



up! GTI, Polo GTI, Golf GTI Performance

GTI Performance Days

April 2018



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Notes:

This press kit as well as images and videos are available online at: www.volkswagen-media-services.com. User-ID: GTIPerformanceDays; password: up!PoloGolf18.

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

1 = up! GTI 1.0 TSI, 85 kW – Fuel consumption in l/100 km (WLTP): combined 5.7 – 5.6; CO₂ emissions in g/km: 129 – 127 (combined). Fuel consumption in l/100 km (NEDC): combined 4.8. CO₂ 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): combined 5.9. CO₂ emissions in g/km: 134 (combined). Efficiency class: C.

3 = Golf GTI Performance 2.0 TSI, 180 kW – Fuel consumption in l/100 km (NEDC): combined 6.6 – 6.5. CO₂ emissions in g/km: 150 – 148 (combined). Efficiency class: D.

4 = Golf GTI Performance 2.0 TSI, 180 kW (DSG) – Fuel consumption in l/100 km (NEDC): combined 6.3. CO₂ emissions in g/km: 144 (combined). Efficiency class: C.

5 = Golf GTI 2.0 TSI, 169 kW / Fuel consumption in l/100 km (NEDC): combined 6.4; CO₂ emissions in g/km: 148 (combined), Efficiency class: D.

6 = Golf GTI 2.0 TSI, 169 kW (DSG) / Fuel consumption in l/100 km (NEDC): combined 6.4 – 6.3; CO₂ emissions in g/km: 148 – 145 (combined), Efficiency class: D.



Wolfsburg, April 2018

GTI – pure dynamism for three model series Volkswagen offers the GTI as an up!, Polo and Golf

up!, Polo and Golf. The GTI name is firmly embedded in the Volkswagen brand and is the most familiar designation for sporty compact cars worldwide. In 2018, Volkswagen has GTI models in the product ranges of three model series: up!, Polo and Golf. The new up! GTI¹ develops a power of 85 kW / 115 PS; this dynamic small car is being offered for the first time as a GTI, and it defines entry into the world of these sporty icons. In the next higher vehicle class, Volkswagen offers the current Polo GTI². It develops 147 kW / 200 PS, making it the most powerful Polo within the model series – and it is continuing the GTI success story that has been sustained for two decades. Meanwhile, the 180 kW / 245 PS Performance version of the Golf GTI^{3/4/5/6} is pointing the way towards summer.

The last time there were GTI models in three model series was from 2000 to 2005. Back then the Lupo GTI was added to the GTI range beneath the Polo and Golf. As early as 1977 there was almost a triumvirate: 41 years ago, the Scirocco GTI and Passat GTI made their appearances, joining the GTI ranks with the Golf GTI. As top sporty versions they had the privilege of bearing the three legendary letters on their radiator grilles and boot lids. The Passat, however, only did so as a concept car. When it went into production in 1979, it was called a GLI rather than a GTI. Be that as it may, all Volkswagen GTI models have shared a common trait since 1976: perfectly balanced dynamic handling. It is the secret behind the success of the GTI concept – an alliance of a highly agile drive system, low weight, stiff yet comfortable running gear, reliable front-wheel drive and an ergonomically optimal seating position behind a high-grip sport steering wheel.



up! GTI – 115 PS tribute to the original GTI

Key facts about the up! GTI

- The up! GTI brings the concept of the iconic GTI to the small car segment: with performance figures of 115 PS, 200 Nm, 196 km/h and 8.8 seconds (0-100 km/h).
- Based on its dimensions and performance, the up! GTI follows in the tracks of the first Golf GTI of 1976. It does so, however, with modern TSI technology and intelligent connectivity.
- The up! GTI is always online via smartphone. Be that to listen to music or to navigate.
- The up! GTI is fitted with a petrol particulate filter and fulfils the new Euro 6 AG emissions standard.
- The up! GTI comes with an infotainment system, air conditioning and ambient lighting as standard.

A sports car in 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: four decades after the first Golf GTI made its debut, the new up! GTI is launching in 2018. A sporty car very much in the spirit of the original GTI. 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 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 calipers and "Clark" plaid seat covers). The sports car brings a new dimension of driving fun to the small car class, thus creating a clear link back to the very first 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 will also be the first up! to come with a petrol particulate filter. The up! GTI fulfils the new European Euro 6 AG emissions standard with this catalytic converter



system. However, the most powerful of all up! models remains affordable. As with the Golf GTI Mk1, high performance does not mean high prices with the new up! GTI either. In Germany, for example, the home country of the GTI inventor, the series' top model is available for €16,975 – including sports running gear (15 mm lower body), air conditioning, ambient lighting, redesigned 17-inch alloy wheels ("Brands Hatch") and an infotainment system.

Other key parameters of the up! GTI read like those of a Golf GTI Mk1 transported to modern times. Weight: 1,070 kg. Top speed: 196 km/h. 0-100 km/h: 8.8 seconds. Its colours are classic and typical of the GTI: the monochrome hues "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 steering ratio of the electromechanical power steering, meanwhile, are tuned for crisp handling. A sound actuator ensures that the new up! sounds like a GTI inside but is compatible with the city outside.



Polo GTI – 200 PS sports car in compact format

Key facts about the Polo GTI

- The new Polo GTI dynamises the segment of small compacts with its 200 PS turbocharged engine.
- 320 Nm of torque, sports running gear and XDS differential lock make the Polo a four-door compact sports car.
- GTI insignia such as the legendary red stripe in the radiator grille add individuality to its expressive design.
- Now, for the first time, there is a Polo GTI with fully digital instruments and glass-encased infotainment systems.
- Air conditioning, top sport seats in legendary "Clark" plaid pattern, new 17-inch wheels, red painted brake calipers.

A sporty icon. Three letters, inextricably linked to Volkswagen: GTI. Gran Turismo Injection. For two decades now, the Polo GTI has been in the GTI range along with the Golf GTI. And in its latest generation, it is gaining plenty of momentum with a power output of 147 kW / 200 PS, a 6-speed DSG fitted as standard and a top speed of 237 km/h. Just 6.7 seconds is all it takes to sprint from 0 to 100 km/h. Its fuel consumption of 5.9 l/100 km reflects the drive system's efficiency. The new Polo GTI is another highlight in the long history of the GTI. Just step in, adjust the sports seats, buckle up – and there is an ergonomically tuned connection between human and machine. In the new Polo GTI, the start button for the engine becomes the trigger for a great driving experience. That is because the development team has created a dynamism which enables an engaged style of driving, yet it has integrated superior safety and a high level of comfort as well. This synthesis of dynamism, safety and comfort is the secret behind the success of the GTI concept and a core characteristic of the new Polo GTI.

Key features: a very agile drive system, low unladen weight (1,355 kg) and high power-to-weight ratio (6.78 kg/PS), sports running gear that is stiff but also good for long-distance driving, a safe front-wheel drive system and an ergonomically optimal seating position. This is all packaged in

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expressive exterior and interior designs that are upgraded by classic GTI insignia such as the typical red stripe in the radiator grille, GTI gear knob and legendary "Clark" plaid seat covers and are equipped with a networked and extensively digitalised cockpit. The Polo GTI, which always comes with four doors, is therefore an ideal, affordable and compact new-generation sports car.



Golf GTI Performance – 245 PS icon for the ages

Key facts about the Golf GTI Performance

- The Golf GTI Performance is equipped with a 180 kW / 245 PS turbocharged engine at the plant in Wolfsburg.
- The Golf GTI Performance is delivered with digital instruments (Active Info Display) as standard.
- LED dipped and main beam headlights, LED daytime running lights and LED tail light clusters are also fitted as standard.
- A front differential lock is part of the superior drive system of the Golf GTI Performance.
- The Golf GTI Performance can be delivered with an automatically-shifting 7-speed dual clutch transmission (DSG).

Cult status. The first Golf GTI made its debut 42 years ago – and ever since this Volkswagen has been writing history as icon of compact sports cars. The current Golf GTI Performance has an output of 180 kW / 245 PS. Its 2.0 litre four-cylinder turbocharged engine's maximum torque is 370 Nm (between 1,600 and 4,300 rpm). With this engine, the Golf GTI Performance accelerates to 100 km/h in a short 6.2 seconds. The sports car's top speed with a 6-speed manual transmission is 250 km/h. The top speed of the version with the optional 7-speed dual clutch transmission (DSG) is 248 km/h. There are also slight differences in fuel economy: at 6.3 l/100 km (NEDC, combined), the DSG version of the Golf GTI Performance is 0.2 to 0.3 l/100 km more fuel efficient.

The Golf GTI Performance is characterised by exclusive features. Highlights include high-performance brakes (red painted brake calipers on front brakes), a front differential lock and the Active Info Display (fully digital instruments). Other features include LED dipped and main beam headlights, LED daytime running lights, LED rear lights, Front Assist area monitoring system with City Emergency Braking and Pedestrian Monitoring, the agile progressive steering system, sports running gear, top sport seats in front, ambient lighting, 2-zone automatic "Air Care

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Climatronic" air conditioning, 17-inch "Brooklyn" alloy wheels, Composition Media infotainment system including phone and USB interfaces, rain sensor, automatically dipping rear-view mirror and leather-trimmed multifunction sport steering wheel. Naturally, the iconic models also feature typical GTI insignia such as the red stripe on the radiator grille and in the LED headlights as well as the classic "Clark" seat covers in plaid design.



Golf GTI TCR – 350 PS champion in new design

TCR titleholder goes to the starting line with new aerodynamics

Key facts about the Golf GTI TCR

- The Golf GTI for circuit racing is getting a facelift for the 2018 season.
- Proven technology package with a two-litre turbocharged engine that produces 257 kW / 350 PS.
- More than 100 units built in short run and handcraft production since 2016.
- A genuine winner with twelve international championship titles in TCR series across the globe to date.

Update for a car with winning ways. The Golf GTI TCR, the successful race version of the TCR International Series championship titleholder, is getting a facelift for the 2018 season. Like the production model, this front end of the successful competition touring car was also redesigned to visually highlight the close technical relationship between the sporty Golf GTI models more emphatically.

"The new look of the Golf GTI TCR was created in close cooperation with Volkswagen Design. Here we want to underscore how closely related the production and race versions are to one another", explains Sven Smeets, Motorsport Director at Volkswagen. "The engine, for example, comes directly from production car manufacturing, and it is modified just slightly for use in racing."

Engine specifications of the Golf GTI TCR:

Ample power for every situation. The 2.0-litre turbocharged engine of the Golf GTI TCR produces 257 kW / 350 PS and can deliver a maximum torque of 420 Newton-metres to the front wheels – via the customer's choice of a racing gearbox or a dual clutch gearbox (DSG).



Body specifications of the Golf GTI TCR:

Perfectly distributed. As in the Golf GTI Performance, a front differential lock prevents wheelspin of the drive wheels.

Less air drag. Wings with special contours and openings boost the car's aerodynamic efficiency on the race course.

Well protected. No air conditioner, no sound system – instead, the driver sits in a safety cell made of steel tubes as thick as a person's arm. The protection package is rounded out by a shell race seat with head protectors and six-point seat belt.

High flyer. The GTI TCR's body was widened by 15 centimetres compared to the standard production Golf GTI Performance. The body of a TCR vehicle is permitted to have a maximum overall width of 1,950 millimetres. All other add-on aerodynamic parts conform to TCR regulations and were tested in a wind tunnel.

Energy. A safety fuel tank constructed according to TCR regulations is mounted at the rear, in front of the rear axle.

Downforce. A distinctive rear wing made of aluminium gives the GTI TCR the downforce it needs in fast cornering.

Cockpit specifications of the Golf GTI TCR:

Sporty without compromise. For weight reasons, there are no door trim panels or window lifts. A strap is used to unlock the driver's door.

Command headquarters. The driver not only uses the steering wheel to steer the car, but also to control all important functions – such as the pit radio, headlights and cockpit ventilation.

Fast shifting. Customers can choose from two transmission variants: DSG or a sequential race gearbox.

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Fine tuning during the drive. The driver can adjust the balance of braking power between the front and rear wheels.



GTI history – four legendary decades

Milestone summary of GTI models produced to date:

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)

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)

Golf GTI Performance / 245 PS at launch

2018

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