



PRESS RELEASE • APRIL 2015



Das Auto.

Polo GTI Image Portfolio



Polo GTI_01



Polo GTI_02



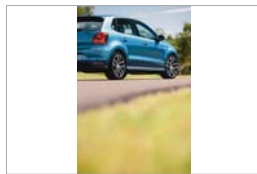
Polo GTI_03



Polo GTI_04



Polo GTI_05



Polo GTI_06



Polo GTI_07



Polo GTI_08



Polo GTI_09



Polo GTI_10



Polo GTI_11



Polo GTI_12



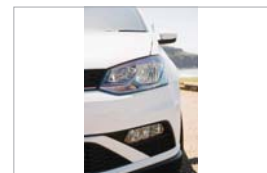
Polo GTI_13



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Polo GTI_53_DSG



Polo GTI_54_DSG



Polo GTI_55_DSG



Polo GTI_56_DSG



Polo GTI_57_DSG



Polo GTI_58_DSG



Polo GTI_59_DSG



Polo GTI_60_DSG



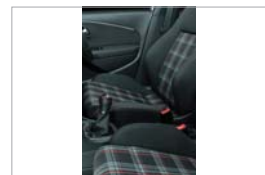
Polo GTI_61_Manual



Polo GTI_62_Manual



Polo GTI_63_Manual



Polo GTI_64_Manual



Polo GTI_65_Manual



Polo GTI_66_Manual



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The new Polo GTI –

Australian Media Launch, Blue Mountains, NSW, April 2015

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Important:

All the data and descriptions included in this press folder are valid for the programme of models available for sale in Australia. Different details may apply in other countries. This information may be subject to change or correction.

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The return of an icon: Volkswagen's giant-slaying Polo GTI returns to Australia

Newly-developed 141kW TSI engine

Manual and DSG transmissions available for the first time

A raft of new convenience and assistance systems; new optional packages

15th April, Blue Mountains. Volkswagen Australia is pleased to announce local specifications and pricing of its new Polo GTI. Boasting new, more aggressive styling, an armada of assistance and convenience systems and a new performance-tuned 1.8-litre TSI engine producing 141kW with the choice of manual or DSG transmissions, the new Polo GTI returns to the compact hot hatch category with all the flair and heritage expected of the GTI nameplate.

Producing impressive and intoxicating performance, the new Polo GTI's 1.8-litre powerplant can be sampled for the first time in either a 6-speed manual or optional 7-speed DSG transmissions. In either form, the turbocharged TSI engine propels the Polo GTI to 100km/h in just 6.7-seconds. Because of the tuning parameters of the dual transmissions available, the engine matched to a 6-speed manual offers 320Nm of torque, while the 7-speed DSG offers 250Nm. Despite the different torque values, both transmission combinations deliver the same overall performance, with the DSG offering greater fuel efficiency.

The exterior design of the Polo GTI has been updated to enhance the sporting credentials and aggressive stance of the vehicle. A newly-designed front bumper, featuring fog lights with static cornering function mounted in the lower bumper, incorporates the iconic red grille which continues into the headlight housing. Sitting on 17-inch 'Parabolica' alloy wheels highlighted by red brake calipers, the side profile of the Polo GTI is also highlighted by unique 'GTI' badging and unique side sills; while the rear of the vehicle maintains its functional, sporting appearance with a rear spoiler and diffuser.

Inside the Polo GTI, the new exterior design inherits many of the impressive features seen in the Mark 7 Golf GTI, including a leather-wrapped multi-function steering wheel with gear shift paddles (DSG only) and aluminum finish pedals. Along with air conditioning with automatic climate control, the Polo GTI also features the latest generation Composition Media touchscreen audio system with 6.5-inch colour display as another interior highlight. Of course, in keeping with the heritage of the GTI range, the Polo GTI comes standard with bolstered sports seats, adorned in standard 'Clark' tartan cloth trim. The front seats also feature storage drawers for added convenience.

Further adding a higher specification of convenience features to the GTI over the standard Polo, the Polo GTI also includes automatic headlights with coming and leaving home function, an alarm with interior monitoring, tilt sensor and SAFELOCK deadlock mechanism, a low tyre pressure indicator, an automatically dimming rear-view mirror and automatic rain-sensing wipers.

While extremely exciting and fun to drive, the Polo GTI also offers a vast array of safety features, including standard highlights such as Multi-Collision Braking, ABS, EBD and Brake Assist. XDL is standard on the Polo GTI, and offers greater traction and stability around corners – not only improving on road safety, but also increasing driving capability and enjoyment.

With an impressive list of standard features and equipment, the Polo GTI offers customers a compelling case for a practical, yet enjoyable jack-of-all-trades. However, should customers wish to enhance their Polo GTI, two optional packages are available which add great value-for-money with a host of convenience and assistance systems.

The optional Luxury Package enhances the Polo GTI exterior and interior appearance with LED headlights and daytime driving lights, comfort sport front seats with Alcantara/leather-look upholstery and a panoramic electric glass sunroof.

The optional Driver Assistance Package adds greater practicality and heightened levels of safety above the already stellar standard levels of the new Polo GTI. Included in the package is the Discover Media audio and satellite navigation system, a rear-view camera (RVC), front and rear parking distance sensors and the Driver Fatigue Detection system.

But wait, there's more...

Because, after all, the new Polo GTI is first and foremost a Polo, the sporty hatch also comes equipped with a number of standard Polo convenience features, including:

Remote opening and closing of the windows using the key fob

One-touch opening and closing of the windows

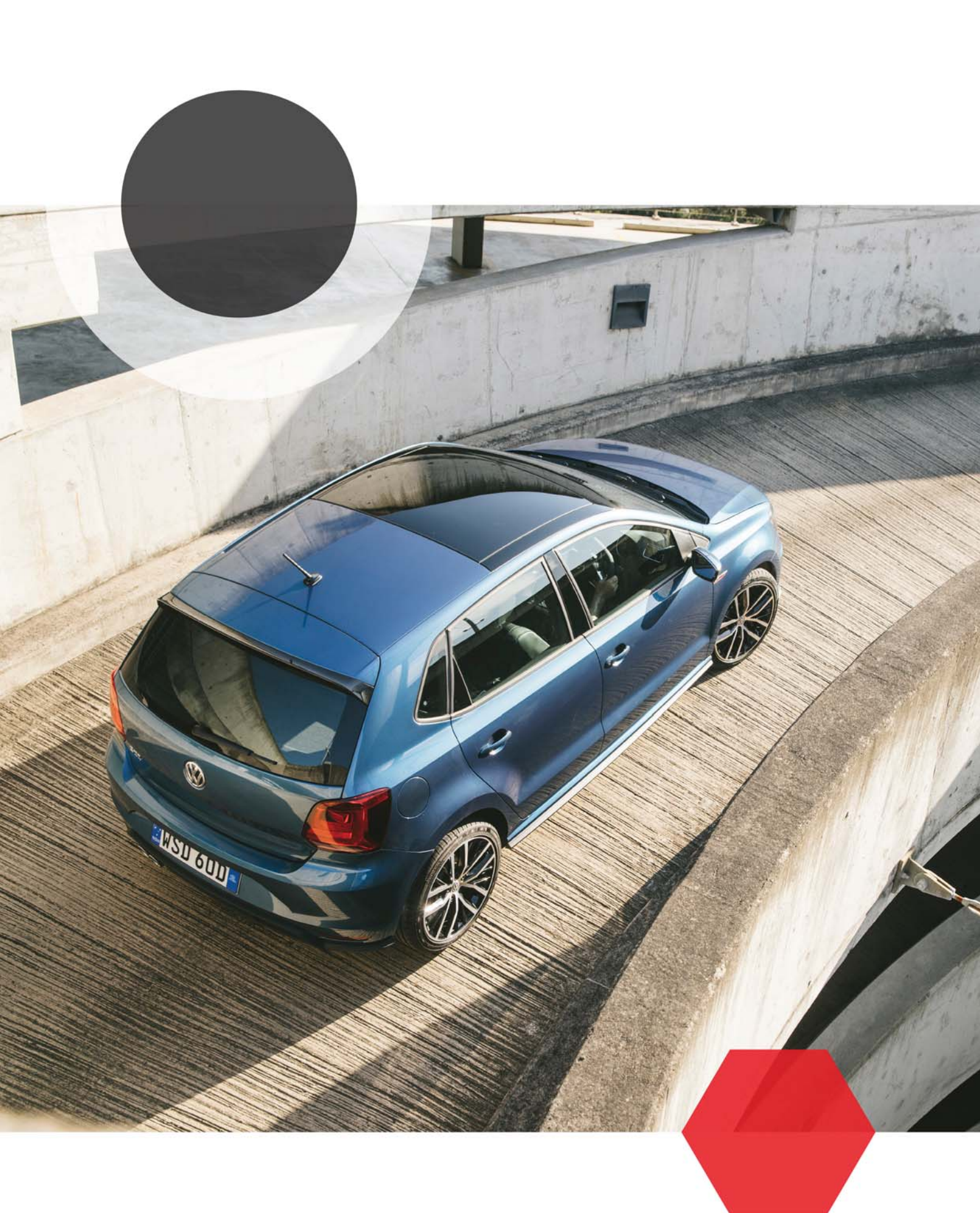
Internal headlight range adjustment

Component protection with Immobiliser 5 system

A chillable glovebox

Programmable two-stage door locking

Heated exterior mirrors



Fourth generation compact GTI

141kW Polo GTI only uses 5.7 l / 100km with DSG

Latest version of the Polo GTI offered with manual gearbox and DSG

10 key facts about the new Polo GTI

1. With an 1.8 litre TSI engine delivering 141kW the new Polo has 9kW more power than its predecessor.
2. A manual 6-speed gearbox will be available in this generation again as well as the alternative 7-speed DSG.
3. Typical GTI performance: 0–100km/h in 6.7s.
4. New Polo develops up to 320Nm of torque in manual form.
5. GTI styling: discreet bumpers, radiator grille and headlights with classic red GTI strip, distinctive side sill, unique rear spoiler, 17-inch alloy wheels.
6. First Polo with LED headlights as an option (available in optional Luxury Package).
7. Sports steering wheel, instrument cluster and top-class sports seats follow design of larger Golf GTI.
8. The new Polo GTI is the next in the series of high-performance compact cars which began in 1985 with the Polo G40.
9. Featuring XDL for improved driving dynamics.
10. Driver Fatigue Detection System available as an option (part of optional Driver Assistance Package)

Available with manual and DSG transmissions. Whereas the predecessor of the Polo GTI was only available with an automatic dual clutch gearbox, the new model is now also being offered with a manual gearbox again.

With both transmission variants, the new Polo GTI accelerates from 0 to 100km/h in 6.7 seconds, yet the figures for the new Polo GTI's fuel consumption show just how amazingly efficient it is: 5.7 l/100km (equivalent to 132g/km CO₂) in conjunction with the 7-speed DSG, and 6.1 litres (142g/km CO₂) with the 6-speed manual variant.

Powerful design, distinctive GTI insignia. The exterior of the Polo GTI features new bumpers, distinctively flared door sills, the GTI logo on the front wing and classic GTI insignia such as the red strips in the discrete radiator grille and headlights which give the car a dynamic appearance. The Polo GTI is also available for the first time with LED headlights (dipped and main beam), and daytime running lights also provided by LEDs. The Polo GTI's sporty appeal is further enhanced by the new alloy wheels with GTI styling (size: 7.5J x 17) through which the gleaming red brake callipers are visible, and the sports suspension, which is also standard equipment. The front bumper also features fog lights with static cornering function mounted in the lower bumper. At the rear, the GTI roof spoiler, tail light clusters in 'Dark Red', the black grained diffuser and the chrome dual exhaust tailpipes all continue the sporty theme.

Interior design and features. GTI red also accentuates the sporty design of the interior. The leather sports steering wheel with gear shift paddles (DSG only), adapted from the Golf GTI, has contrasting red stitching, as do the gear lever and handbrake lever; the floor mats also feature borders with red beading. Driver and passenger sit on top-class height-adjustable sports seats with centre panels upholstered in exclusive 'Clark' cloth (the outer sections are in 'Black' and also have contrasting red stitching). Features such as the instrument cluster with GTI design, black headliner and aluminium-look pedal caps complete the dynamic interior ambience.

New world of infotainment. The infotainment systems in the Polo GTI have also been re-conceptualised. Depending on each vehicle's specification, they offer functions such as Bluetooth audio streaming, a proximity sensor and two-finger map zooming in navigation mode.



Engine and gearbox

Turbocharged engine with manual and dual clutch gearboxes

New 1.8 TSI delivers maximum torque of up to 320Nm

The TSI in the Polo GTI has dual direct and manifold injection

The 1.8 TSI even delivers maximum torque at just over idling speed

The dynamic heart of the Polo GTI is a newly developed four-cylinder EA888 engine. The 2.0 litre version of this engine family is used to power the Golf GTI and other vehicles. The new Polo GTI is equipped with the third generation EA888 with a displacement of 1,798cm³. The turbocharged direct injection petrol engine develops 141kW of power. The 1.8 TSI provides this peak at between 4,300 and 6,200rpm (6-speed manual version); for the 7-speed DSG the range is from 5,400 to 6,200rpm. These variations are due to technical differences in the design parameters of the gearboxes. The same applies to the torque values: the DSG variant delivers a maximum torque of 250Nm between 1,250 and 5,300rpm whereas the figures for the manual gearbox version are 320Nm between 1,450 and 4,200rpm. However, the differences in torque have no effect on the vehicle's performance figures (acceleration from 0–100km/h).

Direct and manifold injection. Whatever the transmission and associated maximum torque, the 1.8 TSI is a high-tech engine. The third incarnation of the engine has introduced new technologies including the water-cooled exhaust gas routing to the turbocharger, which has been fully integrated into the cylinder head. This water-cooled integrated exhaust manifold makes a crucial contribution towards improving fuel consumption at full load. In addition, the TSI has variable valve timing with dual camshaft adjustment. Valve lift on the exhaust side can be switched in two stages. This enables optimal control of the charge exchange process for better performance, fuel economy and lower emissions. The four-cylinder engine also features a dual high-pressure system (200 bar) with direct injection. The freely selectable injection type results in lower particle emissions and also reduces fuel consumption in broad performance ranges.

Intelligent thermal management. A further highlight is the first use of a newly developed rotary-slide control for implementing an intelligent thermal management system: for example, it is now possible to completely block the intake of coolant into the engine during the warm-up phase of the 1.8 TSI, or reduce it to a minimum, in order to get the engine up to operating temperature more quickly. Once the engine is running at normal temperature there is fully variable control of the coolant temperature, which can be quickly adjusted to the ideal level for the engine depending on the engine load and external conditions.

Efficient agility. All these measures paint an impressive picture: the basic revision of all function groups including the reduction of internal friction makes the 1.8 TSI in the Polo GTI one of the most efficient and agile engines in its class. As with all the latest generation Polo, the GTI complies with the EU5 emission standard. Sustainability is the watchword where consumption and emissions figures are concerned: 5.7l/100km (equivalent to 132g/km CO₂) in conjunction with the 7-speed DSG, and 6.1 litres (142g/km CO₂) with the 6-speed manual variant. But the car's performance figures still speak for themselves: with either transmission variant the Polo GTI accelerates from 0 to 100km/h in just 6.7 seconds.

Gearboxes

6-speed and 7-speed. The new Polo GTI is supplied as standard with a well graduated 6-speed gearbox that offers good shifting accuracy. A 7-speed dual clutch gearbox (DSG) is also optionally available for maximum levels of efficiency, dynamics and comfort. The automatic transmission was specially configured to the 141kW GTI engine across a variety of individual parameters, characteristic curves and engine mapping.

Chassis and assistance systems

New electro-mechanical servo steering system refines handling

properties. The Polo GTI's completely retuned sports suspension ensures exceptionally agile and secure handling. The technical basis for this comes from a set-up with a McPherson-type front axle and a torsion beam axle for the rear wheels. The chassis of the GTI is 10mm lower at the front and 15mm lower at the rear compared with the less powerful Polo models. The chassis engineers succeeded in reducing roll to a minimum in the exceptionally agile and responsive Polo GTI. One of the factors responsible for this is the stronger anti-roll bar on the front axle. Replacing the 7-inch with 7.5-inch wide alloy wheels has also contributed to the improved handling; the newly designed 17-inch wheels come with 215/40 tyres. The vehicle's handling is further refined through the addition of a new steering system. The Polo also has ESP (Electronic Stabilisation Program) on board as standard, of course. Tyre pressure is monitored by the low tyre pressure indicator, also included as standard. Safety on board the new Polo GTI is further enhanced by the Multi-Collision Brake System and the optional availability of the Driver Fatigue Detection System, included in the driver assistance package.

Electro-mechanical steering. For the first time the Polo GTI is available with electromechanical power steering, with characteristics configured to the dynamics of the top model in the series. The compact system has been integrated directly into the steering column. The new Polo steering system is distinguished by its precise, agile and responsive steering properties and it de-couples roadway bumps with consummate ease. The steering moment applied by the driver is amplified by an electric motor, which delivers its torque to the steering column via a worm gear.

Brakes. The Polo GTI is equipped with a fade resistant 16-inch brake system. The front wheels have ventilated brake discs with a diameter of 310mm, and the rear wheels use 230mm discs. The red brake callipers are a characteristic feature of the GTI.

ESP Sport. As mentioned above, the Polo GTI is equipped with ESP, the Electronic Stabilisation Program system, as standard. It works like this: pressing the ESP button briefly switches off traction control (ASR), whereas pressing the button for more than three seconds activates the ESP Sport mode. This raises the ESP control threshold. With XDL remaining in active mode it is possible to achieve outstanding performances, even with a sporty driving style. By using the menu in the infotainment system, the driver has the option of directly selecting the ESP modes 'ASR off' and 'ESP Sport'. Other components of ESP are the anti-lock braking system (ABS), Hill Start Assist, engine drag torque control (MSR), Electronic Differential Lock (EDL) and, as outlined, the vehicle dynamics function XDL. Combined with a chassis that is as neutral as it is sporty, and the new, precise electromechanical power steering, these electronic systems provide a high degree of active safety without compromising driving dynamics.

XDL. Technically, the XDL Extended Electronic Differential Lock is a functionality that is integrated in the Electronic Stabilisation Program (ESP) for improved vehicle dynamics. This system, a refinement of the XDL first installed in the larger Golf GTI, increases agility, using brake interventions on the inside wheels on both axles when cornering to reduce the required steering angle. In addition, XDL is effective over all conceivable road friction values, resulting in more precise handling, even on snow. The familiar properties of XDL – such as significantly reduced understeer and improved traction – have also been further refined.

Multi-Collision Braking System. A technological highlight of the new Polo GTI is the standard Multi-Collision Braking System. After a collision, it automatically brakes the vehicle to avoid secondary collisions or reduce their severity. The Multi-Collision Braking System is triggered when a primary collision has been detected. It assures controlled handling of the car by the driver, even in case of automatic braking. The driver can “override” the Multi-Collision Braking System at any time, for example by noticeably accelerating. The Multi-Collision Braking System is also deactivated if the driver initiates hard braking with greater deceleration than the system deceleration.

Fatigue Detection System. Fatigue detection is also available in the new Polo GTI, as part of the optional Driver Assistance Package. Particularly suited to Australian customers who drive long distances, it detects falls in the driver's concentration levels and outputs an acoustic warning for a duration of five seconds, and a message appears 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.



Exterior design and features

Powerful design, distinctive GTI insignia

Polo GTI instantly recognisable as flagship model

Optional LED headlights supersede Xenon lights in the Polo GTI

Characteristic GTI design features and 17-inch wheels as standard

The new Polo GTI is clearly recognisable as the sporty flagship of the series. Newly designed bumpers and typical GTI insignia such as distinctive wheels and the red strips in the radiator grille and the H7 headlights or optional LED headlights give the car a dynamic appearance. The Polo GTI is also equipped with sports suspension as standard, lowering its stance on the road by 15mm. With an exterior length of 3,983mm and a width of 1,682mm (1,901mm including wing mirrors) the Polo (height: 1,443mm) is one of the most compact sports cars on the market.

The GTI front section. The Polo GTI is available for the first time with LED headlights (dipped and main beam), and daytime running lights also provided by LEDs, both included in the optional Luxury Package. Hallmarks of the Polo GTI include the red strip framing the radiator grille with its characteristic GTI honeycomb structure; in the new GTI this strip continues into the headlights. The lower, much bigger air intake has also acquired a newly designed honeycomb grille and is framed at each side by fog lights as standard (including cornering lights) and splitters, the kind of spoilers used in motor sports. Standard equipment for the GTI also includes rain-sensing wipers and automatic headlights.

LED headlights. These LED dual headlights, with their highly detailed avant-garde design, are unmistakable – even from a distance – due to their construction and prominent reflectors. The light of the LED headlights is even whiter and more similar to daylight than that of xenon headlights, which places less strain on eyes when driving at dawn, dusk or night. LED Headlights are included in the optional Luxury Package.

The GTI silhouette and rear section. The silhouette and the rear also boast sporty design features. The door sills are distinctively flared, adding further to the Polo GTI's sporty appeal, along with the new alloy wheels with GTI styling (size: 7.5J x 17) through which the gleaming red brake callipers are visible. At the rear, the GTI roof spoiler, prominent roof antenna, tail light clusters in 'Dark Red', the black grained diffuser and the chrome dual exhaust tailpipes located on the left of the vehicle all continue the sporty theme. Last but by no means least comes the GTI lettering, which takes its proper place at the rear, in the radiator grille and on the wings.

GTI colours. The new Polo GTI is available in a choice of five colours – 'Pure White' and 'Flash Red' gloss finishes, and the metallic colours 'Reflex Silver', 'Deep Black Pearl Effect', and 'Blue Silk'.



Interior design and features

Classic tartan design top-class sports seats as standard

The new Polo GTI also sets standards in seating ergonomics

Design icons: GTI sports seating system, GTI steering wheel and GTI instruments

Climate control air conditioning system, infotainment system and sound actuator all as standard

The interior of the Polo GTI is characterised by the newly “mixed” GTI insignias, including the distinctive ‘Clark’ tartan pattern of the upholstery of the top-class sports seats (in the front) and the rear seat system, and also features a large number of general improvements which are appearing in the series in their latest updated versions. These include the new instrument cluster with its 3D tubular look (with GTI styling) and the redesigned layout of the controls on the redesigned centre console. Positioned in the middle and easy to reach, is the hazard lights switch. The interior specialists have also optimised the climate control air conditioning system that is standard in the Polo GTI. They are arranged below the infotainment system. Chrome accents on the door trim panels, the air vents and around the gear shift console round off the sophisticated ambience. The Polo GTI also features a completely new generation of infotainment systems.

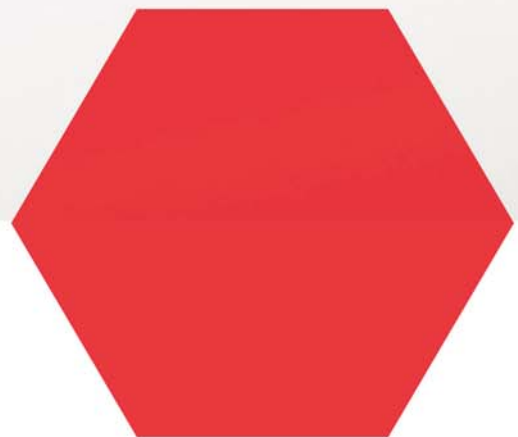
Characteristic GTI insignias. GTI red also accentuates the sporty design of the interior. The leather sports steering wheel, adapted from the Golf GTI, has contrasting red stitching, as do the gear lever and handbrake lever; the floor mats also feature borders with red beading. Driver and passenger sit on top-class height-adjustable sports seats with centre panels upholstered in exclusive sports-style ‘Clark’ cloth as mentioned above (the outer sections are in ‘Black’ and also have contrasting red stitching); sports seats with a tartan design have been a standard feature of this icon of high performance since the launch of the very first GTI in 1976.

The front centre armrest with storage compartment, the instrument cluster with GTI design, black headliner and aluminium-look pedal caps complete the dynamic and exclusive interior ambience. Polo GTI seats can also be ordered in an 'Alcantara / leather look' version as part of the optional Luxury Package. As far as functionality is concerned, the extended range of standard equipment also includes, a sound actuator, multifunction display 'Plus', and the 'Composition Media' infotainment system.

Dynamics and everyday practicality. The Polo GTI has not acquired its exceptional dynamics at the expense of everyday practicality. On the inside, the car has clarity, an ergonomic design and is very versatile. In keeping with Volkswagen Australia's simplification of its range, the Polo GTI is available exclusively with four doors. The rear seat bench is split 60-40 and the backrests can be folded down. With five people on board, the Polo GTI offers a load capacity of 204 litres; with the rear seat bench folded down the luggage compartment extends up to 882 litres.

A host of additional convenience features. Adding to an already impressive list of standard equipment, the Polo GTI also features a raft of additional standard features above the regular Polo, including automatic headlights with coming/leave home function, rain sensing automatic windscreen wipers, an automatically dimming rear view mirror, a low tyre pressure indicator and an alarm system with interior monitoring, tilt sensor and SAFELOCK deadlock mechanism. The front seats of the Polo GTI also feature drawer underneath, offering more storage and convenience from the car's interior.

Progressive infotainment world. The Polo GTI's radio and radio-navigation systems have been re-conceptualised; representing the second generation of the modular infotainment system (MIB) and reflect state-of-the-art technology. Depending on the version, the systems offer functions such as Bluetooth audio streaming (with a smartphone, including cover display and touchscreen control), a proximity sensor (e.g. when a hand approaches the screen), two-finger map zooming in navigation mode (as on a smartphone) 'Composition Media' (standard) and 'Discover Media' (optional as part of the driver assistance package).



Optional packages

Two optional packages to enhance the new Polo GTI:
Luxury Package, and Driver Assistance Package

For customers who wish to add even further technology and convenience features and equipment, Volkswagen Australia is offering two optional packages.

Luxury Package

Offering a suite of dynamic and attractive additional features, the optional Luxury Package includes LED headlights for low and high beam, LED daytime driving lights, Alcantara/leather-look seat upholstery with comfort sports front seats and a panoramic electric glass sunroof.

Driver Assistance Package

While already laden with the latest safety and convenience features, customers have the option to upgrade their Polo GTI with an armada of additional systems. The optional Driver Assistance Package includes Discover Media audio and navigation system, a rear-view camera (RVC), front and rear parking distance sensors and Driver Fatigue Detection System.



The new Polo GTI

Pricing

Model

Polo GTI 6-speed manual	\$27,490
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Polo GTI 7-speed DSG	\$29,990
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Options

Luxury Package	\$3,300
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Driver Assistance Package	\$1,700
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Metallic/Pearl Effect paint	\$500
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Prices quoted are Manufacturer List Prices excluding dealer delivery charges, which may vary from dealer to dealer and statutory charges, which vary from state to state.

