The Volkswagen Polo GTI
UK PRESS INFORMATION
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The most powerful Polo GTI yet built, with a power peak of 200 PS (4,400-6,000rpm) and a top torque figure of 320 Nm (1,500-4,400 rpm), is offered in the UK in two forms: Polo GTI and Polo GTI+. The latter is mechanically identical to the ‘regular’ GTI, but provides an even more generous level of equipment as standard.

The new Polo GTI, which utilises Volkswagen Group’s new MQB AO architecture, showcases a charismatic design with expressive features. The use of the MQB AO underpinnings offers the ability to create significantly more dynamic proportions with a long wheelbase, short body overhangs and a sporty ratio of its key dimensions. The new car is longer, wider, has a lower overall height but improved headroom versus its predecessor.

Indeed, the newest member of the growing Volkswagen GTI dynasty promises the breadth of capability characteristic of its famous Gran Turismo Injection nomenclature.

Available in the UK exclusively in five-door form, and with a six-speed DSG as standard (a six-speed manual gearbox will, uniquely, be offered in the UK later in 2018) the Polo GTI promises exhilarating dynamic performance blended with a usable everyday character.

The 6.7 second 0-62 mph time and top speed of 147 mph, underscore the Polo’s GTI credentials. The car sits on a lowered sports suspension (15 mm) with a Sports Select set-up as standard. This offers active damping with two defined modes: Sport and Normal.

The new Polo, more broadly, sees a major increase in cabin and luggage space over its predecessor (within larger external dimensions) alongside new engines, sharper design, new ‘big car’ assistance systems, the application of a new generation of infotainment systems and the global debut of the second generation of Volkswagen’s Active Info Display.
The developments in new Polo – which to date has sold more than 14 million examples worldwide – also reflect a new level for assistance systems in the supermini segment. Technologies such as City Emergency Braking with new Pedestrian Monitoring function, Adaptive Cruise Control, and Blind Spot Detection significantly improve safety.

The larger new five-door Polo is bigger in every dimension but length than the Golf Mk IV – sold in the UK until 2003. The capacious new Polo offers a boot volume that has grown 25% from 280 litres to 351 litres, and a wheelbase up by 94 mm compared with the previous car.

**The GTI family**

As desirable as it is affordable, the newest member of the Polo family joins a stable of Volkswagen GTIs that now offers practical performance across three key models, with the recently launched, and hyper-popular, up! GTI sitting alongside the current Golf GTI Performance.

In the new Polo GTI the engine starter button (standard on Polo GTI+) becomes the trigger for a great driving experience, as the development team has created a style of dynamic handling that facilitates committed driving and yet integrates supreme safety and high levels of comfort.

This alliance 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 include agile steering response, low unladen weight (1,355 kg), strong power-to-weight ratio (6.78 kg/PS), sports-oriented running gear that is also good for long-distance driving, assured front-wheel drive and an ergonomically ideal seating position.

This is packaged in an expressive exterior and interior design that is topped off with classic GTI insignia such as red stripes in the radiator grille, GTI gear knob and the famous ‘Jacara’ tartan seat covers. Equipped with a connected and largely digitalised cockpit the Polo GTI is well placed to become the compact, affordable hot hatch of choice for a new generation.

**A technological tour de force**

For the first time on the Polo and for the new GTI, Volkswagen is offering the option of digital instruments. The Polo is the first GTI to have the latest generation Active Info Display on board. In the system, the most powerful Polo gets exclusive GTI graphics with a red-white-black design named ‘Sport’.
Meanwhile, the infotainment unit with its 8.0-inch display features a unique GTI welcome screen. Instruments, and the infotainment system, are arranged on a single visual axis in the new Polo GTI for optimum visibility and ease of operation. Digital interfaces for smartphones make it easier to bring the phones’ apps and various online services on board, too.

The Polo is equipped with an array of assistance and safety kit. The area monitoring system Front Assist with City Emergency Braking and Pedestrian Monitoring is standard, as is the potentially life-saving Automatic Post-Collision Braking system.

Beyond the GTI-specific design features, the cars also include additional head airbags front and rear, XDS differential lock, driving profile selection, Volkswagen's advanced Composition Media infotainment system, ambient lighting (white), door sill trims with GTI logo, air conditioning, front fog lights and cornering lights, LED tail light clusters, a height-adjustable driver’s seat, floor mats front and rear, electric windows all round with one-touch operation, and ‘Plus’ multifunction display.

Indeed, every new Polo contains a generous level of standard-fit equipment in keeping with its position at the head of the supermini segment. Among the specification highlights for the GTI are:

**Polo GTI**
- 17-inch Parker alloy wheels
- GTI styling including red brake calipers
- Sports suspension lowered by approximately 15 mm
- XDS electronic differential

**Polo GTI+**
- 17-inch Parker alloy wheels
- 65% tinted windows from the B-pillar backwards
- Light and Sight pack
- LED headlights
- Active Info Display
- Adaptive Cruise Control
- Keyless entry with start-stop button

The Polo GTI can also be equipped with an exceptionally large range of optional driver assistance systems, while other highlights of the available options include the largest panoramic sunroof in its class.
Despite its potent performance the ‘hot’ Polo boasts a competitive ABI insurance group rating, with the GTI sitting in Group 26E and the GTI+ 28E.

Welcoming the arrival of the newest member of the Volkswagen GTI clan, Geraldine Ingham, Head of Marketing at Volkswagen UK, said: “The Polo GTI is another high water mark for us in terms of accessible performance, fine styling, great equipment and superb dynamics.

“Sitting alongside its siblings the up! GTI and Golf GTI Performance, the new Polo GTI provides an ideal choice for those who want a perfectly judged portion of Volkswagen’s renowned GTI excitement.

“Now, with three truly compelling ‘flavours’ of GTI in our line-up, we’ve never been in better shape to deliver the driving thrills that so many UK drivers clearly hunger for.”
Polo GTI summary

- New Polo GTI and GTI+ offer premium segment technology: the global debut of second generation Active Info Display; as well as the use of high-end infotainment and state-of-the-art assistance systems
- The new Polo GTI features a 200 PS 2.0 TSI petrol powerplant mated to either a six-speed manual or six-speed DSG. (Manual gearboxes will come to UK, exclusively in Europe, in late 2018)
- The range of infotainment systems has been redesigned, repositioned and fitted with larger touchscreens
- The spectrum of assistance systems available in the Polo GTI further democratises Volkswagen’s progress in technology featuring Front Assist, Blind Spot Detection, ACC Adaptive Cruise Control and a Stop & Go function – a first for a car with a manual handbrake
- New LED headlights replace all-Xenon headlights on the sixth generation Polo, while LED daytime running lights and LED rear lights are also standard on the GTI
- Personalisation in the GTI is elevated to a new level courtesy of five bold exterior colour options and two different dashpad decors

UK market information

- Polo is the second best-selling car in the Volkswagen range in the UK, with sales of 47,855 in 2017 (Golf was the best-seller with sales of 77,231 in the same period)
- Total Volkswagen sales in the UK last year, including passenger-carrying CV models, were 208,462. Around 23% of new Volkswagens sold in the UK in 2017 were Polos
- The best-selling model in the previous Polo range was the Match Edition 1.2 TSI 90 PS five-speed manual
- To date it is estimated that in excess of 1.4 million Volkswagen Polos, excluding the Derby saloon, have been sold in the UK since the car debuted here in 1975
- The ‘AO hatch’ segment, in which Polo sits, accounted for more around 20% of the UK’s new car market in 2017
- Best-seller in the new range in the UK is currently (June 2018) an SE specification 1.0-litre petrol-engined (TSI) manual
- The fleet/retail split is broadly 30% fleet/70% retail; petrol/diesel split is 95% petrol
- The first wave of new Polo engines opened for order in early October 2017, with first deliveries beginning in January 2018. Polo GTI deliveries started in June 2018
Market information

The Polo GTI competes in the supermini (or A0) class and is rivalled by such vehicles as the Ford Fiesta ST, Suzuki Swift Sport, Vauxhall Corsa VXR and MINI Cooper S.

The new Polo has been designed to offer increased cabin and luggage space within larger external dimensions alongside the debut of new engines, sharper design, new ‘big car’ assistance systems and the application of a new generation of infotainment systems.

In 2017 Volkswagen sold 47,855 examples of the Polo in the United Kingdom, which compares to 77,231 Golfs, 29,121 Tiguans, 16,722 Passats and 13,555 up!

The Polo range launches in the UK across four engine and trim waves, beginning in January (2018) and running through to November of the same year.

Production

The Polo is manufactured at the Volkswagen Group South Africa (VWSA) plant in Uitenhage.

Uitenhage is an industrial town that lies almost 500 miles east of Cape Town and more than 600 miles south of Johannesburg. Just over half (294,713 m²) of the plant’s 520,963 m² area consist of production facilities.

Apart from producing components for the entire Volkswagen Group, the Uitenhage plant currently produces the new Polo, Cross Polo and Polo Vivo (the latter for the local South African market only). In 2016, 123,854 vehicles were produced of which 69,192 were exported.

Established in 1946, VWSA is a wholly owned subsidiary of Volkswagen Aktiengesellschaft (VWAG) in Germany. It is the largest German investment in South Africa and is a major contributor to foreign direct investment, technology transfer and skills development.
Exterior design

Nothing about it has changed in the past 42 years: a GTI is immediately identifiable as a GTI. Indeed, the GTI insignia are almost a certificate of Volkswagen authenticity. So it is with the new Polo.

GTI front view: The exterior features of the Polo GTI, and GTI+, include a specific bumper with integrated spoiler lip and fog lights fitted as standard. Meanwhile, the red stripe in the middle of the radiator grille marks it out as a typical GTI.

An exclusive feature in the Polo GTI is the optional LED headlights with red winglets. Stylistically these are extensions of the red stripe in the radiator grille. Also part of the GTI insignia are, of course, the GTI logo and the classic honeycomb structure of the air intakes in the radiator grille and bumper.

The new Polo GTI is also differentiated from the less powerful Polo versions by C-shaped black high-gloss panels in the bottom part of the bumper.

GTI rear view: The most potent new Polo can also be identified by typical GTI characteristics at the rear. Black is a classic stylistic element here; a trait that has carried right the way over from the first Golf GTI of 1976 to the present era.

Black was originally used in places such as the frame of the rear window. Today, the rear of the two-part roof spoiler is finished in black (gloss on top, matt underneath). Other GTI characteristics include a honeycomb structure, also painted black, in the bottom edge of the bumper, and chrome dual exhaust pipes integrated on the left-hand side.

Located in a direct line above the exhaust is the GTI lettering on the boot lid. Another standard feature of the Polo GTI is its LED tail light clusters that provide for a particularly distinctive light signature at night.
GTI side view: GTI insignia on the car’s flanks include the newly designed 17-inch ‘Parker’ alloy wheels with 215/45 tyres. The inner areas of the high-sheen wheels are offset in black. They are colour coordinated on the sides with the Polo GTI’s matt black sill extensions.

As an option, the GTI and GTI+ can, for the first time, be ordered with exclusive 18-inch alloy wheels (tyres: 215/40). The wheels in ‘Brescia’ design are also high-sheen; their inner area is also painted in high-gloss black.

Regardless of which of the two wheel types is specified, the powerful braking system’s red painted brake callipers are always clearly visible through the aluminium spokes.

Located on the front wings at the end of the eye-catching three-dimensional tornado line design feature is the red and chrome-coloured GTI badge.

GTI colours include Pure White, Flash Red and Deep Black Pearl Effect. In addition, the sportiest version of the sixth Polo generation can also be ordered in Limestone Grey Metallic or Reef Blue Metallic.
The original Golf GTI was the first model to feature Volkswagen’s now-iconic tartan fabric pattern with off-white and red stripes on a black background. So it’s only natural that the latest member of GTI family continues the tradition.

Called “Jacara” in the UK (“clark” in other markets) – the famous fabric is framed with black outer panels and bolsters and give the interior a timeless look. For customers wanting a different look, black leather upholstery is available as an option.

Black, red, grey and chrome dominate visually inside the Polo GTI. Everything that is not upgraded with red, grey or chrome is finished in Titan Black. The roof pillars and roofliner are also black.

Red contrast stitching is another typical GTI characteristic in the interior. It is found around the standard leather multifunction sports steering wheel, the gear shift lever trim, the floor mats and the outer seat surfaces.

Numerous chrome details further enhance the interior (including the steering wheel, gear knob, instrument surrounds, air vent tabs, climate controls, pedals and many of the dash buttons). Exclusively coordinated for the GTI and GTI+ are the decorative trim elements of the dash panel, centre console and door trims.

The dash panel can be ordered in Deep Iron Gloss or striking Velvet Red, while the instruments in the upper dash area are always finished in black.
**Active Info Display in Polo GTI**

For the first time in new Polo and, thus, in the new GTI, Volkswagen is offering the option of digital instruments.

The Polo is the first GTI to receive the latest generation Active Info Display. The most powerful Polo gets exclusive GTI graphics with a red-white-black design named ‘Sport’. Meanwhile, the optional Discover Navigation infotainment system features a unique GTI welcome screen.

Instruments and the infotainment system are arranged on a single visual axis in the new Polo GTI, which makes them both easy to see and easy to operate. Digital interfaces for smartphones make it easier to bring the phones’ apps and various online services on board, too.

Active Info Display – standard in Polo GTI+. Volkswagen interface designers have systematically developed the Active Info Display (10.3-inch screen) and have elevated its high-quality graphics (133 dpi / resolution 1,280 x 480 pixels) and functional range to new levels.

As a result, the display provides better graphic performance, greater pixel density, added brightness and contrast, more intensive colours and fewer conventional warning lights. Using a ‘View button’ on the multifunction steering wheel, the Polo GTI+ driver can now also switch between three basic layouts, easily and quickly:

1. A view with two instrument dials for engine revs and vehicle speed
2. Digital view without dials
3. Digital view without dials with supplemental information
   (Supplemental information can be configured via the infotainment system)

Volkswagen has also adapted the graphics and colour scheme of the Active Info Display to the new Polo GTI – which favours black, white and red and graphics.

A new, digital and interactive cockpit environment has been created via the interplay of the Active Info Display and the high quality infotainment system.

Via the optional Discover Navigation (an 8.0-inch radio-navigation infotainment system with CD player) the new Polo GTI brings connectivity to the driver and passengers more innovatively and more easily than ever before.

Using the Volkswagen App-Connect function which, in addition to MirrorLink / Android, also integrates Apple CarPlay™ and Android Auto™ Google into the infotainment systems, the GTI’s occupants can also access the optional Media Control and Guide & Inform. The latter providing a wide variety of online services.
Fully equipped
The new five-door only Polo GTI and GTI+ are comprehensively equipped with comfort, assistance and safety features as standard. These include the Front Assist area monitoring system with City Emergency Braking and Pedestrian Monitoring, plus Volkswagen’s acclaimed Automatic Post-Collision Braking system.

There are also additional head airbags front and rear, while the XDS differential lock, driving profile selection, Discover Navigation infotainment system and ambient lighting (white) all add to the roster or standard-fit features.

Sill panel trims with GTI logo, air conditioning, front fog lights and cornering lights, LED tail light clusters, a height-adjustable driver’s seat, floor mats front and rear, electric windows all round with one-touch operation, and ‘Plus’ multifunction display are also included as standard in the GTI.

The Polo GTI+ takes all this and adds LED headlights, rear tinted glass from the B pillar back, automatic lights and rain sensing wipers, a keyless entry system with Start/Stop button on the centre console, Active Info Display and Adaptive Cruise Control among its extra standard-fit features.

A large range of optional driver assistance systems are also available, while other highlights of the GTI option list include the availability of the largest panoramic sunroof in its class. For full options information, see the ‘Equipment’ page (p24).
Engine, transmission and running gear

The heart of every GTI, including this new Polo, is the engine. In recent times the GTI has been powered by high torque four-cylinder turbocharged units.

In the case of the new Polo GTI, that engine has grown. It is, for the first time, a two-litre direct-injection petrol engine with an output of 200 PS. It develops 8 PS more than the 1.8 TSI of the previous model (192 PS).

The new car’s 1,984 cc engine has a compression ratio of 11.65:1. The GTI unit, also seen in the GTI+, delivers its maximum power between 4,400 and 6,000 rpm. This third generation EA888 engine series unit transmits its maximum torque of 320 Nm to the front wheels from as little as 1,500 rpm, and this high torque figure stays constant up to an engine speed of 4,400 rpm – giving the GTI engine a torque curve that is somewhat flatter than most ‘curves’.

The new Polo GTI’s special technical features include an electronic valve-lift system on the inlet side, a dual injection system with TSI and manifold injectors (combined direct and manifold injection), three-part oil scraper rings, an engine controller with four core processors and a Miller combustion cycle.

The new Polo GTI launches with a 6-speed dual clutch gearbox (DSG). A version with a 6-speed manual gearbox will follow in the UK later in 2018.

Equipped with its DSG transmission, the Polo GTI with DSG accelerates to 62 mph in only 6.7 seconds, while today’s most powerful production Polo reaches a top speed of 147 mph.
Despite its high power output and brisk performance, the Polo GTI can be driven very economically thanks to efficient drive technology. The combined fuel consumption of the DSG version is 47.9 mpg (equivalent to 134 g/km of CO2).

**The GTI running gear**

The Polo GTI is offered in the UK with one, high specification, running gear configuration which includes Sports Select active dampers as standard.

Like all Polo models, the GTI is also equipped with electromechanical power steering and Electronic Stability Control (ESC). Also on-board the GTI is the XDS differential lock (fitted as standard), which further refines traction when cornering quickly.

The 200 PS Polo which like all Volkswagen GTI models, features front-wheel drive, has coil spring struts and lower wishbones with a track-stabilising scrub radius. There is also an anti-roll bar at the front.

The front suspension consists of coil springs with telescopic gas-filled dampers. These elements are integrated in the spring struts.

The rear running gear consists of a semi-independent twist-beam suspension with an integrated anti-roll bar. Gas-filled dampers and separate springs provide sporty yet comfortable suspension at the rear.

The Polo GTI is the only model in the Polo line-up to be delivered with sports running gear as standard. The configuration includes special tuning of the springs, auxiliary springs, shock absorbers and anti-roll bars, with the body also lowered by around 15 mm.

The Polo GTI’s running gear also affords the ability to vary the characteristics of the active dampers. One of two modes - Normal or Sport - can be activated via the driving profile selection facility that is included as standard on the Polo GTI.

Driving profile selection itself offers four modes: Normal, Sport, Eco, and Individual. The system enables the driver to make individual adjustments, within a defined range, that have direct effects on vehicle handling.

Along with its effects on the running gear, the profile that is selected also modifies the steering, engine characteristics and gearbox control. In addition to the active dampers, components included in the GTI running gear include a larger anti-roll bar on the front axle, firmer steering rods at the front and firmer axle controls at the rear.
The new Polo GTI comes packed with new driver assistance systems, many of which are standard fit equipment in the UK. Among the array of technologies available – either as standard or optionally – in the new car are:

**Blind Spot Monitor**: This system can play a role in preventing serious accidents. It does so by utilising an LED symbol in the outer area of the exterior mirrors to alert the driver's attention to vehicles located in the blind spots on either side of the Polo GTI and to any vehicles approaching from the rear.

As soon as a vehicle is detected, the symbol lights up. If the driver activates the turn indicator in the direction of the detected vehicle, the symbol flashes as an additional warning. In this case the system generates a steering pulse that makes it slightly harder to change lanes, thereby reducing the risk of an incident.

The system, which is automatically activated from a speed of 18 mph, uses radar sensors to monitor an area of roughly 20 metres around the vehicle. When the Blind Spot Monitor is ordered, it automatically comes with Rear Traffic Alert, which makes reversing out of parking spaces safer.

**Rear Traffic Alert**: Rear Traffic Alert further enhances safety. It is offered in combination with the Blind Spot Monitor.

Rear Traffic Alert takes much of the risk out of reversing from driveways and parking spaces that are at right angles to the road. What makes it really innovative is that the system not only 'recognises' stationary or moving vehicles directly behind the Polo, but also vehicles approaching from the side which are barely visible to the driver.

The radar-based sensor module even detects objects at distances of up to 40 metres and recognises objects moving at speeds of around 2 mph or faster. If a collision is imminent, the system produces an audible warning. If the driver or other road user does not take action to correct the situation, or if there is a risk of immediate collision, the Rear Traffic Alert system automatically applies the brakes.
Driver Alert System: If the Driver Alert System detects that the driver’s concentration is waning, it outputs an audible warning for a duration of five seconds and displays a message in the instrument cluster recommending a break from driving.

If the driver does not take a break within the next 15 minutes, the warning is repeated once.

Automatic Post-Collision Braking System: Around a quarter of all accidents that result in personal injury involve multiple collisions. The Automatic Post-Collision Braking System, which is included as standard in Polo, can help to avoid secondary collisions or 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. This can reduce the severity of the accident and ideally prevent secondary collisions.

Proactive occupant protection system: If the proactive occupant protection system detects a potential accident situation – such as when hard braking is initiated by an activated brake assistant – the seatbelts 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 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 sunroof. With the windows and roof nearly closed, the head and side airbags are able to provide optimum support and thus achieve their best possible effectiveness.

As this system is offered in the Polo GTI in conjunction with the standard Front Assist area monitoring system, the proactive occupant protection system also detects situations in which the distance to the vehicle ahead is critical, and it helps to shorten the Polo’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.

Adaptive Cruise Control (ACC): The system uses a radar sensor integrated in the car body and is currently offered only in conjunction with a dual clutch gearbox (DSG). The driver can specify a target speed within a range of 0 to 130 mph.

ACC automatically adapts the car’s speed to that of the vehicle driving ahead up to the maximum speed setting, while also maintaining a pre-selected distance. When the system is combined with DSG, this enables the Polo GTI with ACC to be automatically slowed to a standstill behind a stopping vehicle. After stopping, automatic ACC operation can be resumed if the driver re-enables it.
**Front Assist area monitoring system:** Front Assist uses a radar sensor integrated into the front end of the car to continually monitor the distance to 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 fails to brake hard enough, the system automatically generates sufficient brake pressure to avoid 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.

The latest version of Front Assist being offered in the Polo GTI not only detects other vehicles, but also pedestrians who are moving across the driving lane. As soon as a pedestrian is at risk, the system warns the driver and, in a final stage, applies the brakes to slow down the Polo within system limits. One component of the Front Assist system is the City Emergency Braking function.

**City Emergency Braking:** City Emergency Braking is an extension of Front Assist. It monitors the zone in front of the Polo by radar sensor.

The system operates at speeds below 18 mph. If the driver does not react to an impending collision, the braking system is preconditioned, as in Front Assist. If necessary, the City Emergency Braking System then automatically initiates hard braking, within system limits, to reduce the severity of the impact.

In addition, if the pedal force applied by the driver is insufficient, the system intervenes by applying maximum braking force.

**Driving profile selection:** Here the Polo GTI or GTI+ driver can choose from a total of four programmes: Eco, Sport, Normal, and Individual. In the Eco driving mode engine management, the air conditioning unit and other auxiliary systems are regulated for optimal fuel efficiency. In addition, in vehicles with DSG, a coasting function can be used in Eco mode. If the driver releases the accelerator pedal – on downhill stretches, for example – the DSG disengages and the engine idles. This enables optimal utilisation of the Polo GTI’s kinetic energy.

In Sport mode, on the other hand, damping in the active dampers is increased while engine response and DSG shift points are configured to be more dynamic.

**Park Assist:** Park Assist automatically guides the Polo GTI into perpendicular or parallel parking spaces and can reverse the car out of the latter, too.

The system is activated by pressing a button on the centre console. Using the indicators, the driver selects the side on which the car is to be parked. If Park Assist finds a sufficiently large parking space (40 cm of manoeuvring room, front and rear, suffices), assisted parking can begin.

The driver engages reverse gear and only needs to accelerate and brake (an automatic braking function assists in case of insufficient space). The car handles the steering.

**Tyre Pressure Loss Indicator:** The Tyre Pressure Loss Indicator utilises the wheel speed sensors of the anti-lock brake system (ABS). In the case of tyre pressure loss, the rolling radius of the affected wheel decreases and the wheel turns faster at the same vehicle speed. This allows the system to detect insufficient air pressure, and it warns the driver. However, the Tyre Pressure Loss Indicator does not relieve the driver of the obligation to check tyre pressures.
GTI history

Today, Volkswagen has no fewer than three GTI models in its portfolio: the new up! GTI; the new Polo GTI; and the iconic Golf GTI Performance. But this is not the first time such a strong GTI line-up has existed.

A GTI triumvirate like this has featured twice before: most recently between 2000 and 2005. Then it was the Lupo GTI that added to the family, below the Polo and Golf. And in 1977, 41 years ago, in parallel with the Golf GTI there was the Scirocco GTI and, lesser known, the Passat GTI. The latter, however, in concept car form only. When it went into production in 1979, it was called GLI rather than GTI.

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)
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 PS and 230 PS at launch (based on Golf Mk7)

2015
Golf GTI Clubsport: 290 PS at launch (based on Golf Mk7)

2016
Golf GTI Clubsport S with 310 PS unveiled. 150 production run sells out immediately

2017
Polo GTI: 200 PS at launch (based on Polo Mk6)

2018
up! GTI: 115 PS at launch (based on up! Mk1)
## Technical information

### Engine

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<th>Engine type</th>
<th>GTI, GTI+ 2.0 ltr TSI 200 PS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cubic capacity, ltrs/cc</td>
<td>1.0/999</td>
</tr>
<tr>
<td>Max. output, PS[kW]</td>
<td>65/48</td>
</tr>
<tr>
<td>at rpm</td>
<td>TBA</td>
</tr>
<tr>
<td>Max. torque, lbs.ft/Nm at rpm</td>
<td>236/320</td>
</tr>
<tr>
<td>Payload (02)</td>
<td>–</td>
</tr>
<tr>
<td>Unladen weight (02)</td>
<td>–</td>
</tr>
<tr>
<td>Engine type</td>
<td>3 cylinder petrol</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>590</td>
</tr>
<tr>
<td>Manual gearbox</td>
<td>800</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>670</td>
</tr>
<tr>
<td>Manual gearbox</td>
<td>1000</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>1100</td>
</tr>
<tr>
<td>Manual gearbox</td>
<td>1145</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>1155</td>
</tr>
</tbody>
</table>

### Weights, kgs

<table>
<thead>
<tr>
<th>Manual gearbox:</th>
<th>GTI, GTI+ 2.0 ltr TSI 200 PS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unladen weight</td>
<td>–</td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>–</td>
</tr>
<tr>
<td>Payload (02)</td>
<td>485</td>
</tr>
<tr>
<td>Axle load limit: Front</td>
<td>980</td>
</tr>
<tr>
<td>Rear</td>
<td>850</td>
</tr>
<tr>
<td>Automatic DSG gearbox:</td>
<td>Unladen weight (02)</td>
</tr>
<tr>
<td>Gross vehicle weight</td>
<td>1780</td>
</tr>
<tr>
<td>Payload (02)</td>
<td>850</td>
</tr>
<tr>
<td>Axle load limit: Front</td>
<td>980</td>
</tr>
<tr>
<td>Rear</td>
<td>850</td>
</tr>
</tbody>
</table>

### Trailor load limits, kgs

<table>
<thead>
<tr>
<th>Braked 12% incline:</th>
<th>GTI, GTI+ 2.0 ltr TSI 200 PS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual gearbox</td>
<td>–</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>1200</td>
</tr>
<tr>
<td>Unbraked:</td>
<td>Manual gearbox</td>
</tr>
<tr>
<td></td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>Automatic DSG gearbox</td>
</tr>
<tr>
<td>Towbar load limit</td>
<td>80</td>
</tr>
<tr>
<td>Max. roof load</td>
<td>75</td>
</tr>
</tbody>
</table>

### Performance

<table>
<thead>
<tr>
<th>Top speed, mph (km/h), where the law permits</th>
<th>GTI, GTI+ 2.0 ltr TSI 200 PS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual gearbox</td>
<td>–</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>147</td>
</tr>
</tbody>
</table>

### Environmental information

<table>
<thead>
<tr>
<th>Fuel grade, minimum</th>
<th>Unleaded, 95 RON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank capacity, galls/ltrs (05)</td>
<td>8.7/40</td>
</tr>
<tr>
<td>Official fuel consumption manual gearbox, mpg/ltr per 100km (06)</td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>–</td>
</tr>
<tr>
<td>Extra-urban</td>
<td>–</td>
</tr>
<tr>
<td>Combined</td>
<td>–</td>
</tr>
<tr>
<td>Official fuel consumption automatic DSG gearbox, mpg/ltr per 100km (06)</td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>36.7/7.7 (06)</td>
</tr>
<tr>
<td>Extra-urban</td>
<td>57.6/4.9 (06)</td>
</tr>
<tr>
<td>Combined</td>
<td>47.9/5.9 (06)</td>
</tr>
<tr>
<td>Official CO2 emission, g/km</td>
<td></td>
</tr>
<tr>
<td>Manual gearbox (04)</td>
<td>–</td>
</tr>
<tr>
<td>Automatic DSG gearbox (04)</td>
<td>134 (04)</td>
</tr>
<tr>
<td>Emission class</td>
<td>EURO 6</td>
</tr>
<tr>
<td>Noise, dB</td>
<td>Manual gearbox</td>
</tr>
<tr>
<td></td>
<td>–</td>
</tr>
<tr>
<td>Automatic DSG gearbox</td>
<td>69.0</td>
</tr>
</tbody>
</table>

### Technical specification – petrol.

† Seven speed automatic gearbox is not available on R-Line models. Please consult your authorised Volkswagen retailer or visit www.volkswagen.co.uk for more details.

(01) The maximum power output figures are quoted in PS (or Pferdestärke, which is the metric equivalent of horsepower). To convert from metric to imperial horsepower, divide the PS figure by 1.0139.

(02) Figures are calculated in accordance with manufacturer’s criteria. The individual unladen weight depends on the specification of the vehicle; this then reduces the possible payload accordingly. The unladen weight and payload both include the fuel tank 90% full, driver (68kg) and luggage (7kg) in line with EU directive 95/48.

(03) With increasing altitude the engine performance diminishes. From 1,000m above sea level and for every 1,000m thereafter 10% of the vehicle weight must be deducted.

(06) This vehicle is a WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicle. More information is available at www.volkswagen.co.ukowners/wltp. However, in line with Government guidance, to facilitate direct comparison between different models from different manufacturers and to accommodate the full transition to this new testing regime, we have displayed the NEDC figures. These NEDC figures are the values for this vehicle used in all registration and taxation documentation until further notice from the UK authorities. Fuel consumption and efficiency figures are provided for comparative purposes only and may not reflect ‘real world’ driving results. The weight of a vehicle will influence the level of CO2 emissions it produces; as a result, vehicles with higher levels of specification and factory fitted options may emit higher levels of CO2. Choosing larger alloy wheels than those fitted as standard may result in increased fuel consumption as well as higher CO2 emissions and subsequently an increased Vehicle Excise Duty (VED) band. BIK rates paid by company car drivers may also increase. In some instances, the recommended ‘On the road’ retail price paid for a vehicle may increase as a result of the increased VED rate. CO2 is the main greenhouse gas responsible for global warming. The specifications contained in this brochure are for information purposes only and are subject to change.
## Technical information

### Exterior dimensions

<table>
<thead>
<tr>
<th></th>
<th>New Polo GTI/GTI+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length – min., mm</td>
<td>4067</td>
</tr>
<tr>
<td>Width – inc. door mirrors, mm</td>
<td>1984</td>
</tr>
<tr>
<td>Height – max., mm</td>
<td>1438</td>
</tr>
<tr>
<td>Height – opened tailgate/floor, mm</td>
<td>1990</td>
</tr>
<tr>
<td>Wheelbase, mm</td>
<td>2549</td>
</tr>
<tr>
<td>Turning circle, m</td>
<td>10.6</td>
</tr>
</tbody>
</table>

### Interior dimensions

| Interior width – front, mm | 1446 |
| Interior width – rear, mm  | 1425 |

### Maximum luggage capacity, litres VDA measuring method using 200 x 100 x 50mm blocks

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>With rear seats upright and rear bench forward</td>
<td>305</td>
</tr>
<tr>
<td>With rear seats folded and rear bench forward</td>
<td>1079</td>
</tr>
</tbody>
</table>

Figures shown are for standard specification models. The addition of certain factory-fitted options and/or accessories may affect some of the dimensions shown.
## Prices

<table>
<thead>
<tr>
<th>Model</th>
<th>Fuel</th>
<th>Transmission</th>
<th>Output, PS</th>
<th>CO₂ emission, g/km</th>
<th>Basic Recommended Retail £</th>
<th>VAT £</th>
<th>Total Recommended Retail £</th>
<th>Additional 'On the road' Costs £</th>
<th>Manufacturer's Recommended Retail £</th>
<th>P11D Value £</th>
<th>BIK %</th>
<th>ABI Insurance Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>GTI</td>
<td>2.0 ltr TSI</td>
<td>Petrol 5-door</td>
<td>172</td>
<td>134</td>
<td>17,216.67</td>
<td>3,443.33</td>
<td>20,660.00</td>
<td>860.00</td>
<td>21,520.00</td>
<td>21,260.00</td>
<td>27</td>
<td>26E</td>
</tr>
<tr>
<td>GTI+</td>
<td>2.0 ltr TSI</td>
<td>Petrol 5-door</td>
<td>172</td>
<td>134</td>
<td>18,466.67</td>
<td>3,693.33</td>
<td>22,160.00</td>
<td>860.00</td>
<td>23,020.00</td>
<td>22,760.00</td>
<td>27</td>
<td>28E</td>
</tr>
</tbody>
</table>

1. Fuel consumption and CO₂ emissions are standard EU test figures for comparative purposes, and may not reflect ‘real world’ driving results. CO₂ emissions shown refer to standard specification only. Adding larger optional alloy wheels can increase CO₂ emissions which may affect VED band, BIK% and recommended ‘On the road’ retail price.

2. For full details of ‘First year rate’ VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended ‘On the road’ retail price, please see page 20.

3. P11D value = Total recommended retail price + delivery to retailer £480.00, + number plates £20, + VAT £100.00 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories.

4. The BIK % figure quoted includes the 4% diesel supplement, where applicable.

5. The ABI Insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd’s syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish.
**Standard equipment**

**POLO GTI**

- USB connection port
- 215/45 R17 tyres
- 3 rear three-point seat belts
- 6 speakers, front and rear
- Alloy wheels 7.5J x 17 ‘Parker’
- Ambient lighting
- Automatic coming/leaving home lighting function and daytime running lights
- Black roof lining
- Bluetooth mobile phone interface
- Car-Net’App-Connect’
- Chrome plated light, mirror and power window switch surrounds, instrument and air vent surrounds
- Composition Media infotainment system
- DAB digital radio receiver
- Decorative inserts in “Velvet Red”
- Door sill protectors with GTI logo
- Driver alert system, fatigue detection
- Driver’s and front passenger’s airbags with front passenger deactivation
- ESC (Electronic Stability Control)
- Forward collision warning with front assist and autonomous emergency braking
- Front fog lights with static cornering function
- Front sports seats
- Height-adjustable front three-point seat belts with tensioners
- Hill hold control
- Manual height adjustment, front seats
- Multifunction Colour ‘Plus’ display
- Multifunction leather steering wheel with paddleshift
- Parking sensors, front and rear
- Pedestrian monitoring
- Red brake calipers
- Speed limiter
- Sports bumpers
- Sports gearshift knob – GTI
- Sports suspension lowered by 15mm
- Stainless steel pedals
- Start-stop system with battery regeneration
- Tyre pressure loss indicator
- Upholstery- GTI ‘Jacara’ cloth
- Volkswagen Connect
- XDS - electronic differential lock

**POLO GTI+ (in addition to GTI)**

- Electrically heated, adjustable and foldable door mirrors and reverse activated kerb-view adjustment on passenger’s side
- Keyless entry with Start/Stop button on centre console
- Active Info Display, 10.3” high resolution TFT dash display screen with customisable menus and information
- Adaptive Cruise Control (ACC), including Front Assist, radar sensor controlled distance monitoring system, City emergency braking system, cruise control and speed limiter
- LED dipped and main beam headlights including separate LED daytime running lights and automatic range adjustment
- Rear tinted glass from B-pillar backwards approx. 65% tinted
- Dusk sensor, automatic driving lights
- Front centre armrest, with storage compartment
- Manual coming/automatic leaving home lighting function
- Rain sensor and automatic dimming interior rear-view mirror
Servicing and warranty

Volkswagen offers customers a choice of servicing regime for their Polo. They can choose Fixed Service or Flexible Service and the appropriate selection is entirely dependent on how the car is likely to be driven and its general use.

The Fixed Service regime is recommended for vehicles that will cover less than 10,000 miles in 12 months and if the vehicle is likely to be used in the following way:
- Predominantly urban driving, short journeys with frequent cold starts
- Activities regularly producing high engine loading, for example frequent hill climbs, driving with vehicle fully loaded and towing
- Driving with high rpm, hard acceleration and heavy braking. In this case, the vehicle will be serviced at regular intervals, at every 10,000 miles or every 12 months

Flexible Service is recommended for vehicles with a daily mileage of more than 25 miles, where the vehicle is driven regularly and on mainly longer distance journeys. The vehicle should be mainly driven at a constant speed with minimum vehicle and engine loading, minimal towing and driven in an economical manner.

In this case, the on-board computer informs the driver via a dashboard display, when the vehicle needs a service. A range of engine sensors electronically monitors the vehicle’s oil temperature, oil pressure, oil level and brake pad wear to establish when a service is needed. With the Flexible regime, the vehicle can cover typically between 10,000 and 20,000 miles (approx) or 24 months (whichever is sooner) between oil changes. An inspection service is typically due in the third year of ownership or at 40,000 miles and thereafter every second year for vehicles with an annual mileage of around 10,000 miles.

Customers can choose between Fixed and Flexible at PDI (pre-delivery inspection) and though it is possible to change from one to another during the vehicle’s lifetime it can only be done when a full inspection service is due.

WARRANTY
The Polo GTI and GTI+, like all current Volkswagen passenger car models, has a three-year (first- and second-year manufacturer operated, third-year retailer-operated) / 60,000-mile mechanical warranty. In addition, it comes with a 12-year body protection guarantee, three year paint warranty and a year’s membership of Volkswagen Assistance which includes European breakdown cover. The latter can be extended at minimal cost to the customer.
FOR MORE INFORMATION

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