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Mladá Boleslav / Frankfurt, 11 September 2017

ŠKODA VISION E

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ŠKODA VISION E: Experience the future up close

- › The electric concept car ŠKODA VISION E provides an outlook on the ŠKODA electric strategy at the IAA 2017
- › The design of the concept car from Shanghai has been developed further
- › The ŠKODA VISION E can drive autonomously at level 3
- › In addition to plug-in hybrid vehicles, ŠKODA will also offer five purely electrically powered cars in its range by 2025
- › ŠKODA makes electromobility 'Simply Clever'

ŠKODA is making the mobility of the future a permanent feature of its everyday life. E-vehicles play a crucial role in the company's global growth strategy. In addition to plug-in hybrid vehicles, ŠKODA will also have five fully electrically powered cars in its range by 2025. From that point onwards, one in every four cars sold by the brand worldwide should be a plug-in hybrid or have a purely electric drive system. All of the ŠKODA models, which will also be zero-emission in the future, will impress with the typical qualities of the brand: with a long range, easy-to-use charging technology and outstanding economic efficiency. ŠKODA makes electromobility 'Simply Clever'.

"One of the four pillars of our 2025 Strategy is the electrification of our fleet. The ŠKODA SUPERB with plug-in hybrid drive will be launched as early as 2019. Then in 2020 this will be followed by our first purely electric model, into which we are offering a very concrete insight in Frankfurt with the ŠKODA VISION E," said ŠKODA CEO Bernhard Maier.

In parallel, ŠKODA is developing its own vehicle concepts for entirely electric mobility based on the modular electric car platform. This development is running in parallel to the implementation of additional levels of automated driving in production. In the future, the drivers will be able to transfer an ever-increasing number of driving responsibilities to their vehicle. The electric vehicles developed by ŠKODA will have the basic architecture required to integrate these functions, which will be usable in the medium and long term, into their in-car electronics.

The automotive industry finds itself in the middle of a major process of change. New business segments are opening up for which ŠKODA has products and solutions ready, is developing them further or producing fresh designs. One field of activity is mobility services. The business areas which will benefit from this development include car sharing, the provision of on-demand mobility and numerous services directly linked to individual mobility requirements. In these areas too, ŠKODA has the potential to precisely identify customer requirements and fulfil them with clear, well-conceived and reliable solutions.

At the IAA, ŠKODA is presenting its first purely electric concept car. The ŠKODA VISION E can drive autonomously at level 3. The design of the concept car ŠKODA VISION E exhibits distinctive features of ŠKODA's new design language for electric vehicles. The opposed-opening doors and four rotating individual seats are an arresting sight. There are no wing mirrors anymore – cameras relay what is happening around the vehicle on monitors. The ŠKODA VISION E forgoes B-pillars for an even greater amount of space. In comparison to the vehicle from the world premiere in Shanghai, the front has been further developed and now appears even more characterful. The generous amount of space, state-of-the-art assistance systems as well as numerous 'Simply Clever' features are typical for ŠKODA.



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At a glance

CONCEPT:

- › The first fully electrically driven concept car in the history of ŠKODA
- › Developed based on Volkswagen Group's modular electric car platform
- › Inductive charging possible

EXTERIOR DESIGN:

- › Strikingly shaped bonnet, a gently sloping roofline accentuates the coupé character
- › Absence of B-pillars resulting in an even more spacious interior
- › Opposed-opening doors
- › Front has been further developed
- › Front section with an LED lighting strip running the entire width of the vehicle
- › Narrow, triangular headlights in a crystalline look and with Matrix LED technology
- › Rear section with a sculptural design, tail lights with LED technology
- › Cameras that relay what is happening around the vehicle, therefore no wing mirrors

INTERIOR DESIGN:

- › The transmission tunnel is omitted in the front and rear, thus providing more space and width
- › Rotating body-contoured individual seats for getting in and out of the car comfortably
- › Multiple touchscreens for driver, front and rear passengers provide access to information and entertainment
- › Phoneboxes on the inside of the doors

POWERTRAINS:

- › Two electric motors with a total power output of 225 kW (306 PS)
- › All-wheel drive
- › A range of up to 500 km
- › Top speed of 180 km/h

DRIVER ASSISTANCE SYSTEMS AND AUTONOMOUS DRIVING:

- › Traffic Jam Assist brakes or accelerates autonomously
- › Autonomous driving at level 3 possible
- › Car Park Autopilot finds available parking spaces
- › Intelligent Parking – memorises and finds the driver's preferred parking locations
- › Communicates with other road users, vehicles and infrastructure

DISPLAY AND OPERATING CONCEPT:

- › Gesture control, voice control
- › Eye Tracking, Driver Alert fatigue detection

ŠKODA CONNECT AND INFOTAINMENT:

- › Capacitive touchscreens in the ŠKODA glass design
- › Occupants are 'always online' thanks to an integrated Wi-Fi hotspot and an LTE module



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Autonomous driving: ŠKODA VISION E drives autonomously at level 3

- › The ŠKODA VISION E communicates with other road users, vehicles and infrastructure
- › Autopilot drives the car autonomously on motorways
- › The ŠKODA VISION E keeps the car in lane, takes evasive action and can independently overtake

The ŠKODA VISION E drives autonomously at level 3. This means that it can completely take over steering on motorways, for example. Here, the systems control overtaking and evasive manoeuvres, accelerate and apply the brakes. In dangerous situations, the driver is prompted to take over the steering wheel again within a defined time frame. From level 3, vehicles also communicate automatically with other vehicles. This allows them to inform one another of potential dangers. In addition, the ŠKODA VISION E can already communicate with infrastructure.

With the ŠKODA VISION E concept car, the Czech car manufacturer not only provides an outlook on the fully electric and thereby zero-emission future of mobility but also on the forms of automated and autonomous driving which can be realised very soon. Additional opportunities to relieve the driver are being created based on the assistance systems that are already available in ŠKODA production models today. The technology presented in the ŠKODA VISION E allows further driving tasks to be delegated to the vehicle.

Automated, i.e. autonomous driving is divided into different levels:

Level 1 describes assisted driving. Amongst others, the systems at this level include cruise control, which controls the speed and also the distance to the vehicle in front. At this level, the driver must always have their hands on the steering wheel and pay attention to the traffic. Another example are emergency brake assistance features which take over the braking but leave all other vehicle control tasks to the driver. The systems are often limited in their functionality. Some systems are, for example, only partly operational in adverse weather conditions or only work up to a certain speed.

Level 2 describes semi-autonomous driving. At this level, vehicles can autonomously drive straight on, stay in lane or control the distance to the vehicle ahead autonomously in predefined situations – for example on a motorway. In traffic jams, the vehicle can autonomously take over all of the driving, steering and braking. Here too, adverse weather conditions can lead to restrictions, when dirty sensors hamper the electronics, for example.

Level 3 describes highly-autonomous driving. Level 3 vehicles can, for example, completely take over steering on motorways. Here, the systems control overtaking and evasive manoeuvres, accelerate and apply the brakes. In dangerous situations, the driver is prompted to take over the steering wheel again within a defined time frame. From level 3, vehicles also communicate automatically with other vehicles and exchange information.

Level 4, fully autonomous driving, is expected to be achieved in a couple of years' time. Most of the time, the vehicle will then move autonomously and master even complex situations on country roads as well as in urban traffic. The drivers can occupy themselves with other things during the



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journey and does not need to have an eye on the surrounding traffic all the time. The vehicle is then also completely connected with its environment. At level 4, urban traffic is also controlled automatically, for example by switching traffic lights to green when a vehicle approaches junctions and no traffic from side roads is detected. The vehicles communicate with each other and notify each other of a change of lanes for example.

From **level 5**, vehicles are autonomous from the starting point to the final destination. The occupants do not have to perform any driving tasks. This means that these driverless cars need neither a steering wheel nor pedals.

“The ŠKODA VISION E concept car achieves the requirements for level 3 of autonomous driving. It can operate independently in traffic jams, complete motorway journeys using autopilot, stay in lane or take evasive actions, overtake other vehicles, independently look for free parking spaces and drive in and out of parking spaces autonomously,” said Christian Strube, ŠKODA Board Member for Technical Development. All of this is aided by various sensors with different ranges and various cameras that monitor the traffic situation.

Different levels of communication are also installed and tested. The ŠKODA VISION E is – like many ŠKODA production models today – connected to the driver’s smartphone or other mobile devices and communicates with them. However, car-to-car communication and car-to-infrastructure communication are also possible with the ŠKODA VISION E.



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Powertrains: Two electric motors provide impressive acceleration

- › The ŠKODA VISION E instantaneously accelerates thanks to its intelligent all-wheel drive
- › Two electric motors with a total power output of 225 kW (306 PS)
- › Lithium-ion batteries enable a range of up to 500 km

The ŠKODA VISION E is a fully electrically driven concept car based on Volkswagen Group's modular electric car platform. Thanks to its power output of 225 kW (306 PS) generated by the two electric motors, the ŠKODA VISION E accelerates instantly and extremely dynamically. The ŠKODA VISION E's top speed is limited to 180 km/h. The powerful lithium-ion batteries and intelligent brake energy recovery enable a range of up to 500 km.

"Typical for electric motors, the characteristics include maximum torque available from a standing start, which results in very good responsive qualities. When accelerating, the concept car thereby achieves the highest level of dynamism ever experienced in a ŠKODA," said Christian Strube, ŠKODA Board Member for Technical Development. The ŠKODA VISION E's top speed is electronically limited to 180 km/h. Thanks to the efficient and powerful lithium-ion batteries and an intelligent brake energy recovery system, a range of up to 500 km is achieved. When charging, 80 per cent of the battery capacity is reached in just 30 minutes.

Due to intelligent management, the two electric motors with 225 kW (306 PS) work together with maximum efficiency and permanently drive all four wheels of the ŠKODA VISION E. The intelligent all-wheel drive further enriches the purely electric driving experience. Front and rear wheels are driven as required based on the driver's demands and the individual driving situation to ensure as well as maximum level of stability, safety and dynamism at all times.

The powerful, liquid-cooled lithium-ion battery is housed in the crash protection area deep in the chassis floor and centrally between front and rear axles. This positioning of the slimline high voltage storage unit also contributes to the favourable weight distribution between the front and rear axle as well as to the ŠKODA VISION E's low centre of gravity.



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Driver assistance systems: Innovative technology for more safety and comfort

- › **Traffic Jam Assist** accelerates or brakes automatically
- › **Autopilot for motorway driving** steers, takes evasive action, brakes and accelerates independently
- › **Car Park Autopilot** automatically searches for and guides the car to free parking spaces
- › **Travel Assist with Traffic Sign Recognition**

The ŠKODA VISION E has numerous in-car safety systems which support the driver in any situation: when driving normally, during autonomous driving and when parking. **Front Assist** detects obstacles in front of the car and applies the brakes automatically when necessary. **Blind Spot Detect** and **Rear Traffic Alert** identify dangers outside of the driver's field of view and emit a warning or even apply the brakes automatically. The system also accelerates or applies the brakes when required in traffic jams or when driving. Various parking assistance systems not only guide the car to available parking spaces but also reverse the car out of a parking space automatically.

The ŠKODA VISION E is equipped with numerous assistance systems which increase safety and comfort. Already available for many of the current ŠKODA models today. They include **Front Assist including City Emergency Brake function with Predictive Pedestrian Protection**, which detects obstacles in front of the vehicle via radar and automatically applies the brakes if required. **Blind Spot Detect** warns the driver not to change lane when there is a vehicle in their blind spot. This also applies when driving out of parallel parking spaces. Another safety system provides assistance when reversing out of parking spaces: **Rear Traffic Alert**, the 'eyes' at the rear of the car. It uses radar sensors to detect approaching vehicles, warns the driver and automatically applies the brakes. Parking manoeuvres can also be performed automatically: **Park Assist** automatically guides the car in and out of parking spaces.

In moving traffic, **Adaptive Cruise Control** keeps the car at a safe distance from the vehicle in front, **Lane Assist** prevents the car from deviating from its lane, and the **Driver Alert** fatigue detection system detects signs that the driver is losing concentration and prompts them to take a break. **Travel Assist with Traffic Sign Recognition** is also active in the ŠKODA VISION E. Other features on board include **Traffic Jam Assist**, which automatically accelerates or applies the brakes, as well as the **autopilot for motorway driving**, which steers, takes evasive action, brakes and accelerates independently (provided that the motorway fulfils the conditions for autonomous driving).

Car Park Autopilot is particularly helpful in busy towns and cities. The system automatically searches for and guides the car to free parking spaces. The **Intelligent Parking** function can do even more: it memorises and finds the driver's preferred parking locations.

The ŠKODA VISION E features various laser and radar scanners around the vehicle: long-distance laser scanners and a 3D camera for monitoring the environment in autonomous driving operation, radar sensors for detecting vehicles and obstacles at mid-range distances as well as radar scanners for shorter distances. All of the sensors and scanners work together with the different



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assistance systems. The data is processed by an analysis and control unit with an extremely large amount of processing power.



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Design: Modern functionality with a coupé-like character

- › **Striking exterior design: narrow, triangular headlights in a crystalline look and with Matrix LED technology**
- › **Absence of B-pillars resulting in an even more spacious interior**
- › **Futuristic interior design: rotating body-contoured individual seats for getting in and out of the car comfortably**
- › **Modern operating concept for information and entertainment**

With a length of 4,688 mm, a width of 1,924 mm and a height of 1,591 mm, the ŠKODA VISION E exudes great presence. Due to the long wheelbase – 2,851 mm – and the short front and rear overhangs, the engineers were able to create a very generous and comfortable interior that is typical for ŠKODA. The future-oriented car combines an SUV-style raised seating position and a generous amount of space usually seen in a hatchback with a dynamic silhouette and a gently sloping roofline, in the coupé style.

Exterior

“Over the last few years, with our ŠKODA design language, we have produced several sensational concept cars that point the way to the brand’s future,” said Karl Neuhold, Head of Exterior Design at ŠKODA. “The new ŠKODA VISION E is now presenting the next step towards a future-oriented design.”

The modern ŠKODA design wows with harmonious proportions, neatly moulded surfaces, precise lines and clean-cut edges. Equally characteristic are the powerful contours, which set the stage for a sensational interplay between light and shade that conveys dynamism and emotiveness. With their 3D design, the crystalline structures of the headlights, tail lights and other features dominate the sophisticated character that is defined by modern technology and a particular degree of refinement. The design is an expression of the timeless elegance and modern functionality that is typical of ŠKODA cars.

“Czech crystal glass art, which enjoys high international prestige and has a long tradition, is an important source of inspiration for the modern ŠKODA design. It combines classic manufacturing processes with modern aesthetics. The ŠKODA VISION E is therefore also a reference to cultural heritage in the brand’s homeland,” said Karl Neuhold, ŠKODA Head of Exterior Design. The ability to produce high-quality, emotive works of art from simple, precise shapes is consistent with the fundamental values of the Czech car brand, whose vehicles harmoniously combine aesthetics and functionality.

ŠKODA’s brand-typical design language has continually developed in recent years. The concept studies have introduced the anticipated new details: in 2011 with the ŠKODA VISION D and subsequently with the ŠKODA VISION C (2014) and ŠKODA VISION S (2016). This continuous development is also reflected in the latest new models and has now been elevated to a new level with the ŠKODA VISION E.

The front section of the ŠKODA VISION E, having been developed further, is characterised by the



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striking design of the bonnet, which is sculptured and features edges running towards the centrally placed brand logo that shines in white. Below the bonnet, a wide LED lighting strip runs across the vehicle's entire width and flows at both ends into slim, triangular headlights. All lighting units at the front and sides are in white. As with other electrically powered cars, there is no classic radiator grille. The lower section of the car's front features a thin black bumper trim above the front spoiler. This connects the two triangular grilles of the outer air inlets. The combination of classic ŠKODA design details and new features lends the ŠKODA VISION E an extremely compact, robust and dynamic appearance.

The side view is characterised by the sharp incline of the windscreen, and the roofline, which begins to gently slope towards the rear at an early stage. This design accentuates the coupé-style appearance. There is neither a classic B-pillar, nor are there the typical wing mirrors. The opposed-opening rear doors, which are operated electrically, make getting in and out of the car extremely comfortable. The tailgate is also electric. There are no wing mirrors but rather cameras that transfer what is happening around the vehicle onto interior displays and continuously keep the driver informed. This solution improves the vehicle's aerodynamics and the functions previously associated with the wing mirrors (e.g. recognition of vehicles).

The bold tornado line, which rises towards the rear, runs from the headlights to the tail lights and creates an exciting interplay of light and shade on the body's surfaces. Below the tornado line, a further LED lighting strip runs through the vehicle's front half. It is tapered towards the body's centre and therefore underlines the wedge shape, as well as giving the side view additional contour.

For the ŠKODA VISION E, the designers have come up with a very special lighting concept. The ŠKODA VISION E's headlights feature Matrix LED technology that ensures a particularly comprehensive road illumination which is always adapted to the individual driving situation. The highly efficient LED headlights produce a dipped and high beam which are not only directed very precisely onto the space in front of the car but also remarkably evenly. Due to innovative control technology, the adaptive light distribution reaches an additional level of quality. The single diodes are controlled together with the lenses and reflectors for targeted illumination of individual road areas whilst other areas are left out. Lighting control is connected to a front camera to analyse the individual traffic situation which includes recognising preceding and oncoming cars in good time. The data of this records allow for a precise definition of the light distribution at all times. This again enables optimum use of the headlights' range when driving with high beam whilst eliminating a blinding effect for oncoming road users at the same time.

With the ŠKODA VISION E, all of the tail light functions feature advanced LED technology. The LED light sources are particularly energy efficient and produce a high contrast effect. This leads to particularly harmonious and expressive signalling of all relevant lighting functions such as tail light, brake light and indicator.

There is a further strongly contoured line below the lighting units which takes up and continues a corresponding line on the side. The strong moulding of the line and the tailgate spoiler create a concave surface area which incorporates the tail lights and the brand logo, which shines in white. A further LED lighting strip runs below the rear line and a black apron rounds off the rear section's bottom part. As with all fully electrically powered vehicles, there is neither an exhaust system nor



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are there tailpipes.

The distinct horizontal lines and the dynamic wedge shape give the ŠKODA VISION E a particularly sporty appearance, even when stationary. The combination of design elements and classic ŠKODA features make the ŠKODA VISION E an attractive representative of the Czech car manufacturer's evolved design language.

Interior

There is no transmission tunnel due to the concept, which creates a particularly spacious interior with four individual rotating seats that are slightly raised and come with new backrests. The opposed-opening doors are electrically operated. Thanks to the large glass surfaces, the interior is light and transparent. The concept of horizontal lines is continued consistently and underlines the interior's clear-cut structure and generous amount of space.

Besides the cockpit screen for the display of conventional vehicle data, there are further displays for the passengers on board the ŠKODA VISION E. The central touchscreen is located in the middle of the dashboard, so that the driver and front passenger can operate and read all of the important functions and services such as those provided by ŠKODA Connect.

In addition, there are individual displays for the front and rear passengers to allow for the operation of numerous comfort functions such as information and entertainment. The front passenger display is integrated into the dashboard whilst the displays for the rear passengers are in the front seats' backrests. Furthermore, the front and rear passengers can control their individual entertainment program using their own touch displays. The front passenger's control unit is incorporated into the right armrest; the rear passengers' control unit is located between the two rear seats.

Ambient lighting is integrated into the doors' decorative strips and below the dashboard. It can be set to one of ten colours and can therefore be adjusted to the individual mood.

As soon as the vehicle drives autonomously, you can slide the front seats back and enjoy guaranteed maximum relaxation. At the same time, the steering wheel is raised, providing the largest possible amount of space and a corresponding degree of comfort.



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ŠKODA Connect and infotainment: Occupants are 'always online' thanks to an integrated Wi-Fi hotspot and an LTE module

- › Automatic Emergency Call and Breakdown Call at the push of a button
- › Real-time navigation with alternative route suggestions
- › Via the ŠKODA Connect portal, services can be configured from home computer
- › The ŠKODA Connect app allows remote vehicle checking
- › Audio and infotainment systems can be operated via voice or gesture control
- › Eye Tracking controls the display of information on different screens by following the driver's line of sight and warns of fatigue
- › Heart rate monitor constantly tracks the driver's pulse and, in emergencies, independently brings the vehicle to a halt at the roadside

The ŠKODA VISION E is equipped with the latest infotainment systems. All the capacitive touchscreens come in a ŠKODA-typical glass design. Thanks to a superfast LTE module and the most cutting-edge navigation system with a built-in Wi-Fi hotspot, which connects all of the occupants' mobile devices, occupants of the ŠKODA VISION E are 'always online'. The range of infotainment features is complemented by the ŠKODA mobile online services, which provide real-time navigation with alternative route suggestions, information, entertainment and assistance. In the event of an emergency, an emergency call is made automatically and, in case of a breakdown, the driver can request assistance by pushing a button. Via the ŠKODA Connect portal, the customer can even configure services from their home computer as well as transfer destinations, routes and points of interest to the car.

Online Traffic Information transfers traffic flow on the selected route to the car in real time and suggests alternative routes in the event of a traffic jam. The services also provide tailored information on parking spaces, news and the weather. Navigation in the ŠKODA VISION E uses photo-realistic map views; street views can be seen in the form of 360-degree panoramic images. Destinations are requested by text entry or voice control. If the driver is planning the route in advance from home, the **ŠKODA Connect app** informs about the best time to set off, in view of the current traffic flow.

The **Care Connect services** support the VISION E's occupants in many situations. The data is transferred via a SIM card that is installed in the vehicle. If the restraint systems have been activated following an accident, the Emergency Call function establishes a voice and data connection to a dedicated emergency call centre and transfers all of the relevant information. The Emergency Call function can also be operated manually.

Using the **Breakdown Call** function, the driver can have technical questions answered or can request assistance in the event of a breakdown. With help of the Proactive Services feature, service appointments can be arranged with a dealership and vehicle-related data can be passed on to the garage.



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Numerous online services can be run via the ŠKODA Connect app on a smartphone and allow the status of the car, e.g. whether it is locked and whether the lights are on, to be checked and managed remotely. The current range of the ŠKODA VISION E can also be accessed when away from the vehicle.

A new connectivity feature is **individual car preconditioning**. Playlists, auxiliary heating and navigation destinations, for instance, can be programmed prior to the journey also the electric range can be checked. A digital key on a smartphone, smartwatch or tablet can be used to open the car. In addition, the route planner can suggest routes based on the driver's preferences. Information about the weather and traffic are also customised.

The **ŠKODA VISION E's display and operating concept** also comprises new systems that optimise comfort and safety while driving. The innovative digital Human Machine Interface (HMI) system guarantees maximal flexibility when controlling numerous functions in the car. The infotainment, communication and navigation functions can be activated and controlled both with the help of a central control unit on the centre console or via the individual touchscreens.

In addition to this, the ŠKODA VISION E also features **gesture control** for selected functions. Defined hand movements performed by the driver in the area around the centre console are picked up and identified by a camera. This allows standardised instructions, such as adjusting the audio system's volume or answering phone calls, to be given with simple hand and finger gestures, without the driver having to take their eyes off the road.

Furthermore, the concept car is equipped with a particularly advanced version of **voice control**. When selecting navigation destinations or infotainment programs, the driver can for example give instructions not only using predefined terms, but also by formulating them into full sentences. The system understands the context of these sentences and implements them.

Other new features available in the concept car include the **Eye Tracking** function, which constantly monitors the driver's eye movements. Using this, the camera-based system is able to always display the information required by the driver at the right time and in a perfectly ergonomic position on one of the screens in the interior. For example, if the driver turns to the central in-car monitor to select their desired entertainment program, driving-related information and possible warning messages are also briefly displayed there. This enables the driver to see all the important information in front of them – even when they intermittently take their eyes off the road.

The Eye Tracking function can also be used to analyse how alert the driver is. When the driver's concentration is waning, the Driver Fatigue Monitor is activated and prompts the driver to take a break. Another system that optimises safety and that is being introduced in the ŠKODA VISION E is the heart rate monitor, which constantly monitors the driver's heart rate and warns them if it is at a dangerous level.

Comprehensive connectivity between the car, driver and passengers provides an extremely comfortable and safe journey. All of the connectivity features available offer improved access to information, a wide range of entertainment and an even higher level of safety. Via the car network, all ŠKODA VISION E passengers can send data such as route suggestions or playlists to the driver and communicate with each other as they like.



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Quotes

“One of the four pillars of our 2025 Strategy is the electrification of our fleet. The ŠKODA SUPERB with plug-in hybrid drive will be launched as early as 2019. Then in 2020 this will be followed by our first purely electric model, into which we are offering a very concrete insight in Frankfurt with the ŠKODA VISION E.”

Bernhard Maier, CEO of ŠKODA

“Over the last few years, with our ŠKODA design language, we have produced several sensational concept cars that point the way to the brand’s future. The new ŠKODA VISION E is now presenting the next step towards a future-oriented design.”

Karl Neuhold, ŠKODA Head of Exterior Design

“Czech crystal glass art, which enjoys high international prestige and has a long tradition, is an important source of inspiration for the modern ŠKODA design. It combines classic manufacturing processes with modern aesthetics. The ŠKODA VISION E is therefore also a reference to cultural heritage in the brand’s homeland.”

Karl Neuhold, ŠKODA Head of Exterior Design

“Typical of electric motors, the characteristics include maximum torque available from a standing start, which results in very good responsive qualities. When accelerating, the concept car thereby achieves the highest level of dynamism ever experienced in a ŠKODA.”

Christian Strube, ŠKODA Board Member for Technical Development

“The ŠKODA VISION E concept car achieves the requirements for level 3 of autonomous driving. It can operate independently in traffic jams, complete motorway journeys using autopilot, stay in lane or take evasive actions, overtake other vehicles, independently look for free parking spaces and drive in and out of parking spaces autonomously.”

Christian Strube, ŠKODA Board Member for Technical Development



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ŠKODA AUTO

- › is one of the longest-established vehicle manufacturers in the world. The company was founded in 1895 – during the pioneering days of the automobile. Today, the company's headquarters remain in Mladá Boleslav.
- › currently offers the following models in the range: CITIGO, FABIA, RAPID, OCTAVIA, KAROQ, KODIAQ and SUPERB.
- › delivered more than 1 million vehicles to customers worldwide in 2016.
- › has been part of Volkswagen Group since 1991. Volkswagen Group is one of the most successful vehicle manufacturers in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, engines and gear transmissions.
- › operates at three locations in the Czech Republic, produces in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- › employs over 30,000 people globally and is active in more than 100 markets.



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Highlights at a glance

DESIGN:

- › Compact SUV with modern design language and an extraordinary interior space
- › Comfortable and functional interior
- › Full-LED headlights and LED tail lights, full-LED fog lights with cornering function
- › Alloy wheels available in sizes up to 19 inches

EQUIPMENT:

- › Digital instrument panel
- › VarioFlex rear seats
- › Heated front and rear seats, heated steering wheel
- › Personalisable key individually adjusts the settings for the driving profile selection, assistance systems, and infotainment systems

POWERTRAINS:

- › Five engines to choose from: two petrol and three diesel with a power output ranging from 85 kW (115 PS) to 140 kW (190 PS)
- › 1.0 TSI with three cylinders with 85 kW (115 PS), 1.5 TSI with cylinder shutdown with 110 kW (150 PS)
- › 1.6 TDI with 85 kW (115 PS), 2.0 TDI with 110 kW (150 PS) and 2.0 TDI with 140 kW (190 PS)

CHASSIS AND TRANSMISSIONS:

- › Dynamic Chassis Control with a choice of three chassis modes
- › Driving Mode Select offers control with a choice of four settings: Normal, Eco, Sport and Individual
- › Special Off-Road mode and Snow mode for all-wheel-drive vehicles

DRIVER ASSISTANCE SYSTEMS:

- › Front Assist including City Emergency Brake with Predictive Pedestrian Protection warns and brakes automatically
- › Blind Spot Detect and Rear Traffic Alert warn of dangers behind the car
- › Lane Assist corrects deviations from the lane
- › Driver Alert detects when the driver is becoming tired and issues a warning
- › Camera-based Traffic Sign Recognition also recognises current speed limits and overtaking restrictions

ŠKODA CONNECT AND INFOTAINMENT:

- › A choice of four infotainment systems
- › Care Connect: automatic Emergency Call and Breakdown Call at the push of a button
- › Occupants are 'always online' thanks to the Wi-Fi hotspot and LTE module
- › First ŠKODA with gesture control feature



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ŠKODA KAROQ: New compact SUV with generous interior space and the latest technology

- › Connectivity solutions set benchmarks in the segment
- › Powertrains: four new engines, among them two TSI engines
- › Chassis: up to five driving modes and special Off-Road mode
- › Numerous driver assistance systems for increased safety and comfort
- › ŠKODA Connect: infotainment with capacitive touchscreen in glass design and Care Connect with automatic Emergency Call and Breakdown Call
- › Equipment: full-LED headlights, digital instrument panel
- › ŠKODA drives SUV campaign forward with the ŠKODA KAROQ

Mladá Boleslav / Frankfurt, 11 September 2017 – As a true ŠKODA, the completely new ŠKODA KAROQ offers exceptional space, newest driver assistance systems, full-LED headlights and a freely programmable digital instrument panel. The emotive and dynamic design with numerous crystalline elements characterises ŠKODA's new SUV design language. Five engine variants are available with power outputs ranging from 85 kW (115 PS) to 140 kW (190 PS), four of them being new. Numerous smart ideas are on board such as the rear-seat VarioFlex system. Particularly long items can be comfortably transported in the interior of the compact SUV – this is made possible by the folding front passenger seat.

It is clear from the exterior shape, modified lines and in comparison with the ŠKODA YETI larger dimensions that this is a completely new vehicle. The ŠKODA KAROQ is a sports utility vehicle with character: The emotive and dynamic design with numerous crystalline elements characterises ŠKODA's new SUV design language.

The compact SUV measures **4,382 mm** in length, is **1,841 mm** wide, and **1,603 mm** high. The increase in size benefits the passengers. The kneeroom is 69 mm. The long wheelbase of **2,638 mm** provides an indication of the generously proportioned interior.

The ŠKODA brand stands for an exceptional package. This also applies to the new ŠKODA KAROQ. The **luggage compartment** has a capacity of **521 l** with the rear seats in place. With the **rear seats folded down**, the volume increases to **1,630 l**. In combination with the optional **VarioFlex rear seats**, the capacity is variable and can accommodate between **479 and 588 liters**.

The **VarioFlex system** consists of three separate seats, which can be individually adjusted and the seats can also be completely removed – and the SUV is then converted into a van with a maximum **load capacity of 1,810 liters**.

Segment leader: connectivity solutions

The ŠKODA KAROQ is at the top of its segment with innovative connectivity solutions. The infotainment building blocks come from the second generation of the Group's Modular Infotainment Matrix, offering state-of-the-art functions, interfaces and equipped with capacitive touch displays. The top systems Columbus and Amundsen have a **Wi-Fi hotspot**. An optional LTE module is available for the Columbus system. The Internet connection is based on today's fastest mobile



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radio standard, with which passengers can surf and access email freely with their phones and tablets.

The new mobile online services **ŠKODA Connect** are divided into two categories: Infotainment online services are used for information and navigation; the CareConnect services for assistance in case of breakdowns and emergencies. The Emergency Call button, which will be part of the standard equipment in Europe from 2018, is now available as an optional CareConnect service. Additional online services can be accessed via the ŠKODA Connect app. These can be used to remotely check, configure and find the parking place of your car using a smartphone.

The intelligent capability of pairing a car with a smartphone has reached a new level in the ŠKODA KAROQ. The **SmartLink+** platform, compatible with Apple CarPlay, Android Auto, MirrorLink™ and SmartGate is available as an option for the basic infotainment system Swing. SmartLink+ comes as standard with higher infotainment systems. The Phonebox with inductive charging couples the smartphone to the roof antenna and simultaneously charges it wirelessly.

Reliable helpers: driver assistance systems

The ŠKODA KAROQ offers a comprehensive range of driver assistance systems. New comfort systems include Park Assist, Lane Assist and Traffic Jam Assist. Blind Spot Detect, Front Assist with predictive pedestrian protection and Emergency Assist serve to increase safety.

Additional driver assistance systems are available for the ŠKODA KAROQ to keep the car at a safe distance from the car ahead, to make it easier for the driver to change and keep in lane, to point out important traffic signs, and to assist when parking.

The **freely programmable digital instrument panel** is available for the first time in a ŠKODA. In the ŠKODA KAROQ, the cockpit displays can be set to the driver's individual preferences.

Powerful and agile: engines and chassis

The ŠKODA KAROQ offers state-of-the-art technologies for engines. Five engine variants – two petrol and three diesel engines – are on offer. The two petrol engines and two diesels are new in the line-up. The displacement ranges are 1.0, 1.5, 1.6 and 2.0 l; the power range is from 85 kW (115 PS) to 140 kW (190 PS). All powertrains feature turbo-charged direct injection units as well as start-stop-technology and brake energy recovery.

The ŠKODA KAROQ chassis also sets benchmarks in its segment and demonstrates its quality, even off the beaten track. From the Ambition trim level upwards, **Driving Mode Select** with the **Normal, Sport, Eco, Individual and Snow (4x4)** modes is available on request. The Off-Road mode with all-wheel drive improves the driving characteristics on rough terrain.



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Design: Expressive, dynamic and emotive

- › Compact ŠKODA SUV with a clear design language
- › Full-LED headlights with cornering function
- › Side view with short overhangs and a distinct tornado line
- › Long wheelbase makes for a generous interior space
- › Alloy wheels ranging from 16 to 19 inches are available

From the very first glance, it is evident that the ŠKODA KAROQ is a completely new car. With its emotive and dynamic design as well as its numerous crystalline elements, it is the latest representative of the new ŠKODA design language. At the same time, the expressive and powerfully robust exterior clearly indicates its use as a compact SUV.

The strikingly three-dimensional front section symbolises protection and strength with its outline. The front is characterised in particular by the geometrically shaped headlights with precise contours. As an option, the car can be equipped with full-LED headlights in a clear glass design from the Ambition trim level upwards. A narrow strip of lights running along the bottom edge of the main headlights provides homogeneous indicator and daytime running lights. The fog lights, which come with **full-LED technology and a cornering function**, are positioned below the main headlights. The radiator grille, which is framed by a chrome trim, features the trapezoid shape that is typical of ŠKODA. The large ŠKODA brand logo sits proudly at the end of the distinctive bonnet.

The long wheelbase is easily visible from the side view and points to the generous interior. This view is characterised by short overhangs at the front and rear, the sloping roofline that is visually extended by a contour in the D-pillar, and the tapered rear.

A line runs from the headlights to the rear with the high degree of precision; it streamlines the body and gives it structure. The angular wheel arches are framed by wide angular trims – a typical design feature for the ŠKODA SUV – and make the ŠKODA KAROQ appear even more powerful.

The width of the body is emphasised at the rear by the horizontal lines. The flat, raked rear lights are divided into two: their outer section is embedded in the sidewall frames, whilst the inner section is in the tailgate. The reflectors sit below the rear sensors on the outer edges of the rear bumper. The lights at the rear include tail lights, brake lights and number plate illumination with LED technology. The tail lights form the ŠKODA-typical 'C' shape.

The compact SUV is fitted with **16- or 17-inch** wheels as **standard**, which are available with three different designs. **17-, 18- and 19-inch** alloy wheels are **optional** extras.



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Equipment: Digital in-car instrument panel is making its debut

- › The digital instrument panel offers a choice of four display layouts
- › Personalisable key
- › Heated front and rear seats, as well as a heated steering wheel rim
- › Headlights and tail lights with LED technology
- › LED ambient lighting in the interior
- › In combination with the VarioFlex rear seats, the luggage compartment holds up to 588 litres
- › ‘Simply Clever’: electrically opening tailgate with the Virtual Pedal, electrically retractable tow bar

The compact ŠKODA KAROQ SUV is an all-rounder for the family, business, everyday life and leisure time. Besides the generous amount of interior space, state-of-the-art technology and well-thought-out equipment emphasise the car’s practicality and functionality. Headlights and tail lights feature LED technology; LED ambient lighting in the interior creates a relaxing atmosphere. The digital instrument panel makes its debut in a ŠKODA. The driver can program the digital display to suit their preferences. The heated front and rear seats and the Phonebox in the centre console for the wireless charging of smartphones are further technological highlights. As an option, ŠKODA offers a heated steering wheel. In addition, some 20 ‘Simply Clever’ features are optionally available on board.

The **digital instrument panel** is available for the first time in a ŠKODA. Four display layouts can be programmed.

- › The **Classic layout** presents both the rev counter and speedometer as round instruments on the right and left of the display. The area between them can be individually configured – for example, with a display of the entertainment program currently running or the map, which can also be zoomed in.
- › The **Extended layout** provides a main display covering the entire width of the panel – for example, the entertainment program currently running or the map. Above and below this, there is still space for small digital displays. For example, the current speed, the recommended gear, Traffic Sign Recognition, the remaining distance to be covered, the distance to the next junction on the programmed route or the distance already covered.
- › The **Modern layout** features a large display in the middle that can show the map, for example. To the left, right and above the map there is space for additional customised information. This could be the current speed, a navigational display with pictograms, a gear indicator, Traffic Sign Recognition (e.g. speed limit, restrictions on overtaking) or the journey time – to name just a few options.
- › The **Basic layout** provides two large displays showing the selected information. For example, these could be the current speed and the vehicle’s remaining range. Additionally, selected basic information (time etc.) is presented at the top and the bottom of the display. When route guidance



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is on, the navigation arrow is displayed in the centre.

These four layouts only provide the structure of the panel. The driver can use a scroll button in the interactive display of the Modular Infotainment Matrix (MIB) to set which displays appear in which area of the panel and to set their sizes. Information about the audio system, the phone, the assistance systems (Lane Assist, Front Assist etc.) or the status of the vehicle can also be set to appear to the right, to the left, or centrally.

The car comes with another two innovative features: the **heated steering wheel** and three **personalisable keys**. As soon as a certain driver unlocks the car, their individual settings are selected. These cover a wide range of operating areas, including driving profile selection, assistance systems, indoor and outdoor lighting, Climatronic, infotainment systems and electrically adjustable seats. In addition, the front and rear seats are heated. As an option, the ŠKODA KAROQ can be also fitted with an auxiliary heating.

The ŠKODA engineers dedicated meticulous attention to detail when it came to the lights. As an option from the Ambition trim level upwards, the ŠKODA KAROQ can be fitted with **full-LED headlights** in a clear glass design. Standard equipment includes LED tail and brake lights, indicators (bulb) and reversing lights (bulb), rear fog lights (integrated into the bumper's lower reflector) and a number plate light. **Full-LED fog lights with cornering function** are available as an option, either as part of a package or as an individual option. With Light Assist, a sensor continuously assesses the light conditions and automatically switches the headlights between daytime running light and dipped beam as required. This works in twilight as well as when driving through forests or tunnels. The lights are also turned on automatically as soon as the windscreen wipers are operated. The multifunctional camera used by the dynamic Light Assist feature detects oncoming traffic and vehicles ahead and ensures that in these situations the high beam is automatically turned off and on.

The Coming Home and Leaving Home functions provide lighting for a defined period of time, and the car's immediate surroundings are lit so occupants can safely get in and out of the car. In addition, when opening a door the ŠKODA logo is projected onto the floor (a part of the LED package as an option for Ambition and Style trim levels).

In the interior, the new **LED ambient lighting** in the decorative strips incorporated into the doors and instrument panel, which can be set to one of ten colours, provides an impressive atmosphere (a part of the LED package as an option for Ambition and Style trim levels).

'Simply Clever' has become synonymous with the ŠKODA brand. There are many practical features which increase comfort for the passengers on board. The numerous features contribute to the versatility of this compact SUV. Some 20 'Simply Clever' features are optionally available on board.

List of the most important 'Simply Clever' features:

- › Removable LED flashlight in the luggage compartment
- › Rubbish bin in the door panel
- › Tablet holders (1x rear seats and 1x rear central armrest)
- › Ticket holder



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- › Umbrella under the front-passenger seat
- › Misfuelling prevention device (diesel engines only)
- › Rollo in the boot – fastening on the lid
- › Net programme in the luggage compartment
- › 1.5-l bottle holder – front and rear door
- › High-vis-vest storage compartment
- › Easy-Open one-handed bottle opening in the front multifunction cup holder
- › Virtual Pedal (only in combination with el. opening tailgate and Kessy)
- › 230 V socket with 2x USB (front and rear)
- › Electrically retractable tow bar



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Powertrains: Five efficient engines

- › Two petrol and three diesel engines to choose from
- › Power outputs ranging from 85 kW (115 PS) to 140 kW (190 PS)
- › Top engine variant: 2.0 TDI with 140 kW (190 PS) and 400 Nm with all-wheel-drive and a 7-speed DSG transmission as standard

The ŠKODA KAROQ has state-of-the-art technology under its bonnet. Five engines – two petrol and three diesel – are on offer. Their capacities are 1.0, 1.5, 1.6 and 2.0 l, while their power output ranges from 85 kW (115 PS) to 140 kW (190 PS). All powertrains use turbocharged, direct injection engines and offer Stop-Start technology as well as brake energy recovery. They are extremely efficient and fulfil Euro 6 emission standards. With the exception of the most powerful diesel, all powertrains are available with a choice of a 6-speed manual transmission or a 7-speed DSG transmission. The 2.0 TDI with 140 kW (190 PS) comes with all-wheel drive and a 7-speed DSG transmission as standard. The 1.5 TSI offers cylinder shutdown as a special feature.

Petrol engines:

- › **1.0 TSI** – 85 kW (115 PS), 200 Nm of torque, top speed of 187 km/h, 0-100 km/h in 10.6 seconds, consumption: urban 6.2 l per 100 km, extra-urban 4.6 l per 100 km, combined 5.2 l per 100 km, combined CO₂ emissions of 117 g/km
- › **1.5 TSI** – 110 kW (150 PS), 250 Nm of torque, top speed of 204 km/h, 0-100 km/h in 8.4 seconds, consumption: urban 6.6 l per 100 km, extra-urban 4.7 l per 100 km, combined 5.4 l per 100 km, combined CO₂ emissions of 122 g/km

Diesel engines:

- › **1.6 TDI** – 85 kW (115 PS), 250 Nm of torque, top speed of 188 km/h, 0-100 km/h in 10.7 seconds, consumption: urban 5.0 l per 100 km, extra-urban 4.3 l per 100 km, combined 4.5 l per 100 km, combined CO₂ emissions of 118 g/km
- › **2.0 TDI** – 110 kW (150 PS), 340 Nm of torque, top speed of 207 km/h, 0-100 km/h in 8.9 seconds, combined consumption of 4.4 l per 100 km, combined CO₂ emissions of 115 g/km (provisional values)

All figures apply to models with front-wheel drive and 6-speed manual transmission.

- › **2.0 TDI** – 140 kW (190 PS), 400 Nm of torque, top speed of 211 km/h, 0-100 km/h in 7.8 seconds, combined consumption of 5.3 l per 100 km, combined CO₂ emissions of 138 g/km (provisional values)

The official urban and extra-urban fuel consumption data for engines 2.0 TDI with 110 kW and 2.0 TDI with 140 kW are currently not available as the vehicle has not yet gone on sale and therefore Directive 1999/94 EC does not apply.

There are five engines in the compact SUV's range. The smallest petrol unit offers less cylinder



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capacity but more power. The **1.0 TSI** has three cylinders, produces 85 kW (115 PS) and generates a maximum torque of 200 Nm. The engine impresses with its dynamic power development and a powerful sound. The downsizing increases the efficiency of the engine. This version of the ŠKODA KAROQ accelerates from 0 to 100 km/h in 10.6 seconds, attains a top speed of 187 km/h and consumes an average of 5.2 l per 100 km. For power transmission, it uses either a 6-speed manual gearbox or a 7-speed DSG.

The distinctive feature of the **1.5 TSI** engine with 110 kW (150 PS) is its Active Cylinder Technology (ACT). This works by switching off the second and third cylinders for a short time when their power output is not needed. The engine therefore runs more efficiently and, depending on the driving style, saves up to 0.5 l per 100 km. ACT is used between 1,400 and 4,000 rpm and up to a speed of 130 km/h. With the 1.5 TSI, the ŠKODA KAROQ sprints to 100 km/h in 8.4 seconds from a standing start, reaches a top speed of 204 km/h and consumes an average of 5.4 l per 100 km. Here, too, there is a choice of a manual 6-speed gearbox or a 7-speed DSG transmission.

All of the diesel engines are turbocharged, direct injection TDIs with four cylinders and four-valve technology. The entry-level variant is the **1.6 TDI** with a power output of 85 kW (115 PS) and a maximum torque of 250 Nm. This version of the compact SUV accelerates from 0 to 100 km/h in 10.7 seconds, attains a top speed of 188 km/h and consumes an average of 4.5 l per 100 km. The power is transmitted by either a 6-speed manual transmission or a 7-speed DSG transmission.

The diesel engine with a cylinder capacity of 2.0 l is available in two power variants. Both versions impress with distinctive smooth running and superior torque. The **2.0 TDI with 110 kW (150 PS)** comes with either a 6-speed manual transmission or a 7-speed DSG transmission. Maximum torque of 340 Nm is achieved between 1,750 and 3,000 rpm. The ŠKODA KAROQ with a 2.0 TDI engine and 110 kW (150 PS) with all-wheel drive and manual transmission accelerates from 0 to 100 km/h in 8.7 seconds, achieves a top speed of 196 km/h and consumes 5.0 l per 100 km on average.

The second **2.0 TDI** offers a power output of **140 kW (190 PS)**. The top engine variant is combined with all-wheel drive and a 7-speed DSG transmission as standard. Maximum torque of 400 Nm is available between 1,750 and 3,250 rpm and offers impressive tractability and sporty acceleration. With a 2.0 TDI engine and 140 kW (190 PS) of power, the compact SUV sprints to 100 km/h from a standing start in 7.8 seconds, reaches a top speed of 211 km/h and consumes an average of 5.3 l per 100 km.



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Chassis and transmissions: Five driving modes and intelligent all-wheel drive

- › Chassis has a sophisticated and harmonious design
- › An all-rounder with off-road quality
- › Dynamic Chassis Control for more safety and comfort
- › Off-Road mode and Snow mode for improved traction in the all-wheel-drive variant
- › Electromechanical parking brake prevents the ŠKODA KAROQ from rolling away

The chassis sets new benchmarks in the segment and also shows its quality when venturing off surfaced roads. Driving Mode Select with the Normal, Sport, Eco, Individual and Snow (4x4) modes is available as an optional extra from the Ambition trim level upwards. The Off-Road mode for all-wheel-drive vehicles further improves the driving characteristics when travelling off road.

The **chassis** of the ŠKODA KAROQ has a sophisticated and harmonious design. It gives the compact SUV distinct all-round characteristics including genuine off-road capabilities. One important factor for the well-balanced distribution of the load on the axles is the front axle, a MacPherson design with lower triangular wishbones and a subframe made from steel, which has been placed far forward. The front track measures 1,576 mm.

The **four-link rear axle** (in the all-wheel-drive variant) is largely made from high-strength steel; its track width is 1,541 mm. The sword-shaped trailing arms absorb the driving and braking forces. Three wishbones per wheel keep the wheels in the optimum position in relation to the road at all times and guarantee precise track guidance.

Thanks to **Dynamic Chassis Control (DCC)**, the driver will have three chassis modes available in the compact ŠKODA KAROQ: Comfort, Standard and Sport. Electrically operated valves adjust the dampers' settings. A control unit operates the valves depending on the road conditions, preferred driving style and the chosen mode. DCC contributes to active safety by automatically stiffening the shock absorbers in corners which are navigated particularly dynamically. This provides greater stability, better traction and shorter braking distances. DCC chassis control, including Driving Mode Select, will be available for the 1.5 TSI and the two 2.0 TDI versions from the Ambition trim level upwards.

With **Driving Mode Select**, the driver can change steering characteristics, operation of the DSG transmission, and the settings of other systems in the Normal, Eco, Sport, Individual and Snow modes. The individual settings are saved on the optional, personalisable key for up to three vehicle users.

The compact SUV's **all-wheel drive** also ensures optimum handling on slippery terrain or when towing a particularly heavy trailer. It uses an electronically controlled multi-plate clutch. Various sensors (such as those for rpm at the wheels, steering angle, longitudinal and lateral acceleration, throttle position, rpm, torque etc.) continuously assess the driving situation and relay the measurements to the all-wheel-drive electronics, which then calculate and distribute the optimum amount of power.



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Off-Road mode, which provides even better driving characteristics on rougher terrain, is an optional extra for the all-wheel-drive variants. To improve traction in Off-Road mode, the Traction Control System (TCS) permits a greater slip and the Electronic Differential Lock (EDL) reacts sharper and faster. Where necessary, Hill-Hold Control and Hill-Descent Control are also activated – the latter keeps the speed constant during the descent. The optional DCC shock absorbers change their characteristics, and the accelerator responds more gradually. The Anti-lock Braking System (ABS) varies its intensity, so that a wedge of earth can be formed in front of the wheels, thereby producing a braking effect.

In the **Snow mode**, the electronic assistance features are set to cope with low-grip surfaces. The operation of the ABS is similar to that in the Off-Road mode (making use of snow piled up in front of the slipping wheels).

Those who intend to use the ŠKODA KAROQ on rougher terrain will benefit from the **Rough-Road package**, which protects against mechanical damage (e.g. when hitting bumps or on gravel) and prevents dirt (dust, sand, mud) from getting into the engine bay or cable harnesses. The Rough-Road package consists of: an engine skid plate, cable protection, brake line protection and additional protective plastic covers.

The car comes with an **electromechanical parking brake** as standard. With its two electric motors, it is integrated into the braking system at the rear axle and can also be used as an emergency brake. In conjunction with the DSG transmission, it incorporates an Auto-Hold function. In traffic jams or stop-and-go situations, the Auto-Hold function keeps the vehicle stationary without the driver having to press the brake pedal. It is set or released using a button in the centre console.

The **Electronic Differential Lock** (EDL) provides additional traction support. It allows the driver to pull away smoothly and comfortably on road surfaces with varying grip. If a wheel is spinning, EDL applies the brakes selectively and ensures that power is transmitted to the wheel with better traction.



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Driver assistance systems: Pioneering in-car driver assistance systems from higher vehicle segments

- › Radar-based Adaptive Cruise Control (ACC)
- › Front Assist including City Emergency Brake with Predictive Pedestrian Protection
- › Blind Spot Detect and Rear Traffic Alert
- › Lane Assist keeps the car in the lane
- › Traffic Jam Assist makes it easier to drive the car in traffic jams
- › Driver Alert warns the driver when it detects signs of fatigue
- › Camera-based Traffic Sign Recognition

The compact SUV offers many driver assistance systems that are only seen in higher vehicle segments. For the ŠKODA KAROQ, a wealth of driver assistance systems is available. The safety systems provide pedestrian protection and keep the compact SUV at a safe distance from the car in front. They make it easier for the driver to change lanes and stay in lane, help them to park, and make them aware of important traffic signs.

A selection of the available assistance systems:

Radar-based **Adaptive Cruise Control (ACC)** maintains the desired gap from the car in front, meaning the system can reduce the speed of the car or discretely apply its brakes prior to a potential collision. Besides the speed, the driver can also progressively configure the distance and how dynamically ACC is to work.

The optional **Blind Spot Detect** and **Rear Traffic Alert** features make driving safer and more relaxed. From a speed of 10 km/h, two radar sensors at the rear monitor traffic behind the compact SUV. If another vehicle moves in the blind spot or rapidly approaches from behind, an LED warning light illuminates in the visible area of the corresponding wing mirror. Should the driver use the indicator despite the warning, the LED flashes brightly at short intervals. When reversing out of parking spaces or driveways, a warning signal sounds if another car approaches from the side, complemented by a visual warning on the in-car monitor. If necessary, the ŠKODA KAROQ automatically applies the brakes.

The standard **Front Assist** feature including City Emergency Brake with Predictive Pedestrian Protection uses a radar sensor. The radar captures a large area and also works reliably when visibility is poor. Should the system sense that a collision is imminent, it warns the driver in stages. If necessary, it can initiate automated braking up to an emergency stop. City Emergency Brake is active up to 34 km/h. The standard Predictive Pedestrian Protection feature complements Front Assist: it initiates an emergency stop at speeds between 10 and 60 km/h if a pedestrian dangerously attempts to cross the path of the car. At speeds exceeding 40 km/h, an additional collision warning is emitted.

Hill-Hold Control allows the driver to pull away on a slope without the risk of rolling backwards. The handbrake does not need to be used.

At speeds above 65 km/h, **Lane Assist** helps the driver by using a camera in the rear-view mirror



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mount. If the compact SUV approaches a road marking without using the indicators, then the system helps the driver to stay in lane by initiating a subtle corrective steering manoeuvre.

Traffic Jam Assist makes it easier to drive the car in traffic. This system provides more safety and comfort in traffic jams and stop-and-go traffic. Traffic Jam Assist works in combination with the Adaptive Cruise Control and Lane Assist systems. ACC and Lane Assist 'fuse' into Traffic Jam Assist. In this case, Lane Assist comes with adaptive lane guidance which helps the vehicle to stay in the lane at speeds below 60 km/h. When ACC is active at the same time, steering, braking and acceleration are carried out automatically, even in traffic jams. The driver's hands must be on the steering wheel for this to work.

The camera-based **Traffic Sign Recognition** detects the most common traffic signs and displays them as a pictogram on the digital instrument panel and/or on the navigation system. The same applies for the current speed limit and restrictions on overtaking.

Using the steering characteristics, **Driver Alert** detects deviations from the driver's normal behaviour and thereby a reduction in their concentration. The system analyses the steering characteristics 15 minutes after the engine has been started and saves the information as the basis for a signal. During this analysis phase, a minimum speed of 65 km/h must be maintained. A significant deviation from the characteristic steering behaviour indicates driver fatigue. A visual warning on the instrument cluster prompts the driver to take a break.



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ŠKODA Connect and infotainment: At the top of its segment – ‘Always online’ with ŠKODA Connect

- › A choice of four infotainment systems
- › Gesture control feature for selected functions
- › Mobile online services in addition to the infotainment offering
- › Care Connect: automatic Emergency Call and Breakdown Call at the push of a button
- › Real-time navigation with alternative route suggestions
- › Services for remote vehicle access
- › ŠKODA Connect portal brings Connect services to the customer’s home computer

Thanks to ŠKODA Connect, occupants are ‘always online’ with the new mobile online services. The intuitive systems are divided into two categories: the Infotainment Online services providing entertainment and information, and the Care Connect services providing support and assistance. The offering includes real-time navigation with recommended diversions in the event of a traffic jam, an automatic Emergency Call and the Parking Location function, which guides the driver to the car. Journeys can be programmed at home and transferred to the vehicle online. Gesture control, which makes it easier to operate selected functions, is also new.

Infotainment systems are broad and diverse, work quickly, offer numerous functions and interfaces, and with exception of the Infotainment system Swing are all equipped with capacitive touchscreens.

Four hardware components are available: the Swing (standard) and Bolero infotainment systems as well as the Amundsen and Columbus navigation infotainment systems. The optional Bolero, Amundsen and Columbus infotainment systems’ screens in the new glass design enhance the high-quality instrument panel.

In addition to the display and operating concept, the compact SUV has a **gesture control** feature for selected functions (available for the Columbus navigation infotainment system). A proximity sensor detects and identifies defined hand movements that the driver makes around the centre console. This allows the driver to scroll through the menu of the infotainment system using hand gestures, without having to take their eyes off the road.

The Mobile Online Services from **ŠKODA Connect** provide extensive additions to the infotainment offering. Infotainment Online services provide information and entertainment, and the Care Connect services provide support in numerous situations as well as remote vehicle access. **Online Traffic Information** is an important part of the Mobile Online Services: it displays the current traffic flow on the selected journey and suggests alternative routes in the event of a traffic jam. Additionally, the services provide tailored information about nearby petrol stations (incl. current fuel prices along the chosen route), parking spaces, news and the weather.

The **Care Connect services** support the driver in many situations and are available for all infotainment systems. The services include the automatic Emergency Call and Proactive Service



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(can be used to arrange and prepare for a vehicle service appointment) functions as well as remote vehicle access.

The **automatic Emergency Call** function is particularly important. Emergency Call is automatically activated after a restraint system, such as an airbag, has been deployed. The car establishes a voice and data connection to an emergency call centre and transfers all of the necessary information. The driver or passengers can also trigger the Emergency Call manually via a button in the roof module.

The driver can also make a **Breakdown Call** via a button in the roof module. The third button in this module, displaying an 'i', connects an Info Call – which, for example, can be used to ask experts in the customer call centre technical questions about the vehicle.

The ŠKODA Care Connect services in the ŠKODA KAROQ also include the services for **remote vehicle access**, which are available via the ŠKODA Connect app, i.e. on the user's smartphone. Here, the Vehicle Status service remotely provides information about the status of the lights and fuel level as well as whether the windows, doors or sunroof are open. The auxiliary heating can be controlled with the smartphone as well. The Parking Location function shows the location of the car, and the Honk & Flash function makes it even easier to find the car by activating its horn and hazard warning lights.

Don't want the car to leave a predefined area or be driven at a speed exceeding 130 km/h?

The **Area Notification** and **Speed Notification** functions inform the owner if this occurs against their wishes. The Driving Data function rounds off the portfolio.

The ŠKODA Connect app is complemented by the **ŠKODA Connect portal**, which brings the ŠKODA Connect services to the customer's home computer. The portal can be used to configure services as well as transfer destinations and routes to the car.



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ŠKODA KODIAQ SCOUT: all-wheel drive and off-road capabilities as standard

- › Model-specific front and rear sections as well as 19-inch wheels
- › Special equipment features emphasise the robust character
- › A choice of six engine-gearbox combinations with manual gearbox or DSG ranging from 110 kW (150 PS) to 140 kW (190 PS)
- › Standard all-wheel drive for driving off-road
- › Infotainment and assistance systems set benchmarks within the SUV segment

Mladá Boleslav / Frankfurt, 11 September 2017 – ŠKODA is continuing its campaign in the SUV segment. With the ŠKODA KODIAQ SCOUT, the brand presents a model, which exerts its off-road capabilities both visually and in terms of technology. With its new robust front and rear spoilers the ŠKODA KODIAQ SCOUT is 9 mm longer than the basic model and underlines its powerful character. The 19-inch alloy wheels in an anthracite colour for the ŠKODA KODIAQ SCOUT also contribute to its powerful appearance. There is a choice of two petrol and two diesel engines for the new model, each combined with the all-wheel drive.

The ŠKODA KODIAQ SCOUT stands out with its distinct design features. With a length of 4.706 mm, up to seven seats, and the largest interior and boot within its segment, the ŠKODA KODIAQ SCOUT impresses in numerous ways. It represents a successful mix of emotiveness, rationality and robustness with its modern design.

Design – silver-coloured underbody protection, tinted windows

The model variant's originality is noticeable at first glance. The silver-coloured underbody protection, which is visually split into three parts, emphasises the off-road capability of the ŠKODA KODIAQ SCOUT. The roof rails, wing mirror housings and side window trims are also silver in colour. The tinted rear window and rear side windows (SunSet) are another distinguishing feature of the exterior. The ŠKODA KODIAQ SCOUT comes equipped with 19-inch alloy wheels in an anthracite colour as standard. Furthermore, it bears small badges with the model designation on the front wings and the glove compartment.

Specific off-road features

The robust character of the ŠKODA KODIAQ SCOUT, which is based on the Ambition trim level, is also reflected in the features and interior. Functions that come as standard include Off-Road Assist, which adjusts the electronic chassis systems at the push of a button, a Rough-Road package with underbody and engine protection, front and rear Park Assist as well as Driving Mode Select (Eco, Normal, Sport, Individual and Snow), which can be used to control the engine, automatic transmission, power steering and air conditioning. Snow mode adapts the operation of the ABS, ASR and ACC (if fitted) systems, as well as the engine management to slippery and snow-covered roads.

Special features in the interior also emphasise the distinctive character. The ŠKODA KODIAQ SCOUT comes as standard with Alcantara®-covered seats containing the SCOUT logo, a multifunction steering wheel, stainless steel pedals, LED ambient lighting which can be set to one of ten colours, the Swing infotainment system with eight loudspeakers, door trims in the Alcantara®





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design, front and rear door sills containing the KODIAQ logo.

Engine-gearbox combinations

There is a choice of six engine combinations ranging from 110 kW (150 PS) to 140 kW (190 PS):

1.4 TSI / 110 kW (150 PS) 4x4, top speed of 197 km/h, 0-100 km/h in 9.8 seconds, consumption: urban 8.2 l per 100 km, extra urban 5.9 l per 100 km, combined 6.8 l per 100 km, 153 g CO₂/km

1.4 TSI / 110 kW (150 PS) 4x4 DSG, top speed of 194 km/h, 0-100 km/h in 9.9 seconds, consumption: urban 8.4 l per 100 km, extra urban 6.2 l per 100 km, combined 7.0 l per 100 km, 161 g CO₂/km

2.0 TSI / 132 kW (180 PS) 4x4 DSG, top speed of 207 km/h, 0-100 km/h in 8.0 seconds, consumption: urban 9.0 l per 100 km, extra urban 6.3 l per 100 km, combined 7.3 l per 100 km, 168 g CO₂/km

2.0 TDI / 110 kW (150 PS) 4x4, top speed of 197 km/h, 0-100 km/h in 9.7 seconds, consumption: urban 6.3 l per 100 km, extra urban 4.7 l per 100 km, combined 5.3 l per 100 km, 139 g CO₂/km

2.0 TDI / 110 kW (150 PS) 4x4 DSG, top speed of 194 km/h, 0-100 km/h in 9.9 seconds, consumption: urban 6.7 l per 100 km, extra urban 5.1 l per 100 km, combined 5.6 l per 100 km, 147 g CO₂/km

2.0 TDI / 140 kW (190 PS) 4x4 DSG, top speed of 210 km/h, 0-100 km/h in 8.6 seconds, consumption: urban 6.6 l per 100 km, extra urban 5.3 l per 100 km, combined 5.7 l per 100 km, 150 g CO₂/km

All-wheel drive

The centrepiece of the all-wheel-drive system, which comes as standard for all variants of the ŠKODA KODIAQ SCOUT, is an electronically controlled multi-plate clutch that is located directly in front of the differential, i.e. at the end of the propshaft, for optimal distribution of the load on the axles. The all-wheel-drive system works quickly and intelligently, its control unit constantly calculates the ideal driving torque for the rear axle. Loss of traction is virtually eliminated due to a control system that is dependent on driving status. In normal driving conditions, especially with a light load and when coasting, the multi-plate clutch transfers the engine power in a fuel-economical way mainly to the front wheels.

Off-road capabilities

The ŠKODA KODIAQ SCOUT also feels at home on off-road terrain. With a ground clearance of 194 mm, it can even negotiate larger bumps with ease. It has a ramp angle of 21.3 degrees; the approach and departure angles are an impressive 20.1 and 22.8 degrees respectively due to the short overhangs. In addition, the Rough-Road package, which comes as standard, protects against damage to the underbody, engine and gearbox, brake and fuel lines as well as cables. When the paved road ends, the driver can select Off-Road mode at the simple press of a button. The optional DCC shock absorbers then adjust their settings accordingly; throttle response is slightly reduced. The anti-lock braking system (ABS) permits a certain amount of slip so that a braking wedge can be formed in front of the wheels. To improve traction in Off-Road mode, the TCS permits a greater slip





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and the electronic differential lock (EDL) reacts sharper and faster. Hill-Hold Control and Hill-Descent Control are also activated when necessary – Hill-Descent Control helps the driver maintain a constant speed when negotiating a downhill slope.

Driver assistance systems

With their wide range of driver assistance systems, all of the ŠKODA KODIAQ variants set benchmarks within their segment. New functions include **Trailer Assist**, **Blind Spot Detect**, which warns of any vehicles in the blind spot, and **Rear Traffic Alert**, which monitors traffic coming from the sides and behind when manoeuvring etc. The **Crew Protect Assist** function, which closes windows and the sunroof in the event of an impending accident and tensions the seat belts of the front seats, works in conjunction with the improved **Front Assist function**, which includes the **City Emergency Brake** and predictive **Pedestrian Protection** functions. **Park Assist**, just as on the regular ŠKODA KODIAQ, has been further perfected. Also highly helpful is the **Area-View** system: the **surround-view cameras**, which are located in the front and rear sections as well as in the wing mirrors, come with wide-angle lenses and allow views of the area immediately surrounding the vehicle to be displayed on the monitor. These include a virtual top-down view and 180-degree images from the areas to the front and rear. This makes it easier to drive in confusing situations or on rough terrain.

Infotainment and ŠKODA Connect

The ŠKODA KODIAQ SCOUT can be equipped with all modern infotainment systems. The capacitive touch displays feature a glass design (except for the standard Swing sound system). The top-of-the-range version, the Columbus navigation system, has a 9.2-inch monitor, a Wi-Fi hotspot and an LTE module (optional). In addition, the ŠKODA KODIAQ SCOUT features a screen specially displaying the steering wheel angle, the compass, the altimeter, and the oil and coolant temperature. The automatic Emergency Call function comes as standard. The mobile online services from ŠKODA Connect are the perfect addition for the state-of-the-art infotainment system. They set new benchmarks in terms of navigation, information, entertainment and assistance, and can even be configured using your home computer or via the ŠKODA Connect app.

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ŠKODA KODIAQ SPORTLINE: sporty appearance emphasises agility and dynamism

- › Front and rear sections with sporty design elements
- › Specially designed 19- and 20-inch wheels
- › Sports seats with Alcantara® covers
- › Modern assistance systems and advanced infotainment services
- › A choice of eight engine-gearbox combinations with manual gearbox or DSG ranging from 110 kW (150 PS) to 140 kW (190 PS)

Mladá Boleslav / Frankfurt, 11 September 2017 – With the ŠKODA KODIAQ SPORTLINE, the Czech manufacturer presents a particularly dynamic variant of the large SUV. The exterior and interior are both characterised by features, specially designed for this sporty model. There is a choice of eight engine-gearbox combinations available for the ŠKODA KODIAQ SPORTLINE: based on two TSI petrol engines and two TDI diesel engines ranging from 110 kW (150 PS) to 140 kW (190 PS).

The individual design of the ŠKODA KODIAQ SPORTLINE's exterior and interior emphasises the agility and dynamism of the new model variant above all else. The interior offers a multitude of new details and features such as the sports seats with Alcantara® covers.

The radiator grille, wing mirror housings and side window trims of the ŠKODA KODIAQ SPORTLINE all come in black. The SUV stands out due to the black design elements in the lower section of the front bumper. The rear is enhanced by a thin, silver-coloured trim below the bumper. The rear window and rear side windows are tinted (Sunset).

The protective side trims of the ŠKODA KODIAQ SPORTLINE are body-coloured and offset in black in the lower section. It comes with redesigned 19-inch alloy wheels as standard, with 20-inch wheels also available as an option. Furthermore, it bears small badges with the model designation on the front wings as well as on the glove compartment.

Equipment – high quality and elegant

The ŠKODA KODIAQ SPORTLINE is based on the Ambition trim level. The new sports seats on the driver's and front passenger's side (electronically adjustable including memory function) come across as highly elegant with Alcantara® covers and silver-coloured stitching. The seats guarantee good lateral support even on fast bends. Silver-coloured stitching can also be seen on the gearstick as well as on the multifunction leather steering wheel, which is also equipped with steering wheel paddles in conjunction with the DSG transmission. The sporty character is further underlined by the black roof lining and stainless steel pedals as well as the visual representation of the G-forces, turbocharging pressure, the current engine output, and the temperature of the oil and coolant on the display.

Driving Mode Select (Eco, Normal, Sport, Individual), which controls the engine, automatic transmission, power steering and air conditioning, also comes as standard. Additionally, the Snow mode, which makes driving on snow and slippery terrain easier, is available for ŠKODA KODIAQs with all-wheel drive. The sporty, elegant ambience is emphasised by additional standard





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equipment. These include: LED ambient lighting for the interior which can be set to one of ten colours, a 'Sport'-design interior with the dashboard and door trims in a carbon design. The doors with Alcantara® inserts come across as very luxurious. Another equipment elements are electronically adjustable and foldable wing mirrors with dip and memory function as well as Boarding Spot (lights in the wing mirror which shine onto the floor), a rear-view mirror with rain sensor and dip function, the KODIAQ logo in the front and rear door sills, and floor mats with black-coloured stitching.

Engine-gearbox combinations

There is a choice of eight variants with 110 kW (150 PS), 132 kW (180 PS) and 140 kW (190 PS) available for the ŠKODA KODIAQ SPORTLINE:

1.4 TSI / 110 kW (150 PS) DSG, top speed of 198 km/h, 0-100 km/h in 9.6 seconds, consumption: urban 7.4 l per 100 km, extra urban 5.5 l per 100 km, combined 6.2 l per 100 km, 141 g CO₂/km

1.4 TSI / 110 kW (150 PS) 4x4, top speed of 197 km/h, 0-100 km/h in 9.8 seconds, consumption: urban 8.2 l per 100 km, extra urban 5.9 l per 100 km, combined 6.8 l per 100 km, 153 g CO₂/km

1.4 TSI / 110 kW (150 PS) 4x4 DSG, top speed of 194 km/h, 0-100 km/h in 9.9 seconds, consumption: urban 8.4 l per 100 km, extra urban 6.2 l per 100 km, combined 7.0 l per 100 km, 161 g CO₂/km

2.0 TSI / 132 kW (180 PS) 4x4 DSG, top speed of 207 km/h, 0-100 km/h in 8.0 seconds, consumption: urban 9.0 l per 100 km, extra urban 6.3 l per 100 km, combined 7.3 l per 100 km, 168 g CO₂/km

2.0 TDI / 110 kW (150 PS) DSG, top speed of 199 km/h, 0-100 km/h in 10.1 seconds, consumption: urban 5.7 l per 100 km, extra urban 4.5 l per 100 km, combined 4.9 l per 100 km, 129 g CO₂/km

2.0 TDI / 110 kW (150 PS) 4x4, top speed of 197 km/h, 0-100 km/h in 9.7 seconds, consumption: urban 6.3 l per 100 km, extra urban 4.7 l per 100 km, combined 5.3 l per 100 km, 139 g CO₂/km

2.0 TDI / 110 kW (150 PS) 4x4 DSG, top speed of 194 km/h, 0-100 km/h in 9.9 seconds, consumption: urban 6.7 l per 100 km, extra urban 5.1 l per 100 km, combined 5.6 l per 100 km, 147 g CO₂/km

2.0 TDI / 140 kW (190 PS) 4x4 DSG, top speed of 210 km/h, 0-100 km/h in 8.6 seconds, consumption: urban 6.6 l per 100 km, extra urban 5.3 l per 100 km, combined 5.7 l per 100 km, 150 g CO₂/km

Front- and all-wheel drive

The ŠKODA KODIAQ SPORTLINE is available with front- and all-wheel drive. The all-wheel-drive system, which comes as standard with the most powerful petrol and diesel engines, works quickly and intelligently. Its control unit constantly calculates the ideal driving torque for the rear axle. In normal driving conditions, especially with a light load and when coasting, the multi-plate clutch transfers the engine power in a fuel-economical way mainly to the front wheels.





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Driving characteristics

Adaptive Dynamic Chassis Control (DCC) is available as an option for the ŠKODA KODIAQ SPORTLINE. DCC consists of electronically regulated dampers, the characteristics of which can be set by the driver to one of three modes, Comfort, Normal and Sport.

All-wheel drive provides an increase in safety and traction. This is particularly noticeable when towing a trailer. But this technology also means the sporty SUV is well equipped for rough terrain. With a ground clearance of 194 mm, it can even negotiate larger bumps. It has a ramp angle of 21.3 degrees; the approach and departure angles are an impressive 18.9 and 23.3 degrees respectively due to the short overhangs.

Driver assistance systems

With their wide range of driver assistance systems, all variants of the ŠKODA KODIAQ set benchmarks within their segment. New functions include **Trailer Assist**, **Blind Spot Detect**, which warns of any vehicles in the blind spot, and **Rear Traffic Alert**, which monitors traffic coming from the sides and behind when manoeuvring etc. The **Crew Protect Assist** function, which closes the windows and sunroof in the event of an impending accident and tensions the seat belts of the front seats, works in conjunction with the improved **Front Assist** function, which includes the **City Emergency Brake** and **Predictive Pedestrian Protection** functions. **Park Assist** is consistent with the regular ŠKODA KODIAQ one. The **Area-View** system is highly useful: the **surround-view cameras**, which are located in the front and rear sections as well as in the wing mirrors, come with wide-angle lenses and allow views of the area immediately surrounding the vehicle to be displayed on the monitor. These include a virtual top-down view and 180-degree images of the areas to the front and rear. This makes it easier to drive in confusing situations or on rough terrain.

Infotainment and ŠKODA Connect

The ŠKODA KODIAQ SPORTLINE is equipped with all the modern infotainment systems of the basic model. The capacitive touch displays feature a glass design (except for the standard Swing sound system). The top-of-the-range version, the **Columbus navigation system**, has a 9.2-inch monitor, a **Wi-Fi hotspot** and an **LTE module** (optional). In addition, the ŠKODA KODIAQ SPORTLINE features a screen specially displaying the oil and coolant temperature, the G-forces, turbocharging pressure, engine power and time measurement with the help of the Lap-Timer. The **automatic Emergency Call** function comes as standard. The mobile online services from ŠKODA Connect are the perfect addition for the state-of-the-art infotainment system. They set new benchmarks in terms of navigation, information, entertainment and assistance, and can even be configured using your home computer or the **ŠKODA Connect app**.





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ŠKODA continues its success in 2017

- › Sales record: from January to June, ŠKODA records 585,000 deliveries worldwide
- › In the first half of 2017, sales revenue of more than 8 billion euros for the first time
- › Operating profit of 860 million euros in the first six months; increase of 25.5%
- › ŠKODA AUTO employs over 30,000 people; production in eight countries; active in more than 100 markets worldwide
- › Milestone: since becoming part of Volkswagen Group in 1991, the brand has built over 15 million vehicles
- › ŠKODA has been active in the Chinese market since 2007; more than 2 million vehicles delivered in ten years; China has been the brand's largest sales market since 2010
- › With electromobility and digitalisation, the Strategy 2025 establishes pillars for sustainable growth; mobility services complement classic vehicle business
- › Sport sponsoring and collaborations enhance the brand's emotional appeal

Mladá Boleslav, 11 September 2017 – The long-established Czech manufacturer is looking back on the best half year in the company's 122-year history. Thanks to its SUV campaign, ŠKODA is about to see another surge in growth and, with the ŠKODA Strategy 2025, the company is well positioned for upcoming challenges. After last year's 25th anniversary of joining Volkswagen Group, in 2017 ŠKODA celebrated the milestone of producing its 15 millionth vehicle as a Volkswagen Group brand. In its largest individual market, China, ŠKODA has exceeded the mark of 2 million cars delivered in just ten years. Algeria became a new ŠKODA production site in 2017.

ŠKODA AUTO currently employs over 30,000 people and is active in more than 100 markets. The company operates three production facilities in the Czech Republic: the vehicle plants at the Mladá Boleslav headquarters and in Kvasiny as well as the component plant in Vrchlabí. ŠKODA also produces its vehicles in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners. Currently, ŠKODA offers seven passenger car model ranges: CITIGO, FABIA, RAPID, OCTAVIA, KAROQ, KODIAQ and SUPERB.

Global deliveries on course for new record

From January to June, deliveries to customers rose by 2.8% to a new record of 585,000 vehicles. At present, there are strong indications that ŠKODA will deliver over 1 million vehicles to customers within a calendar year for the fourth time in a row. ŠKODA exceeded the one-million mark for the first time in 2014.

In **Western Europe**, ŠKODA increased sales in the first half of the year by 4.1% to 252,300 vehicles (January to June 2016: 242,500 vehicles). In **Central Europe**, ŠKODA delivered 109,800 units in the first half of the year, 14.0% more vehicles than in the same period of the previous year (January to June 2016: 96,300 vehicles). In the world's largest individual market, **China**, the long-established Czech brand sold 134,000 vehicles in the first half of the year (January to June 2016: 145,800 vehicles; -8.1%). This decrease is largely due to the ongoing model range overhaul. ŠKODA anticipated this development and expects demand to return to normal.





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In mid-2017, ŠKODA celebrated the milestone of the **15 millionth vehicle built** since joining Volkswagen Group. After the fresh start under the umbrella of Volkswagen Group in 1991, the Czech brand initially offered one model range and sold 170,000 cars per year. In 2016, the manufacturer achieved a new record figure with 1,126,500 deliveries being made worldwide. Today, ŠKODA is represented by seven model ranges and 40 model variants in all of the important segments. With 5.6 million cars, the ŠKODA OCTAVIA has the biggest share in the 15 million vehicles built since the brand became part of Volkswagen Group. This is followed by the small car, the ŠKODA FABIA, with 4 million and the ŠKODA SUPERB with just over 1 million cars built.

For the first time, sales revenue of over 8 billion euros in a half-year period

ŠKODA AUTO's sales revenues increased by 22.6% to 8.720 billion euros in the first half of the year (first half of 2016: 7.114 billion euros). In the same period, operating profit significantly increased by 25.5% to 860 million euros (first half of 2016: 685 million euros). The return on sales was 9.9%, up from 9.6% in the first half of 2016. Net cash flow reached 1.159 billion euros (first half of 2016: 583 million euros).

Important pillars for a sustainable, positive company development

With the Strategy 2025, ŠKODA AUTO has laid the foundations for continuous successful development in the coming years. The common goal of the numerous newly defined areas of action is to position the company for the coming transformation processes in the automotive industry and changes in society. Here, digitalisation plays a central role: models, production and company processes will comprehensively benefit from digital solutions. By means of digital services, ŠKODA AUTO also wants to develop new, high-growth business areas. Another focus is electromobility: ŠKODA will enter this market in the foreseeable future with plug-in hybrid models and purely electric models. By rigorously implementing this and further strategic initiatives, the company intends to grow in two dimensions: alongside further increases in the traditional car manufacturing business, new digital business models – mainly mobility services – are to provide strong growth stimuli.

The ŠKODA VISION E study impressively underlines ŠKODA's efforts in the areas of electromobility and autonomous driving. The VISION E is the first entirely electrically driven concept car in the company's 122-year history. It allows for a range of up to 500 km and can be charged both inductively and using a cable connection. The production model will be launched in 2020.

New production site in Algeria

Another future component is the start of ŠKODA production at Volkswagen Group's multi-brand plant in Relizane, Algeria, approximately 280 km southwest of Algiers. The plant is operated together with local partner SOVAC and has four assembly lines. At present, the OCTAVIA model is being built here, while production of the FABIA is expected to start in 2018.

In 2017, ŠKODA has reached further milestones in the company's history

In the first half of 2017, two impressive figures illustrate ŠKODA's great success in the Chinese market. The brand entered the Chinese market in 2007, exactly ten years ago. More than 2 million vehicles have been delivered to customers in China since then. Since 2010, China has been the Czech car manufacturer's largest individual market. Last year, ŠKODA achieved a new delivery record with 317,100 vehicles.





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In the coming years, ŠKODA wants to further strengthen its position in its most important individual market. For this purpose, the brand, together with its joint venture partner SAIC Motor Corporation, is investing more than two billion euros in the expansion of the model range. The ongoing SUV campaign is expected to further expand ŠKODA's position in the Chinese market. The aim is to double deliveries in China to over 600,000 units by 2020.

Sponsoring, motorsport and partnerships enhance the brand's emotional appeal

Enhancing the brand's emotional appeal also supports ŠKODA's growth strategy. On the one hand, this is achieved through the expressive design language of the current models as well as the unmistakable derivatives which emphasise dynamism, elegance or a rugged appearance. On the other hand, ŠKODA emotionally charges the brand through numerous commitments and activities.

It is a ŠKODA tradition to demonstrate the dynamism of the brand and its models in **motorsport**. The involvement in rally sport has been the focus of this for many years. In 2017, the long-established Czech brand repeated its greatest success so far: ŠKODA Motorsport won the Team World Championship (WRC2) for the second year running. Furthermore, the Swedish duo of Pontus Tidemand / Jonas Andersson won the driver and co-driver World Rally Championship (WRC2) titles in a ŠKODA FABIA R5, thus succeeding the Finns Esapekka Lappi / Janne Ferm who had won for ŠKODA the year before.

At many high-level **classic car events** all over Europe, ŠKODA competed with extraordinary historic models. The selected old- and young-timers – mostly from the ŠKODA museum in Mladá Boleslav – are proof of the brand's proud tradition and the ingenuity of earlier generations of engineers.

The successful sport and culture sponsoring has been further expanded this year.

ŠKODA is traditionally involved as a partner in ice hockey and cycling. This spring, ŠKODA even set a new world record: in 2017, the long-established Czech brand supported the **Ice Hockey World Championship** of the International Ice Hockey Federation (IIHF) for an impressive 25th time as the official main sponsor and vehicle partner. This is the longest world cup sponsoring in the history of all sports and earned ŠKODA a place in the Guinness Book of World Records.

For an impressive 14 years, ŠKODA has been the official partner and vehicle partner of the **Tour de France**. The company provides 250 vehicles for the organisation and for supporting the peloton at the biggest cycle race in the world. During the three weeks of continuous operation, the ŠKODA fleet covers a combined distance of approximately 2.8 million kilometres. Since 2004, the total distance covered at the Tour de France is over 30 million kilometres. Every day, a ŠKODA service team ensures that the 250 vehicles are optimally prepared for the coming stage. The top-of-the-range model, the ŠKODA SUPERB, assists the entire Tour as the 'Red Car' and serves Tour director Christian Prudhomme as a mobile control centre.

The close relationship between the long-established Czech brand and cycling has historical roots. 122 years ago, company founders Václav Laurin and Václav Klement started the production of bicycles before they began manufacturing cars. Cycling is a key pillar of ŠKODA's sponsorship strategy. Besides the Tour de France and the Vuelta in Spain, the brand supports other international and national cycle races as well as numerous sports events for the public.





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In mid-2017, ŠKODA has broadened its brand commitment by entering into a comprehensive partnership with the world famous Cirque du Soleil. The brand cooperation with the live entertainment company opens up numerous new opportunities to reach millions of potential new customers for ŠKODA.

ŠKODA AUTO in the first half of 2017: facts and figures

Deliveries to customers in the first half of 2017 in the brand's ten largest sales markets, in units; change in % (+/-) compared to 2016:

China	134,000	-8.1%
Germany	88,000	+1.8%
Czech Republic	51,200	+10.9%
United Kingdom	43,500	+3.1%
Poland	34,600	+17.2%
Russia	28,700	+6.7%
Israel	14,000	+11.6%
Italy	13,600	+18.4%
Spain	13,500	+2.5%
France	13,400	+8.9%

Deliveries of the ŠKODA brand to customers in the first half of 2017 in units, rounded, by model; change in % (+/-) compared to 2016:

ŠKODA OCTAVIA	205,300	-6.5%
ŠKODA FABIA	111,100	+6.1%
ŠKODA RAPID	103,000	+0.4%
ŠKODA SUPERB	75,900	+8.3%
ŠKODA YETI	43,000	-18.0%
ŠKODA CITIGO	19,700	-1.6% (only sold in Europe)
ŠKODA KODIAQ	27,100	-





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ŠKODA AUTO – Key figures for the first half of 2017/2016*

	Units	2017	2016	Change in %
Deliveries to customers	no. of cars	585,000	569,400	+2.8
Deliveries to customers excluding China	no. of cars	451,000	423,600	+6.5
Production**	no. of cars	464,900	410,000	+13.4
Sales***	no. of cars	500,500	431,300	+16.0
Sales revenue	million EUR	8,720	7,114	+22.6
Operating profit	million EUR	860	685	+25.5
Return on sales	%	9.9	9.6	-
Net cash flow	million EUR	1,159	583	+98.8

* Percentage deviations are calculated from non-rounded figures

** Comprises the production of the ŠKODA brand, excluding production in China, Slovakia, Russia and India, but including other Group brands such as SEAT, Audi and VW; vehicle production excluding partial/complete knock-down kits

*** Comprises sales of the ŠKODA brand to sales organisations including other Group brands, such as SEAT, Audi and VW; vehicle sales excluding partial/complete knock-down kits

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ŠKODA AUTO

- › is one of the longest-established car manufacturers in the world. The company was founded in 1895 – during the pioneering days of the automobile. Today, the company's headquarters remain in Mladá Boleslav.
- › currently offers the following model series: CITIGO, FABIA, RAPID, OCTAVIA, KAROQ, KODIAQ and SUPERB.
- › delivered more than 1 million vehicles to customers worldwide in 2016.
- › has been part of Volkswagen Group since 1991, one of the most successful vehicle manufacturers in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles as well as components such as engines and gear transmissions.
- › operates at three locations in the Czech Republic; produces in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 30,000 people globally and is active in more than 100 markets.





ŠKODA
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ŠKODA KAROQ

Diesel engines

Technical specifications	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Engine						
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front					
Cylinders	4					
Displacement [cm ³]	1598		1968			
Bore × Stroke [mm × mm]	79.5 × 80.5		81.0 × 95.5			
Max. engine performance/revs [kW at rpm]	85/3250–4000		110/-	110/3500–4000		140/-
Max. torque/revs [Nm at rpm]	250/1500–3200		340/-	340/1750–3000		400/-
Compression ratio	16.2 : 1		-	16.2 : 1		-
Emission limit	EU 6					
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system					
Lubrication	force-feed lubrication with through-flow oil filter					
Fuel quality	diesel					
Transmission						
Wheel drive	front wheel drive			four-wheel drive with automatic torque distribution		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free		two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized		automatic 7-speed, DSG, with Tiptronic manual gear changing	
Transmission ratio	I-4.111 II-2.118 III-1.360 IV-0.971 V-0.733 VI-0.592 R-4.000	I-3.500 II-2.087 III-1.343 IV-0.933 V-0.974 VI-0.778 VII-0.653 R-3.722	-	I-3.767 II-1.958 III-1.257 IV-0.870 V-0.857 VI-0.717 R-4.549	I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 R-2.900	-
Axle ratio	3.647	I-4.800 II-3.429 III-4.500	-	I-3.944 II-3.087	I-4.471 II-3.304	-



ŠKODA
SIMPLY CLEVER

ŠKODA KAROQ

Diesel engines

Technical specifications	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Chassis						
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser					
Rear axle	compound link crank-axle			multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs					
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted					
Brake – front	disc brakes with inner cooling, with single/piston floating caliper					
Brake – rear	disc brakes					
Parking brake	electromechanical, on rear wheels					
Steering system	direct rack and pinion steering with electro mechanic power steering					
Wheels	6J × 16"					
Tyres	215/60 R16			225/60 R16		
Body						
Body	5 door, two compartment, 5 seater					
Drag coefficient c_w	0.335			-		0.361
Outside dimensions						
Length [mm]	4382					
Width [mm]	1841					
Height (at kerb weight) [mm]	1603			1607		
Wheel base [mm]	2638			2630		
Clearance (at kerb weight) [mm]	172			176		
Height of the loading sill (at kerb weight) [mm]	680			684		
Track front [mm]	1576					
Track rear [mm]	1541			1547		



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ŠKODA KAROQ

Diesel engines

Technical specifications		1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Inside dimensions							
Width of front seats	[mm]	1486					
Width of rear seats	[mm]	1451					
Headroom in front seats	[mm]	1022					
Headroom in rear seats	[mm]	1020					
Storage capacity	[l]	521 – standard seats 479–588 *** – VarioFlex					
Storage capacity with rear seats backrests down	[l]	1630 – standard seats 1605 – VarioFlex					
Storage capacity with rear seats removed	[l]	1810 – VarioFlex					
Weights							
Kerb weight – incl. driver**	[kg]	1426	1441	-	1561	1591	-
Payload – incl. driver**	[kg]	597	596	-	614	612	-
Total weight	[kg]	1948	1962	-	2100	2128	-
Max. roof load	[kg]	75					
Max. trailer load w/o brakes	[kg]	710	720	-	750	-	-
Max. trailer load with brakes – 12%	[kg]	1500		-	2000	-	-
Max. trailer load with brakes – 8%	[kg]	1700		-	2000	-	-
Max. nose weight	[kg]	75		-	88	-	-
Liquids							
Tank capacity	[l]	50			55		



ŠKODA
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ŠKODA KAROQ

Diesel engines

Technical specifications		1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Performance/consumption							
Maximum speed	[km/h]	188	188	207	196	195	211
Acceleration 0–100 km/h	[s]	10.7	10.9	8.9	8.7	9.3	7.8
Fuel consumption (1999/100/EC)							
Consumption – urban	[l/100 km]	5.0	4.4	-	5.9	5.7	-
Consumption – extra-urban	[l/100 km]	4.3	4.1	-	4.5	4.9	-
Consumption – combined	[l/100 km]	4.5	4.2	4.4	5.0	5.2	5.3
CO ₂ emissions	[g/km]	118	112	115	131	137	138
Turning circle diameter	[m]	10.2					

The technical data is valid for the basic version.

The official urban and extra-urban fuel consumption data for engines 2.0 TDI with 110 kW and 2.0 TDI with 140 kW is currently not available as the vehicle has not yet gone on sale and therefore Directive 1999/94 EC does not apply. Other values for these engines are provisional.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

- Data was not available at the time of going to press.



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ŠKODA KAROQ

Petrol engines

Technical specifications	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.5 TSI/110 kW	1.5 TSI/110 kW (A)
Engine				
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front			
Cylinders	3		4	
Displacement [cm ³]	999		1498	
Bore × Stroke [mm × mm]	74.5 × 76.4		74.5 × 85.9	
Max. engine performance/revs [kW at rpm]	85/5000–5500		110/5000–6000	
Max. torque/revs [Nm at rpm]	200/2000–3500		250/1500–3500	
Compression ratio	10.5 : 1			
Emission limit	EU 6			
Fuel injection system	electronically controlled direct injection			
Ignition	control unit controlled electronic ignition system			
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95			
Transmission				
Wheel drive	front wheel drive			
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.769 II-1.955 III-1.281 IV-0.973 V-0.778 VI-0.642 R-3.181	I-3.765 II-2.273 III-1.531 IV-1.133 V-1.176 VI-0.956 VII-0.795 R-4.168	I-4.111 II-2.118 III-1.360 IV-1.029 V-0.857 VI-0.733 R-4.000	I-3.500 II-2.087 III-1.343 IV-0.933 V-0.974 VI-0.778 VII-0.653 R-3.721
Axle ratio	4.353	I-4.778 II-3.583 III-4.526	3.647	I-4.800 II-3.429 III-4.500



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ŠKODA KAROQ

Petrol engines

Technical specifications		1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.5 TSI/110 kW	1.5 TSI/110 kW (A)
Chassis					
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle		compound link crank-axle			
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system		hydraulic diagonal dual-circuit braking system, vacuum servo assisted			
Brake – front		disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear		disc brakes			
Parking brake		electromechanical, on rear wheels			
Steering system		direct rack and pinion steering with electro mechanic power steering			
Wheels		6J × 16"			
Tyres		215/60 R16			
Body					
Body		5 door, two compartment, 5 seater			
Drag coefficient c_w		0.341		0.347	
Outside dimensions					
Length	[mm]	4382			
Width	[mm]	1841			
Height (at kerb weight)	[mm]	1603			
Wheel base	[mm]	2638			
Clearance (at kerb weight)	[mm]	172			
Height of the loading sill (at kerb weight)	[mm]	680			
Track front	[mm]	1576			
Track rear	[mm]	1541			



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ŠKODA KAROQ

Petrol engines

Technical specifications		1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.5 TSI/110 kW	1.5 TSI/110 kW (A)
Inside dimensions					
Width of front seats	[mm]	1486			
Width of rear seats	[mm]	1451			
Headroom in front seats	[mm]	1022			
Headroom in rear seats	[mm]	1020			
Storage capacity	[l]	521 – folding seats 479–588 *** – VarioFlex			
Storage capacity with rear seats backrests down	[l]	1630 – folding seats 1605 – VarioFlex			
Storage capacity with rear seats removed	[l]	1810 – VarioFlex			
Weights					
Kerb weight – incl. driver**	[kg]	1340	1361	1378	1393
Payload – incl. driver**	[kg]	607	606	612	611
Total weight	[kg]	1872	1892	1915	1929
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	660	680	680	690
Max. trailer load with brakes – 12%	[kg]	1200		1500	
Max. trailer load with brakes – 8%	[kg]	1500		1700	
Max. nose weight	[kg]	75			
Liquids					
Tank capacity	[l]	50			



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ŠKODA KAROQ

Petrol engines

Technical specifications		1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.5 TSI/110 kW	1.5 TSI/110 kW (A)
Performance/consumption					
Maximum speed	[km/h]	187	186	204	203
Acceleration 0–100 km/h	[s]	10.6	10.7	8.4	8.6
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	6.2	5.7	6.6	6.5
Consumption – extra-urban	[l/100 km]	4.6	4.7	4.7	4.8
Consumption – combined	[l/100 km]	5.2	5.1	5.4	5.4
CO ₂ emissions	[g/km]	117	116	122	123
Turning circle diameter	[m]	10.2			

The technical Data is valid for the basic version.

* Using low-octane fuel may affect engine performance.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.



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ŠKODA KODIAQ SCOUT

Diesel engines

Technical specifications	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Engine			
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	4		
Displacement [cm ³]	1968		
Bore × Stroke [mm × mm]	81.0 × 95.5		
Max. engine performance/revs [kW at rpm]	110/3500–4000		140/3500–4000
Max. torque/revs [Nm at rpm]	340/1750–3000		400/1750–3250
Compression ratio	16.2 : 1		15.5 : 1
Emission limit	EU 6		
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system		
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	diesel		
Transmission			
Wheel drive	four-wheel drive with automatic torque distribution		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	
Transmission ratio	I-3.769 II-2.087 III-1.324 IV-0.977 V-0.975 VI-0.814 R-4.549	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.788	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.788
Axle ratio	I-3.944 II-3.087	I-4.733 II-3.944	I-4.733 II-3.944
Chassis			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	disc brakes		
Parking brake	electromechanical, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		
Wheels	7J × 19"		
Tyres	235/50 R19		



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ŠKODA KODIAQ SCOUT

Diesel engines

Technical specifications		2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Body				
Body		5 door, two compartment, 5 seater {7 seater}		
Drag coefficient c_w		0.331 {0.341}		0.334 {0.338}
Outside dimensions				
Length	[mm]	4706		
Width	[mm]	1882		
Height (at kerb weight)	[mm]	1676		
Wheel base	[mm]	2791		
Clearance (at kerb weight)	[mm]	187 {189}		
Track front	[mm]	1586		
Track rear	[mm]	1576		
Inside dimensions				
Width of front seats	[mm]	1527		
Width of rear seats (2 nd /3 rd row)	[mm]	1510/- {1511/1270}		
Headroom in front seats	[mm]	1020		
Headroom in rear seats (2 nd /3 rd row)	[mm]	1014/- {1015/905}		
Storage capacity (behind 3 rd row of seats up to headrests, boot cover is stored under the boot floor)	[l]	{270***}		
Storage capacity up to the rear shelf (with 3 rd row of seats folded down, depending on position of backrest, and depending on the position of adjustable 2 nd row of seats)	[l]	650-835*** {560-765***}		
Storage capacity with rear seats folded down, up to the roof	[l]	2065 {2005}		



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ŠKODA KODIAQ SCOUT

Diesel engines

Technical specifications		2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Weights				
Kerb weight – incl. driver**	[kg]	1705 {1748}	1740 {1783}	1752 {1795}
Payload – incl. driver**	[kg]	675 {710}	675 {768}	675 {767}
Total weight	[kg]	2305 {2383}	2340 {2460}	2352 {2472}
Max. roof load	[kg]	75		
Max. trailer load w/o brakes	[kg]	750 {-}	750	
Max. trailer load with brakes – 12%	[kg]	2000 {-}	2500 {2000}	
Max. trailer load with brakes – 8%	[kg]	2000 {-}	2500 {2000}	
Max. nose weight	[kg]	100 {-}	100 {80}	
Liquids				
Tank capacity	[l]	60		
Performance/consumption				
Maximum speed	[km/h]	197 {195}	194 {192}	210 {209}
Acceleration 0–100 km/h	[s]	9.7 {9.9}	9.9 {10.1}	8.6 {8.8}
Fuel consumption (1999/100/EC)				
Consumption – urban	[l/100 km]	6.3 {6.4}	6.7	6.6
Consumption – extra-urban	[l/100 km]	4.7 {4.8}	5.1	5.3
Consumption – combined	[l/100 km]	5.3 {5.4}	5.6	5.7
CO ₂ emissions	[g/km]	139 {142}	147	150 {151}
Turning circle diameter	[m]	11.6		

The technical data is valid for the basic version.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

{ } Applies to 7-seater.



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ŠKODA KODIAQ SCOUT

Petrol engines

Technical specifications	1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Engine			
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	4		
Displacement [cm ³]	1395		1984
Bore × Stroke [mm × mm]	74.5 × 80.0		82.5 × 92.8
Max. engine performance/revs [kW at rpm]	110/5000–6000		132/3900–6000
Max. torque/revs [Nm at rpm]	250/1500–3500		320/1400–3940
Compression ratio	10.0 : 1		11.65 : 1
Emission limit	EU 6		
Fuel injection system	electronically controlled direct injection		electronically controlled combined (direct and port) injection
Ignition	control unit controlled electronic ignition system		
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	unleaded petrol min. RON 95		
Transmission			
Wheel drive	four-wheel drive with automatic torque distribution		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	
Transmission	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.769 II-2.087 III-1.469 IV-1.088 V-1.108 VI-0.912 R-4.549	I-3.462 II-2.050 III-1.300 IV-0.902 V-0.914 VI-0.756 R-3.987	I-3.562 II-2.526 III-1.679 IV-1.022 V-0.788 VI-0.761 VII-0.635 R-2.788
Axle ratio	I-4.562 II-3.476	I-4.800 II-3.600	I-4.733 II-3.944



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SIMPLY CLEVER

ŠKODA KODIAQ SCOUT

Petrol engines

Technical specifications	1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Chassis			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	disc brakes		
Parking brake	electromechanical, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		
Wheels	7J x 19"		
Tyres	235/50 R19		
Body			
Body	5 door, two compartment, 5 seater {7 seater}		
Drag coefficient c_w	0.332 {0.341}	0.332 {0.341}	0.330 {0.336}
Outside dimensions			
Length [mm]	4706		
Width [mm]	1882		
Height (at kerb weight) [mm]	1676		
Wheel base [mm]	2791		
Clearance (at kerb weight) [mm]	187{189}		
Track front [mm]	1586		
Track rear [mm]	1576		



ŠKODA
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ŠKODA KODIAQ SCOUT

Petrol engines

Technical specifications	1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Inside dimensions			
Width of front seats [mm]		1527	
Width of rear seats (2 nd /3 rd row) [mm]		1510/- {1511/1270}	
Headroom in front seats [mm]		1020	
Headroom in rear seats (2 nd /3 rd row) [mm]		1014/- {1015/905}	
Storage capacity (behind 3 rd row of seats up to headrests, boot cover is stored under the boot floor) [l]		{270***}	
Storage capacity up to the rear shelf (with 3 rd row of seats folded down, depending on position of backrest, and depending on the position of adjustable 2 nd row of seats) [l]		650-835*** {560-765***}	
Storage capacity with rear seats folded down, up to the roof [l]		2065 {2005}	
Weights			
Kerb weight – incl. driver** [kg]	1615 {1658}	1630 {1673}	1695 {1738}
Payload – incl. driver** [kg]	675 {762}	675 {761}	675 {752}
Total weight [kg]	2215 {2335}	2230 {2350}	2295 {2413}
Max. roof load [kg]		75	
Max. trailer load w/o brakes [kg]		750	
Max. trailer load with brakes – 12% [kg]	2000	2000	2200 {2000}
Max. trailer load with brakes – 8% [kg]	2000	2000	2200 {2000}
Max. nose weight [kg]	100 {80}		100 {80}
Liquids			
Tank capacity [l]		60	



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ŠKODA KODIAQ SCOUT

Petrol engines

Technical specifications		1.4 TSI/110 kW ACT 4×4	1.4 TSI/110 kW 4×4 (A)	2.0 TSI/132 kW 4×4 (A)
Performance/consumption				
Maximum speed	[km/h]	197 {196}	194 {192}	207 {205}
Acceleration 0–100 km/h	[s]	9.8 {9.9}	9.9 {10.1}	8.0 {8.2}
Fuel consumption (1999/100/EC)				
Consumption – urban	[l/100 km]	8.2	8.4	9.0
Consumption – extra-urban	[l/100 km]	5.9	6.2	6.3
Consumption – combined	[l/100 km]	6.8	7.0	7.3
CO ₂ emissions	[g/km]	153 {154}	161	168
Turning circle diameter	[m]		11.6	

The technical data is valid for the basic version.

* Using low-octane fuel may affect engine performance.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

{ } Applies to 7-seater.



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ŠKODA KODIAQ SPORTLINE

Diesel engines

Technical specifications	2.0 TDI/110 kW (A)	2.0 TDI/110 kW 4×4	2.0 TDI/110 kW 4×4 (A)	2.0 TDI/140 kW 4×4 (A)
Engine				
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front			
Cylinders	4			
Displacement [cm ³]	1968			
Bore × Stroke [mm × mm]	81.0 × 95.5			
Max. engine performance/revs [kW at rpm]	110/3500–4000			140/3500–4000
Max. torque/revs [Nm at rpm]	340/1750–3000			400/1750–3250
Compression ratio	16.2 : 1			15.5 : 1
Emission limit	EU 6			
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system			
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	diesel			
Transmission				
Wheel drive	front wheel drive	four-wheel drive with automatic torque distribution		
Clutch	two coaxial wet multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	
Transmission ratio	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.788	I-3.769 II-2.087 III-1.324 IV-0.977 V-0.975 VI-0.814 R-4.549	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.788	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.788
Axle ratio	I-4.733 II-3.944	I-3.944 II-3.087	I-4.733 II-3.944	I-4.733 II-3.944



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ŠKODA KODIAQ SPORTLINE

Diesel engines

Technical specifications	2.0 TDI/110 kW (A)	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Chassis				
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser			
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted			
Brake – front	disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear	disc brakes			
Parking brake	electromechanical, on rear wheels			
Steering system	direct rack and pinion steering with electro mechanic power steering			
Wheels	7J x 19"			
Tyres	235/50 R19			
Body				
Body	5 door, two compartment, 5 seater {7 seater}			
Drag coefficient c_w	0.323 {0.324}	0.331 {0.341}		0.334 {0.338}
Outside dimensions				
Length [mm]	4700			
Width [mm]	1882			
Height (at kerb weight) [mm]	1676			
Wheel base [mm]	2791			
Clearance (at kerb weight) [mm]	187 {189}			
Track front [mm]	1586			
Track rear [mm]	1576			



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ŠKODA KODIAQ SPORTLINE

Diesel engines

Technical specifications		2.0 TDI/110 kW (A)	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Inside dimensions					
Width of front seats	[mm]	1527			
Width of rear seats (2 nd /3 rd row)	[mm]	1510/- {1511/1270}			
Headroom in front seats	[mm]	1020			
Headroom in rear seats (2 nd /3 rd row)	[mm]	1014/- {1015/905}			
Storage capacity (behind 3 rd row of seats up to headrests, boot cover is stored under the boot floor)	[l]	{270***}			
Storage capacity up to the rear shelf (with 3 rd row of seats folded down, depending on position of backrest, and depending on the position of adjustable 2 nd row of seats)	[l]	650-835*** {560-765***}			
Storage capacity with rear seats folded down, up to the roof	[l]	2065 {2005}			
Weights					
Kerb weight – incl. driver**	[kg]	1667 {1710}	1705 {1748}	1740 {1783}	1752 {1795}
Payload – incl. driver**	[kg]	655 {752}	675 {710}	675 {768}	675 {767}
Total weight	[kg]	2247 {2349}	2305 {2383}	2340 {2460}	2352 {2472}
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	750	750 {-}	750	
Max. trailer load with brakes – 12%	[kg]	2000	2000 {-}	2500 {2000}	
Max. trailer load with brakes – 8%	[kg]	2000	2000 {-}	2500 {2000}	
Max. nose weight	[kg]	80	100 {-}	100 {80}	
Liquids					
Tank capacity	[l]	58	60		



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ŠKODA KODIAQ SPORTLINE

Diesel engines

Technical specifications		2.0 TDI/110 kW (A)	2.0 TDI/110 kW 4×4	2.0 TDI/110 kW 4×4 (A)	2.0 TDI/140 kW 4×4 (A)
Performance/consumption					
Maximum speed	[km/h]	199 {198}	197 {195}	194 {192}	210 {209}
Acceleration 0–100 km/h	[s]	10.1 {10.3}	9.7 {9.9}	9.9 {10.1}	8.6 {8.8}
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	5.7	6.3 {6.4}	6.7	6.6
Consumption – extra-urban	[l/100 km]	4.5	4.7 {4.8}	5.1	5.3
Consumption – combined	[l/100 km]	4.9	5.3 {5.4}	5.6	5.7
CO ₂ emissions	[g/km]	129	139 {142}	147	150 {151}
Turning circle diameter	[m]	11.6			

The technical data is valid for the basic version.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

{ } Applies to 7-seater.



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ŠKODA KODIAQ SPORTLINE

Petrol engines

Technical specifications	1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW ACT (A)	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Engine				
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front			
Cylinders	4			
Displacement [cm ³]	1395			1984
Bore × Stroke [mm × mm]	74.5 × 80.0			82.5 × 92.8
Max. engine performance/revs [kW at rpm]	110/5000–6000			132/3900–6000
Max. torque/revs [Nm at rpm]	250/1500–3500			320/1400–3940
Compression ratio	10.0 : 1			11.65 : 1
Emission limit	EU 6			
Fuel injection system	electronically controlled direct injection			electronically controlled combined (direct and port) injection
Ignition	control unit controlled electronic ignition system			
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95			
Transmission				
Wheel drive	four-wheel drive with automatic torque distribution	front wheel drive	four-wheel drive with automatic torque distribution	
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated		
Transmission	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing		automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.769 II-2.087 III-1.469 IV-1.088 V-1.108 VI-0.912 R-4.549	I-3.462 II-2.050 III-1.300 IV-0.902 V-0.914 VI-0.756 R-3.987	I-3.462 II-2.050 III-1.300 IV-0.902 V-0.914 VI-0.756 R-3.987	I-3.562 II-2.526 III-1.679 IV-1.022 V-0.788 VI-0.761 VII-0.635 R-2.788
Axle ratio	I-4.562 II-3.476	I-4.800 II-3.600	I-4.800 II-3.600	I-4.733 II-3.944



ŠKODA
SIMPLY CLEVER

ŠKODA KODIAQ SPORTLINE

Petrol engines

Technical specifications	1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW ACT (A)	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Chassis				
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser			
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted			
Brake – front	disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear	disc brakes			
Parking brake	electromechanical, on rear wheels			
Steering system	direct rack and pinion steering with electro mechanic power steering			
Wheels	7J x 19"			
Tyres	235/50 R19			
Body				
Body	5 door, two compartment, 5 seater {7 seater}			
Drag coefficient c_w	0.332 {0.341}	0.327 {0.329}	0.332 {0.341}	0.330 {0.336}
Outside dimensions				
Length [mm]	4700			
Width [mm]	1882			
Height (at kerb weight) [mm]	1676			
Wheel base [mm]	2791			
Clearance (at kerb weight) [mm]	187 {189}			
Track front [mm]	1586			
Track rear [mm]	1576			



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ŠKODA KODIAQ SPORTLINE

Petrol engines

Technical specifications		1.4 TSI/110 kW ACT 4x4	1.4 TSI/110 kW ACT (A)	1.4 TSI/110 kW 4x4 (A)	2.0 TSI/132 kW 4x4 (A)
Inside dimensions					
Width of front seats	[mm]	1527			
Width of rear seats (2 nd /3 rd row)	[mm]	1510/- {1511/1270}			
Headroom in front seats	[mm]	1020			
Headroom in rear seats (2 nd /3 rd row)	[mm]	1014/- {1015/905}			
Storage capacity (behind 3 rd row of seats up to headrests, boot cover is stored under the boot floor)	[l]	{270***}			
Storage capacity up to the rear shelf (with 3 rd row of seats folded down, depending on position of backrest, and depending on the position of adjustable 2 nd row of seats)	[l]	650-835*** {560-765***}			
Storage capacity with rear seats folded down, up to the roof	[l]	2065 {2005}			
Weights					
Kerb weight – incl. driver**	[kg]	1615 {1658}	1561 {1604}	1630 {1673}	1695 {1738}
Payload – incl. driver**	[kg]	675 {762}	650 {746}	675 {761}	675 {752}
Total weight	[kg]	2215 {2335}	2136 {2202}	2230 {2350}	2295 {2413}
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	750			
Max. trailer load with brakes – 12%	[kg]	2000	1800	2000	2200 {2000}
Max. trailer load with brakes – 8%	[kg]	2000	1800	2000	2200 {2000}
Max. nose weight	[kg]	100 {80}	75	100 {80}	
Liquids					
Tank capacity	[l]	60	58	60	



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ŠKODA KODIAQ SPORTLINE

Petrol engines

Technical specifications		1.4 TSI/110 kW ACT 4×4	1.4 TSI/110 kW ACT (A)	1.4 TSI/110 kW 4×4 (A)	2.0 TSI/132 kW 4×4 (A)
Performance/consumption					
Maximum speed	[km/h]	197 {196}	198 {197}	194 {192}	207 {205}
Acceleration 0–100 km/h	[s]	9.8 {9.9}	9.6 {9.7}	9.9 {10.1}	8.0 {8.2}
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	8.2	7.4	8.4	9.0
Consumption – extra-urban	[l/100 km]	5.9	5.5	6.2	6.3
Consumption – combined	[l/100 km]	6.8	6.2	7.0	7.3
CO ₂ emissions	[g/km]	153 {154}	141	161	168
Turning circle diameter	[m]	11.6			

The technical data is valid for the basic version.

* Using low-octane fuel may affect engine performance.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

{ } Applies to 7-seater.