convenient.

**IQ.DRIVE Travel Assist.** Volkswagen is bundling its systems for assisted driving under the umbrella brand IQ.DRIVE. A fundamental element here is the Travel Assist system, which permits partly automated driving in the Polo GTI for the first time. The system can take over steering, braking and acceleration of the new Polo GTI from a speed of 0 km/h up to the control limit of the Travel Assist (210 km/h). To do this, the activated system relies on functions including predictive Adaptive Cruise Control (longitudinal



guidance) and Lane Assist (lateral guidance). Using a radar system in the front end and a camera behind the windscreen, Travel Assist can maintain the speed, lane and distance from the vehicle in front. The system is activated by means of the Travel- Assist button in the newly designed leather multifunction steering wheel. The driver always remains responsible for control of the Polo GTI and must keep their hands on the steering wheel even when IQ.DRIVE Travel Assist is active. The electronics of the Polo GTI recognises whether this is the case by means of capacitive surfaces on the leather multifunction sports steering wheel. This capacitive detection function is extremely effective and reliable, even on long and flat straight sections.

**Predictive ACC.** The latest generation of Adaptive Cruise Control (ACC) works together with the DSG and navigation system to proactively take into account local speed limit information, town boundary signs, junctions and roundabouts. To do this, the assist system uses the signals from the front camera as well as GPS and map data. The new ACC thus becomes a kind of intelligent cruise control system and is a good example of how familiar assist systems are being continuously enhanced. Thanks to combination of the system with the DSG, the Polo GTI with ACC can also be automatically slowed to a standstill behind a stopping vehicle.

**Side Assist plus Lane Assist and Rear Traffic Alert.** The new Polo GTI is equipped with the Lane Assist lane keeping system as standard. If this compact athlete is ordered with the optional driver assist system package including Side Assist, these two systems merge. Also on board in this case are Rear Traffic Alert, as well as the Front Assist proactive protection and area monitoring system including Pedestrian and Cyclist Monitoring. The driver assist system package can help to prevent serious accidents. Its advantages come into play in two situations in particular: on the motorway, it recognises vehicles in the blind spot that are overtaking quickly or driving at low speed in slow-moving traffic, warns the driver about them, and initiates counter-steering via Lane Assist before a



dangerous situation can occur. When reversing out of a parking space, the sensor system already detects vehicles approaching from the side before they enter the driver's field of vision. It can then warn the driver very early on about traffic crossing sideways.

**Autonomous Emergency Braking Front Assist.** Front Assist, which is fitted as standard in the new Polo GTI, uses a radar sensor integrated into the front of the vehicle to continuously monitor the distance to the vehicles ahead. The system assists the driver in critical situations by preconditioning the brake system, alerting the driver to the need to react by visual and audible warnings and, in a second stage, by a brief warning jolt of the brake pedal. If the driver does not brake hard enough, the system automatically generates the necessary amount of brake pressure to prevent a collision. If the driver does not react at all, Front Assist automatically applies the brakes to give the driver more reaction time. In addition, the system assists by informing the driver if the distance to the vehicle ahead is too short. In addition to detection of vehicles, the latest version of Front Assist offered in the Polo GTI also detects pedestrians and cyclists who are moving across the driving lane. And it does this not only during the day, but in darkness as well. As soon as a pedestrian or cyclist is at risk, the system warns the driver and, in a final stage, brakes the new Polo GTI within the limits of the system. The Front Assist system also includes the City Emergency Braking function.

**City Emergency Braking System.** The City Emergency Braking System is a system enhancement of Front Assist and monitors the area in front of the Polo GTI using a radar sensor. The system operates at speeds below 30 km/h. If the driver does not react to an impending collision with a vehicle ahead or a stationary vehicle, the brake system is preconditioned as with Front Assist. If necessary, the City Emergency Braking System then automatically initiates full braking within system limits to reduce the severity of an accident. In addition, if the pedal force applied by the driver is insufficient, the system intervenes by applying maximum braking force.



**Driver Alert System.** The Driver Alert System, which comes as standard, detects if the driver has lost concentration and sends them an acoustic warning lasting five seconds. In addition, a break recommendation is displayed in the instrument cluster. If the driver does not take a break within the next 15 minutes, the warning is repeated.

**Automatic Post-Collision Braking System.** Around a quarter of all accidents with personal injury result from multicollisions that take place after the actual first accident. The Automatic Post-Collision Braking System can help to avoid secondary collisions or at least reduce their severity. After an initial collision, the Automatic Post-Collision Braking System automatically initiates a braking action – within system limits – even before the driver can react. In an ideal case, this can significantly reduce the severity of the accident or completely prevent it.

**Proactive occupant protection system.** If the standard proactive occupant protection system detects a potential accident situation – such as when full braking is initiated by an activated brake assist system – the seat belts for the driver and front-seat passenger are automatically pre-tensioned to ensure the best possible protection via the airbag and belt systems. If a highly critical and unstable driving situation is detected – such as severe oversteer or understeer with ESC intervention – the side windows are closed (except for a small gap), as is the optional sliding sunroof. Background: with the windows and roof nearly closed, the head and side airbags are able to provide optimum support and thus be as effective as possible. As this system is offered in the new Polo GTI in conjunction with the standard Front Assist function, the proactive occupant protection system also detects situations in which the distance to the vehicle ahead is critical, and it helps to shorten the vehicle's stopping distance. In hazardous situations, the driver is given a visual and an audible warning and is also warned with a preventative braking jolt.

**Park Assist.** The optional Park Assist automatically guides the Polo GTI into parking bays and parallel parking spaces and can also drive the car out of



the latter. The system is activated by pressing a button on the centre console. Using the indicators, the driver selects the side on which the vehicle is to be parked. Once Park Assist finds a sufficiently large parking space using the ultrasound sensors (40 cm of manoeuvring room at front and rear is sufficient), assisted parking can start: the driver selects reverse gear and then just has to accelerate and brake in a controlled way. The car handles the steering. An automatic braking function provides assistance if the distance is insufficient.

**Tyre Pressure Loss Indicator.** The Tyre Pressure Loss Indicator utilises the wheel speed sensors of the anti-lock brake system (ABS). In case of tyre pressure loss, the rolling radius of the affected wheel decreases, and the wheel turns faster at the same vehicle speed. The system detects that the tyre pressure is insufficient from this and warns the driver visually via the standard Digital Cockpit Pro. However, the Tyre Pressure Loss Indicator does not relieve the driver of the obligation to check tyre pressures.