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The new ŠKODA Superb Combi: racy spacious giant full of elegance and dynamics

- > **New ŠKODA: dynamic, modern, emotive**
- > **Upgrade: spacious giant with the largest interior and boot of its class**
- > **Versatile: ŠKODA qualities for family life and for work**
- > **A new dimension of comfort: adaptive suspension 'DCC' and more**
- > **MQB technology: optimum safety, impressive emission values and top connectivity**
- > **Performance: state-of-the-art EU6-compliant engines; up to 30 per cent less consumption; Superb GreenLine with only 96 g CO₂/km**
- > **Driving dynamics: up to 20 per more power; 206 kW/280 PS top-of-the range engine; new chassis; XDS+ as standard; up to 75 kg lighter; drag coefficient down to 0.275**
- > **Connected: SmartLink brings the smartphone's intelligence into the car; Wi-Fi hotspot allows remote control of the infotainment system from the rear seats**
- > **'Simply Clever': 31 practical solutions which make life easier**
- > **Success story: more than 200,000 ŠKODA Superb Combis sold since 2009**
- > **Start: market launch in September 2015**

Mladá Boleslav/Tegernsee June 2015 – The ŠKODA model campaign continues full steam ahead. A few months after the new ŠKODA Superb's market launch, the Czech manufacturer is presenting the new estate version of its flagship. Just like the hatchback, the ŠKODA Superb Combi attains a new level in terms of creativity and technology. With the new Superb Combi, ŠKODA demonstrates the brand's emotional strength and impressively transfers the expressive design of the hatchback to the body of a racy mid-size estate car: modern, emotive, dynamic and elegant. At the same time, applying MQB technology the engineers succeeded in improving on the already above average spaciousness of the predecessor.

"The new ŠKODA Superb Combi embodies our core brand values par excellence and is more spacious, practical and clever than ever before," said ŠKODA CEO, Prof. Dr. h.c. Winfried Vahland. "With its emotionally charged appearance, the estate version of our flagship underlines our high aspirations in the automotive mid-class segment and it is proof of the brand's engineering and design expertise. The dynamic, almost sporty appearance represents a new proposition within the mid-size estate car segment. The new Superb Combi's perfect combination of aesthetics and functionality, complemented by MQB technology, will attract new customers to the model and the brand," said Winfried Vahland.

The manufacturer has offered an estate version of its top-of-the-range ŠKODA Superb since 2009. By the end of May, ŠKODA had delivered more than 200,000 ŠKODA Superb Combis to customers worldwide. This represents around 35 per cent of all ŠKODA Superbs sold in the period from 2009 to date.



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Customers have always valued the overall package of the Superb and the Superb Combi: extremely generous space, a timelessly elegant design, modern, tried-and-tested technology, a top level of comfort, maximum safety, optimum functionality and very good value for money. "With its outstanding qualities, our flagship has established itself very well in the markets over the last few years. We intend to build on this success and to also attract new customers. For this purpose, we have further improved the new Superb and the new Superb Combi in every aspect," said Werner Eichhorn, ŠKODA Board Member for Sales and Marketing.

ŠKODA design revolution continues

The new ŠKODA Superb Combi's new design demonstrates the brand's emotional strength. The new ŠKODA design language shows assurance, dynamic elegance and balanced proportions. At the same time, the new generation offers even more space and further improved functional virtues. Form, function and technology in perfect harmony.

The **front** conveys strength and self-assurance at first glance. The wide grille, the wide and distinctive headlights and the cleanly structured, deeply drawn front-end architecture are all designed for increased optical width. At the same time, the striking front mask with radiator grille and brand logo centrally positioned on the bonnet's nose focus the expression on the centre of the vehicle's front. The bonnet is strongly contoured. Two lines running inwards strengthen the powerful impression.

The new ŠKODA Superb Combi's **side view** conveys dynamic elegance. The silhouette unfolds as a stylistically confident, perfect unit. The emotionally-rich overall impression is created in particular by the longer wheelbase, the shortened front overhang, the energetic roofline and the slanted rear window. In addition, the vehicle appears longer because of the razor-sharp, high tornado line which achieves an effective contrast between light and shade; an impression that is intensified by the wing line. The large wheels and striking wheel arches emphasise the vehicle's exclusive appearance.

The new ŠKODA Superb Combi's **rear** is self-assured and expressive. There is also a strong emphasis on the horizontal, conveying the vehicle's dynamics and supreme strength at the rear as well. The lines are streamlined and clear. The two-part, wide and distinctive taillights shine with LED technology as standard and sharply intensify the C-shaped lights that ŠKODA is well known for. At the same time, the taillights benefit from additional brilliance due to crystalline elements. The tailgate's sharp, horizontal embossing gives added spice to the rear.

The completely new interpreted **interior** is identical to that of the Superb hatchback and continues essential design details of the car's exterior. This includes the emphasis on horizontal lines, which allow the already extremely spacious interior to appear even more generous and airy. Clear shapes, precise workmanship and the use of new, premium materials lend the interior new quality.



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Upgrade – comfort and space in a new dimension

The generous amount of space and the high level of comfort have been some of the ŠKODA Superb Combi's specific strengths from the very beginning. With the new ŠKODA Superb Combi, these virtues have been developed even further, setting a new standard in this respect.

Compared to the already generous space of the previous model, the **spaciousness** of the new Superb Combi has increased again. The use of MQB has especially contributed to this, enabling a longer wheelbase and wider track and meaning the interior can be used more effectively.

This results in significantly more space in the front and rear. Driver and passenger can enjoy 39 mm more elbow room and more headroom. The space in the rear is almost 'princely', offering a **legroom of 157 mm**. This is around twice as much as the nearest competitor. The **headroom** is 995 mm at the front and 1,001 mm in the rear. No other model in the segment can offer this. Elbow room in the rear has increased by 70 mm. The **boot capacity** is a record in the segment: 660 litres, that is 27 litres more than in the previous-generation Superb Combi.

With an array of completely new comfort solutions, the new ŠKODA Superb Combi fulfils the highest demands. A comfort highlight in the new ŠKODA Superb Combi is the **Dynamic Chassis Control (DCC)** including **Driving Mode Select**. Completely new air conditioning, including for the first time, the new top-version three-zone air conditioning, ensures an optimal temperature and the best air quality on board. The new ŠKODA Superb Combi is available with an optional **electric panoramic glass roof** for more comfort and a feel-good factor in the interior. For the colder times of the year, there are **auxiliary heating, heated seats** (front and rear), a **wireless heated windscreen** and **heated washer jets**. The **rain/light sensor** automatically switches the windscreen wipers on and off and automatically switches between daytime running light and dipped beam depending on light conditions.

ŠKODA further improved the umbrella comfort feature in the side door of the Superb Combi. Instead of one umbrella in the rear left-hand door, there is now an **umbrella in each of the two front doors**. Particularly convenient is also the new **electric tailgate** that can be complemented with a **virtual pedal**. This enables the tailgate to be opened by moving the foot in the area of the rear bumper. The electric tailgate and virtual pedal work in combination with the **KESSEY** automatic locking and starting system.

Driving in and out of parking spaces is now extremely convenient with the new ŠKODA Superb Combi. The model comes with the newest generation of **Park Assist** for automatic parking. The **rear-view camera** is also a first for this model. The classic handbrake has been replaced with a standard **electric parking brake** in the new Superb Combi.



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Connectivity at its best

The new ŠKODA Superb Combi also sets benchmarks with regards to connectivity and infotainment. In total, there are **four completely new infotainment systems** based on Volkswagen Group's modular infotainment matrix (MIB) technology. Compared to before, the new generation of equipment is significantly faster, comes with high-resolution touchscreen displays for all models and offers more functions and new interfaces.

The top-of-the-range Columbus system has the option of integrated **high-speed internet access** based on the LTE standard.

For the first time, the ŠKODA Superb Combi can be paired with a smartphone and selected apps of this phone can be controlled on the infotainment system's screen. SmartLink includes the standards MirrorLink™, Apple CarPlay and Android Auto (availability of SmartLink may vary depending on country.)

The **SmartGate** interface, developed by ŠKODA, allows certain vehicle data to be accessed on the user's own smartphone apps.

The new **ŠKODA Media Command app** allows the infotainment system to be controlled remotely from the Superb Combi's rear seats for the first time. Passengers sitting in the rear of the car can access its functions via their tablet using the new ŠKODA app and Wi-Fi hotspot built into the Columbus infotainment system.

The 12-speaker **Canton Sound System** with its 610 W output turns the new Škoda Superb Combi into a concert hall on wheels.

Simply Clever in a new dimension

31 'Simply Clever' features make life easier for the driver and passengers in the new ŠKODA Superb Combi. 21 solutions are new for the Superb Combi, ten of them are completely new for the brand.

Alongside both umbrellas in the front doors and new options relating to connectivity and comfort, further new and incredibly practical 'Simply Clever' solutions include: a manually retractable tow bar, a tablet holder in the rear, a tablet storage compartment in the Jumbo Box in the front, a USB port and a 230-V socket in the rear, single-handed opening for a 0.5-litre bottle and an extra high-vis vest storage compartment in all four doors. Both of the front and rear doors have space to store a 1.5-litre bottle.

The interior's versatility is increased by the option to fold down the rear backrests from the boot. The mechanical passenger seat can also be folded down. The electrically adjustable front passenger seat can even be conveniently adjusted from the rear. Additionally, there are new storage nets on the inside edges of the front seats. The boot comes with a false floor for versatile division of the luggage space, a practical coat shelf under the retractable load cover and a removable LED torch. For the first time, the new



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Superb offers the virtual pedal for contactless opening of the tailgate as an optional extra. The Superb now comes with an ice scraper in the fuel filler flap and misfuel protection as standard.

Highest efficiency

The new ŠKODA Superb Combi's new engines offer a maximum of **up to 30 per cent lower consumption values and emissions**. The ŠKODA Superb Combi GreenLine consumes just 3.7 l/100 km and emits 96 CO₂ per km. Alongside innovative engine technology, the reduction in vehicle weight of up to 75 kg and the improved aerodynamics also contribute to the low consumption values.

The combination of a performance that is increased by up to 20 per cent, reduced air resistance and a reduction in weight also leads to impressive driving dynamics.

The new ŠKODA Superb Combi has modern, direct-injection turbo engines based on MQB technology (five TSI petrol, three TDI common-rail diesel). All powertrains meet the EU6 emission standards and come with stop-start technology and brake energy recovery as standard. The petrol engines produce between 92 kW (125 PS) and 206 kW (280 PS). The power output of the diesel engines ranges from 88 kW (120 PS) to 140 kW (190 PS).

With the exception of the entry-level petrol engine, all powertrains for the new Superb Combi are available with modern dual-clutch transmissions. Four powertrains (1.4 TSI/110 kW, 2.0 TSI/206 kW, 2.0 TDI/110 kW and 2.0 TDI/140 kW) are available with state-of-the-art all-wheel drive based on the Haldex 5 clutch.

Safety without compromise

The new ŠKODA Superb Combi wows with a level of safety that has not previously been seen as standard for vehicles in this segment. The new model features Electronic Stability Control including **Multi-Collision Brake** as standard. In EU countries the following safety features are also fitted as standard: **Front Assist with City Emergency Brake**, electronic **tyre pressure monitor**, **seven airbags**, five three-point automatic seat belts with fastening alerts as well as safety headrests. Rear side airbags are available as an option. Also standard: XDS+, an enhanced function of the electronic differential lock. Speedlimiter is available as standard from the Ambition trim line upwards.

In addition, innovative optional assistance systems are available. At a pre-set speed, **Adaptive Cruise Control (ACC)** keeps the vehicle at a safe distance from the vehicle ahead. With the enhanced **Crew Protect Assist**, driver and passenger are 'prepared' for an impending collision. **Lane Assist** helps the vehicle stay in lane on motorways and country roads. **Traffic Jam Assist**, a first for the Superb Combi, increases safety and comfort in traffic and during stop-and-go. The new **Emergency Assist** intervenes if the driver becomes incapable of driving, automatically bringing the vehicle to a standstill.

The **Blind Spot Detect** system, also new for the Combi, supports the driver in changing lanes safely by alerting him/her of any vehicles in the blind spot. A key component of



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Blind Spot Detect is the **Rear Traffic Alert** function, a first for the model. **Driver Alert** (fatigue detection) prevents the driver from becoming overtired. **Travel Assist with Traffic Sign Recognition**, available for the first time in the ŠKODA Superb Combi, continually informs the driver of upcoming road signs.

Innovative lighting systems significantly increase safety at night. The front headlights are fitted with halogen technology or with bi-xenon lamps including AFS function and LED daytime running lights. As an option, the high beam can be controlled electronically – via **Light Assist** or the advanced **Smart Light Assist** function (masked high beam). Striking LED lights shine at the rear of the new Superb Combi as standard and there are also two reflectors on both sides of the rear bumper.

The new Superb Combi's completely **redeveloped chassis** with MacPherson front struts and multi-link rear axle offers maximum ride stability in challenging situations.

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ŠKODA AUTO

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The new ŠKODA Superb Combi: an estate can be that beautiful

- › ŠKODA's design revolution continues: new ŠKODA Superb Combi wows with dynamic and elegant appearance and even more space
- › Sporty appearance: gently sloping roofline, inclined rear finish
- › Elegance: balanced proportions, fine flowing lines, beautiful silhouette, distinctive play of light and shade
- › Precision: clear-cut edges, perfect radii, subtle transitions, crystalline lights
- › Character: powerful front, sculptural shapes, expressive and dynamic rear
- › Upgrade: perfect package based on MQB technology - longer wheelbase and wider track provide more space for passengers and their luggage
- › Interior: premium, precise, stylish and generous

Mladá Boleslav/Tegernsee, June 2015 – ŠKODA's design revolution continues. The new ŠKODA Superb Combi vigorously continues the expressive design language of the new ŠKODA Superb. From the self-assured front to the dynamic and elegant side view, and the distinctive rear: the new Superb Combi presents itself passionate, modern and emotionally rich. At the same time, the ŠKODA engineers and designers have, yet again, succeeded in improving ŠKODA's core virtues of spaciousness and practicality compared to the predecessor.

"The new ŠKODA Superb Combi underlines our brand's design aspirations. With the new ŠKODA Superb Combi we are now also introducing our new design language to the mid-size estate car segment. In the new ŠKODA Superb Combi, aesthetics and functionality are in perfect harmony," said Dr Frank Welsch, ŠKODA Board Member for Technical Development.

The new ŠKODA Superb Combi benefits from the use of the modular transverse matrix (MQB) which allowed the designers to shape the vehicle's proportions significantly more balanced and sporty. The new generation is 23 mm longer and 47 mm wider as well as 34 mm lower than the previous model. The 80 mm longer wheelbase and the front vehicle overhang which is 61 mm shorter add to the noticeably more dynamic appearance. Thanks to the wider track (front: increased by 39 mm, rear: increased by 55 mm), the front and rear wheels have moved further outwards. At the same time, the new ŠKODA Superb Combi is even more practical and more spacious than its predecessor.

Clear geometry, strikingly contoured surfaces, sculptural shapes, purist precision and elegant lines distinguish the design of the new model. The linear look suits the Combi particularly well. Typical for ŠKODA, crystalline elements run like a thread through the exterior and interior right down to the last detail. The interplay between convex and concave surfaces is unexpected, with clear edges, precise radii and crisp lines. The horizontal lines set the tenor. The significant expressions of the exterior continue consistently into the vehicle's interior.



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A distinct and powerful front

The front of the new ŠKODA Superb Combi is significantly more poised than before. It is identical to the face of the new Superb hatchback. Distinctive features are the wide radiator grille, the clear-cut, wide headlights and front fog lights as well as the new dynamically contoured bonnet with the centrally positioned logo. Sharp embossing provides the vehicle with an incredibly powerful expression, supported by an increased width of 47 mm compared to its predecessor. Precise lines and the car's wide and deeply drawn nose make the overall expression appear visually stronger in the middle. At the same time, all of the front elements blend into one horizontal unit.

MQB technology and the completely new MQB engines have allowed the design of the front section to be shorter and the bonnet to be visually slightly lower. The front graphic is drawn deeper which makes the Superb Combi more imposing on the tarmac without appearing to be aggressive.

This new self-assurance is supported by the new design of the **radiator grille**: lower, wider and with a significantly more three-dimensional shape than before. The vertically positioned slats have a black finish with a glossy front or come as narrow chrome strips (Ambition trim level and above). Additional valence is provided by the precise elegant chrome edging that surrounds the grille.

When the vehicle is fitted with a front radar system, the radar unit is discreetly integrated within the radiator grille. In order to maintain the grille's unanimous design, the cover of the front radar unit is given a ribbed design. In the chrome-slatted front grille version, this is effected on the radar cover using Indium strips.

The new Superb Combi's **bonnet** significantly gains distinctiveness and dynamics. Besides its powerfully shaped three-dimensional contours, it also impresses with its sharply drawn lines. Two elegant swage lines run in a gentle curve from the A-pillars inwards towards the grille, putting even more emphasis on the front mask and the logo. This design feature also accentuates the width of the vehicle. The polished ŠKODA logo, encased in chrome and black, rests prominently on the wide nose that ŠKODA is known for. This, in turn, is flanked on both sides by feature surfaces that have a sculptural quality to them.

A further technical design detail is of particular finesse. The bonnet is placed on top which means the gap between the bonnet and bodywork runs laterally in the wings and transitions elegantly into the tornado line. This implementation gave the designers more scope for a more emotive design of the bonnet. A premium solution that reveals much about the brand's design aspirations and production capabilities.

The new ŠKODA Superb Combi's wide, razor-sharp and steeply angled **headlights** have been developed with the highest degree of precision. The headlights have dark underlays which emphasise the car's optical width. The precise cut, the use of geometric triangular shapes and the three-dimensional contours create a striking brand individuality that reflects the Bohemian art of glass making, rich in tradition. A parallel inclined edge



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including light surface runs below the headlights, placing additional emphasis on the shape and structure of the headlights.

The headlights hug the radiator grille harmoniously. This formal coherence once again emphasises the car's horizontal lines and provides an effective contrast to the streamlined lighter surfaces. When fitted with bi-xenon headlights and LED daytime running lights, the LED lights form a refined and wide 'L'. This 'L' also functions as an indicator.

The lower part of the front end shows the front fog lights and a wide air intake as characteristic elements. The placement and shape once again underline the car's horizontal lines. The sharply drawn **fog lights** and the wide, lower air intake with flow-optimised honeycomb structure form a graphic unity, giving the front of the vehicle additional optical width. From the Ambition specification upwards, a fine chrome trim provides the car with an additional visual accent.

Dynamic side view, full of elegance

The newly designed **side view** of the new ŠKODA Superb Combi is for the visual gourmet. Hardly any of the representatives in the mid-size estate car segment is as dynamic and elegant as the new flagship from Mladá Boleslav. The silhouette unfolds as a stylistically confident, perfect unit. The emotionally rich overall impression is the result of an extremely well accomplished design mix of increased vehicle length, a long wheelbase, shortened front overhang, an energetic roofline and a slanted rear window, which visually almost conveys the impression of a shooting brake.

Despite the exceptionally dynamic lines, there is no reduction in headroom or luggage space. On the contrary: compared to its predecessor, the boot volume has increased by 27 litres and is best in class with 660 litres. That's a successful balancing act between aesthetics and practicality. Another example of ŠKODA's design expertise and perfect harmony between emotion and functionality.

All of the surface and volume architecture has been logically structured. The precise, highly set **tornado line** accentuates the formal dynamism, allowing a powerful graduation on the side and achieving an effective contrast between light and shade. The 'undercuts' strengthen the lines' precision.

This effect is intensified by the **wing line** which runs below the tornado line. It stretches gently between both wings, exposes the striking wheel arches and lends additional gravitas to the organic body of the car.

The door surfaces, which have a slightly convex design, are aligned below. The lower side closure forms a further, strong **light surface** which runs around the car. This design feature creates a distinct surface contrast in the lower side of the vehicle and makes the Superb Combi appear lighter, almost delicate.



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The outline of the **side windows** is clear and precision-cut as if made from one piece. Three-dimensionally shaped chrome strips (Ambition trim level and above) frame the windows. A distinguishing ŠKODA feature is the gentle rear incline of the lower side window line, ending in an upwards crease in the rear side window. The striking side mirrors have a new, triangular shape with a razor-sharp cut. In the higher Style and L&K trim levels, the wing mirrors have downward-facing LED boarding spots fitted as standard.

The larger wheels lend the ŠKODA Superb Combi even more distinctiveness. The tyres have a higher aspect ratio than before. ŠKODA has developed a completely **new range of wheels** for the new Superb and the new Superb Combi. A total of ten different wheel designs is available, in four sizes (16" to 19"). The design captivates with its fascinating surface twists, which produce interesting light effects whilst the vehicle is in motion. With the exception of the entry-level version, all wheels are alloys.

Strong rear end

Expressive as never before is the rear of the new ŠKODA Superb Combi. With its clear layout and precise details, the rear conveys dynamics and supreme strength. With its pronounced horizontal lines, the interplay between convex and concave surfaces and the razor-sharp, wide LED rear lights, the car also creates an extremely striking impression from behind. The increased vehicle width and wider track also have a particular impact on the vehicle's rear presence.

The new ŠKODA Superb Combi's two-part **tail lights** gleam with LED technology as standard. The lights are narrower than before, the 'C' graphic is more modern and concise. The wide 'C' is represented by a fine LED strip of light, which extends through both parts of the tail lights in the higher Style and L&K trim versions. Precisely incorporated, crystalline elements lend the lights additional originality and luminosity.

Each outer section of the tail light houses the tail light, braking and reversing light functions, as well as the indicator. The rear fog light is positioned in the inner segment of the light in the tailgate, as is the tail light on higher trim levels.

The clean trailing edge is particularly striking, running across as a sharp seam between the headlight elements and achieving a clear horizontal structure for the tailgate. The button to open the tailgate, the lighting for the number plate and the optional rear-view camera are in the seam. The ŠKODA logo shines forth centrally in the upper part of the tailgate. In the lower part, the ŠKODA brand name is positioned on the left with the model name on the right. The number plate space is positioned between the two.

The lower bumper comes with a further lit edge that has very narrow reflectors (cats' eyes) within it. The black rear diffuser element with the optional integrated parking sensors rounds off the lower part of the rear.

A total of **14 body colours** is available for the new ŠKODA Superb Combi. There are four standard colours: Candy White, Pacific Blue, Corrida Red and Laser White. There are also



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ten metallic colours: Pearlescent Magic Black, Brilliant Silver, Rosso Brunello, Jungle Green, Lava Blue, Quartz Grey, Cappuccino Beige, Magnetic Brown, Moon White and Business Grey.

Newly designed interior attains new level of quality

The completely new interior continues the essential design details of the car's exterior and achieves a new level of quality with an optimal mix of materials as well as a sophisticated visual appearance and surface feel. The passenger compartment is premium and generous, offers even more space, and sets new standards in terms of contemporariness, timeless elegance, functionality and comfort.

The interior layout has an emphasis on the horizontal, giving an airy and tidy effect. Every detail conveys clarity and precision. There are also distinctive dynamic shapes. The passenger compartment thereby impressively confirms the overall impression of a sophisticated and elegant vehicle, which fulfils high customer demands.

The interior is fitted out to a high quality with moulded plastic, sensitive switches and operating buttons, as well as modern displays. Everything is stylishly designed, interpreted in a modern shape and precisely crafted with great attention to detail. The clear arrangement of the control elements with no 'frills' is proof of its superior, timeless qualities. Form and function are in perfect harmony.

As with the exterior, horizontal lines also emphasise the passenger compartment. The wide and cleanly structured **dashboard**, as well as the targeted use of corresponding design elements, ensure maximum impact and an unbeatably generous feeling of spaciousness. The sharp, trapezoid air intakes underline this effect. In addition, the dashboard 'reaches' positively into the side door panels.

The interior is flooded with light and the panoramic view is excellent, thanks to the narrow vehicle pillars and large window surfaces.

The design of the **centre console** is lightweight, dynamic and elegant. The designers have placed a lot of emphasis on ergonomic features for the whole dashboard. All control elements are conveniently positioned in the right place and can be used intuitively. The functions are self-explanatory.

The newly developed **infotainment systems** are located in the middle of the centre console with the associated menu buttons and controls. The infotainment unit appears to float in the air and is an elegant extension of the dashboard. All systems benefit from modern touchscreens. The top-of-the-range Columbus system is fitted with an 8" touchscreen with a proximity sensor.

The **instrument panel** is designed in such a way that the passenger can also see the instruments. All displays are impressive with brilliant sharpness. The instrument cluster has a clear and modern appearance. The multi-function Maxi DOT display in the middle of the instrument panel can be ordered in colour.



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The completely **new seats** provide a lot of lateral support which means that longer journeys can also be completed in comfort. Heated seats in the front and rear are available as an option. The designers have also put a great deal of passion into the new design of the seat covers. Four materials are available: fabric, leather, perforated leather and Alcantara.

The new ŠKODA Superb Combi is exclusively fitted with **three-spoke steering wheels**, the height and length of which can be adjusted. Already at market launch – depending on trim level – up to four types of steering wheel are available, which are differentiated by material (PUR with chrome, leather with chrome) and functionality (with or without control buttons for the multi-function display, the automatic DSG transmission, as well as the radio and telephone).

Emotional diversity

The new ŠKODA Superb Combi is available in a total of **three trim levels: Active, Ambition and Style**, as well as the **top-of-the-range Superb Combi Laurin & Klement**. The editions vary according to interior colours, infotainment, comfort and safety features.

There is a choice of **four colour combinations** for the interior: black, black/grey, black/beige and black/brown (for L&K).

The choice of **trim strips** for the dashboard and door covering has been reinterpreted. In total, there are four trim variants: metallic grey, light aluminium-look, dark aluminium-look and Piano Black.

This offers great variety with up to 154 possibilities for optional extras. A highlight is the LED **ambient lighting**, available for the first time. This means that the interior light effects are adjusted atmospherically in different ways according to the vehicle's status.



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When opening the vehicle, the interior lighting switches to the 'welcome mode': bright 'design lights', fibre optic elements surrounding the dashboard and the door trims as well as illuminated door handles, seats and footwells, create a unique lighting mood as soon as you enter the car. After start-up of the engine, the light intensity automatically switches to 'driving mode': the 'design lights', which are variably adjustable in intensity via the infotainment system, now create a discretely lit ambience during your journey.

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The new ŠKODA Superb Combi: spacious giant with high level of comfort

- > **Space shuttle: increased interior space sets new records in its segment**
- > **Space, space, space: best rear headroom and legroom, largest boot capacity**
- > **'Lounge on wheels': top comfort with new assistance systems**
- > **Three specifications: Active, Ambition and Style plus the top-of-the-range Superb Combi Laurin & Klement**

Mladá Boleslav/Tegernsee, June 2015 – Since its market launch in 2009, the ŠKODA Superb Combi is the space champion in the mid-size estate car segment. The new-generation model confirms this exceptional status in impressive style: the new ŠKODA Superb Combi offers even more space than the predecessor that boasted with already generous internal dimensions. The new generation has reached completely new heights with regards to comfort thanks to the adaptive suspension and innovative assistance systems, which guarantee comfortable, relaxing and stylish travel.

An upgrade for passengers and their luggage: in the new edition, the relevant interior dimensions of the ŠKODA Superb Combi have increased once again. The improvements are in particular a result of the enhanced package. The technical advantages of the MQB basis have allowed the extension of the wheelbase by a whopping 80 mm to now 2,841 mm. The track has been widened to 1,584 mm at the front and 1,572 mm at the rear. These improvements markedly improve the interior space for the passenger and luggage compartments.

"The new Superb Combi attains a new dimension with regards to space and comfort," said ŠKODA Board Member for Technical Development, Dr Frank Welsch. "No other vehicle in direct competition to the new Superb Combi comes with that amount of space. We were able to improve on the already outstanding interior space of the predecessor. The comfort features leave hardly anything to be desired. In addition, the car features numerous 'Simply Clever' solutions and of course many new assistance systems," said Dr Welsch.

An upper-class level of space

Driver and passenger are on their way in lavish space. In the new ŠKODA Superb Combi, **front elbow room** has increased to 1,507 mm by a considerable 39 mm. The headroom for driver and passenger has decreased slightly by 6 mm to 995 mm – also still a top figure.

The new ŠKODA Superb Combi demonstrates its space quality particularly in the rear of the car and in the boot. The new-generation model tops its predecessor's already good values.

The **rear legroom** is absolutely 'superb': at 157 mm, it is a record in its segment by a long stretch – around twice as much as the nearest competitor. The **rear headroom** is also a new benchmark. It has increased by 15 mm to 1,001 mm. At the same time,



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elbow room in the rear has increased by 70 mm to 1,520 mm. This means even three adults have enough space to sit comfortably on the rear seats.

A great feature in the new ŠKODA Superb Combi is the option, to **electrically adjust the passenger seat even from the rear**. The adjusters can be found on the inside of the passenger seat and are therefore easy to use from the rear as well. The passenger seat can be moved forwards and backwards. This allows to individually adjust the legroom for the rear. The height and incline of the passenger seat can also be altered from the rear.

Lounge Step comfort floor mats with integrated footrests are also an option for the rear.

ŠKODA has again increased the **boot capacity** of the new Superb Combi. An increase of 27 litres to a volume which is now 660 litres: this is the top value in the automotive mid-class segment. With the rear seats folded down, the boot capacity increases to an impressive 1,950 litres. Folding down the rear backrests can be done with ease from the boot using a release button.

The large **tailgate opening** is 898 mm long and 1,075 mm wide and opens up to a height of 1,902 mm. The low loading sill with its height of 620 mm makes loading convenient.

Longer items can also be transported without any problems in the new ŠKODA Superb Combi. To do this, the backrest of the passenger seat is simply folded down. Items up to a length of 3.1 m will then fit into the car, if placed diagonally.

Comfort giant – new assistance systems

The new Superb Combi is not only bigger and more spacious than ever before, it also offers new comfort features.

Just like the hatchback, the new ŠKODA Superb Combi comes, for the first time, with **Dynamic Chassis Control (DCC)** including driving mode selection. DCC allows the driver to adjust the vehicle's driving characteristics to his/her individual preferences: standard, sport or comfort – a sort of 'à la carte' chassis setup. The setting is changed using a button in the centre console.

The standard mode provides a balanced programme for day-to-day use. Comfort-oriented tuning for driving on rough stretches of road or for long journeys is available in the comfort mode. The sport mode enables dynamically tuned driving performance with improved road-holding and tighter steering.

The mode is selected by pressing a button in the centre console. The electrically adjustable dampers, electro-mechanical power steering and other settings then adapt automatically. DCC constantly reacts to different driving situations and takes braking, steering and acceleration into account.



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Combined with DCC, the **driving mode selection** also offers an eco and an individual mode. In **eco mode**, the engine management system, air conditioning and other auxiliary units are optimally controlled to save fuel. 'Coasting' is also possible in eco mode. When fitted with automatic DSG, the transmission automatically shifts into neutral when the driver is not accelerating. The overrun torque of the engine then no longer affects the drive train. The result: a reduction in engine speed and fuel consumption. The appropriate gear is automatically engaged when the driver accelerates again. In **individual mode**, different parameters are configured to your personal preferences.

The new ŠKODA Superb Combi's completely **new-generation air conditioning** based on MQB ensures an optimum interior temperature. There is a choice of manual air conditioning or electronically controlled Climatronic, available as two-zone air conditioning or as a three-zone version. All systems guarantee the perfect temperature and climate in line with personal preferences, promoting a feeling of comfort on board.

The new **three-zone air conditioning** works extremely efficiently and balanced. Three-zone regulation means that driver, passenger and rear passengers can separately adjust the temperature of their individual area.

The Climatronic regulates the interior temperature to the pre-set level of one's choice through automatic adjustment of the fan speed and operation of the air distribution valves. This guarantees a comfortable temperature in all weather conditions, whilst the draught in the air circulation in the passenger compartment is kept to a minimum.

The electronic control of the Climatronic monitors all important influences and variables such as the sun's position, the sun's intensity and the external temperature, and supplies more or less cool air accordingly. The integration of the control units into the CAN data bus provides even more comfort features: to protect the occupants from unpleasant odours, the system switches automatically to air re-circulation when the screen washers are activated or the reverse gear is engaged. The regulation of the fan speed, which is dependent on the speed of the car, with automatic adjustment of the vent temperature, decreases the noise level when driving at low speeds. Furthermore, the Climatronic also activates the defrost function at the touch of a button for foggy or iced-up windows. At high fan power, the entire air flow is then directed to the inside of the screen. If the external temperature is over 2.5 °C, the cooling system turns on to dehumidify the air.

The **electric panoramic sliding glass roof** is available as an option for the new Superb Combi. The 1,002 × 1,200 mm pane consists of tinted and heat-insulating glass, which reflects 92 per cent of the incoming heat and 90 per cent of the incoming light. The panoramic roof can be electrically tilted as well as opened towards the back. Operation is via a combination turn-switch located at the front, in the centre of the roof lining. Eight different positions are possible. To prevent draughts and reduce wind noise when the roof is open, a windbreak element is installed on the front of the opening.

As an option, the new ŠKODA Superb Combi can be provided with **front and rear heated seats**. The **front seats** are available with a **ventilation function**.

Auxiliary heating is also available. This warms the interior and defrosts the windows. The technology also enables the interior to be cooled, for example when the vehicle is



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exposed to strong sun. A **heated front windscreen** and **heated washer jets** are available as options. A new invisible ClimaCoat foil is used for the heated front windscreen. Alongside the heating function, it also provides thermal protection from strong sun rays.

The previous ŠKODA Superb Combi already had a practical umbrella compartment in the left-hand side rear door. With the new ŠKODA Superb Combi, the manufacturer has topped this. Instead of one, there are now **two umbrellas** which are housed in the two front doors. The umbrella compartments are made from a water-repellent material and can be found in the interior trim of the doors. Water droplets can drain off through an integrated outlet, while the umbrellas themselves have an anti-bacterial coating. Neither driver nor passenger is in any way inhibited by the compartments or the umbrellas within them. When the doors are closed, the compartments are not visible.

The **tailgate** of the new ŠKODA Superb Combi can be **opened and closed electrically**. It can be opened electrically by pressing a button from the driver's seat, with the remote-control key or by pressing a button on the tailgate.

Additionally, ŠKODA offers a **virtual pedal** as an optional extra in the new Superb Combi. If the driver has the key and moves his/her foot in the area of the rear bumper, the tailgate will open automatically. This is practical, for example, when you have your hands full after doing a big shop and want to put your bags in the car.

The virtual pedal and the electric tailgate work in combination with the **KESY** automatic locking and starting system. You no longer need to hold the key in your hand in order to open and lock the car. The KESY control unit will recognise the key up to 1.5 metres away from the car. The vehicle unlocks automatically when the door handles or tailgate are operated. The engine will start at the push of a button.

Parking: more convenient than ever

Manoeuvring in and out of parking spaces is more convenient than ever before in the new ŠKODA Superb Combi. For the first time, the Superb Combi is available with the third-generation **Park Assist** as an optional extra. The system, activated by the driver, semi-automatically guides the car backwards into parallel parking spaces as well as forwards and backwards into bay parking spaces. Equally, it assists with semi-automatic manoeuvring out of parallel parking spaces.

The system assists the driver by automatically carrying out the optimal steering wheel movements to park within the lines. After activation, the measuring of the parking space, directing into a starting position and the steering movements are carried out automatically – the driver only has to accelerate and brake. The driver can override and stop the automatic steering at any time.

Park Assist is activated by pressing a separate button in the centre console. To recognise parking spaces, the car must not exceed the speed of 40 km/h and be within 0.5 and 2 m of the parked vehicles. Ultrasound sensors monitor the left as well as the right side of the road, e.g. in one-way streets, for available parking spaces. By indicating, the driver selects the side for parking. When the assistance system detects a parallel



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parking space with a manoeuvring space of at least 80 cm, a 'parking space recognised' notification appears on the multi-function display. The minimum space on the sides required for a bay parking space is 35 cm. The driver is subsequently directed into the correct starting position and prompted to engage reverse gear (for reverse parking). With this, the driver activates automatic steering. After that, only accelerating and braking are required. Should the Superb Combi meet an obstacle, the system will brake automatically using the emergency braking function. The system recognises all types of parking spaces (for example on bends, kerbs or between trees).

The new **surround parking sensors** complement the Park Assist feature perfectly. The parking sensors assist the driver with parking and work in conjunction with all of the infotainment systems available for the Superb Combi. Special distance control sensors determine the distance of the vehicle from any objects in front or to the rear. If the distance is less than 120 cm at the front or 160 cm to the rear, an acoustic warning will sound. The frequency of the warning tone increases depending on the distance to the obstacle. If the distance is less than 30 cm, a continuous signal will sound. Distance control sensors on the sides of the car identify obstacles next to the vehicle. A warning signal sounds when the distance is too short. Alongside the acoustic warnings, the position of the vehicle is also displayed visually on the infotainment screen.

For the first time, the new ŠKODA Superb Combi can also be fitted with a **rear-view camera**. A mini camera capturing the area behind the vehicle is positioned in the tailgate. The camera is automatically activated when the reverse gear is engaged. The camera image is shown on the infotainment system display. Dynamic guide lines are also laid over the image. These show the direction in which the vehicle would go with the current position of the steering wheel or indicate when it should be turned. With this function, the new Superb Combi can approach any obstacle safely. Attaching a trailer is also made easier.

The new Superb Combi comes for the first time with an **electronic parking brake (EPB)** as standard. This replaces the classic handbrake which, up until now, was activated using a lever in the centre console. The new technology doesn't just create more space between the front seats, but also increases safety and comfort. It is activated mechanically over two electric motors on the rear wheels. A light on the instrument cluster and on the button indicates that it is engaged. A soft buzzing sound also conveys its activation acoustically.

One component of the electronic parking brake is the **Auto Hold function**. This prevents the vehicle from rolling away when stationary or when pulling away, without the driver having to touch the brakes. Auto Hold therefore provides the highest level of comfort when driving and pulling away, as well as more safety. When the Superb Combi is brought to a complete stop, two electric motors on the rear wheels slow the vehicle down. The driver can take his/her foot off the brake pedal. As soon as the driver begins to accelerate again and, with manual gearboxes, releases the clutch, the Auto Hold function disengages automatically.



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Trim lines Active, Ambition, Style – and top version Laurin & Klement

The new ŠKODA Superb Combi is available in the trim lines Active, Ambition and Style. The top version is the ŠKODA Superb Combi Laurin & Klement variant.

The entry-level version, the **ŠKODA Superb Combi Active**, already wows with comprehensive standard features. All **engines** are equipped with a stop-start system and brake energy recovery. With regards to **safety**, the range of features for EU countries includes Front Assist, Electronic Stabilisation Control (ESC) including Multi-Collision Brake, electronic differential lock XDS+, five three-point automatic seat belts with warning light, belt tensioners and force limiters on front and outer rear seats, five height-adjustable headrests, seven airbags including driver knee airbag and electronic tyre pressure monitor.

In terms of **comfort**, in-car features include manual air conditioning, tinted windows, electronic parking brake, electric front and rear windows, electrically adjustable and heated wing mirrors, remote-controlled central locking and multi-function display. The tail lights are LED. The car features new 16-inch Hermes steel wheels.

Numerous other **functional** solutions include: 1.5-litre bottle holder and high-vis vest storage compartment in all four doors, glove compartment with lighting and air-conditioning, front cup holders, Jumbo Box storage compartment in the central arm rest, storage pockets in the front seats, four folding bag hooks in the boot, retractable load cover with mid-position, black roof rails, misfuelling protection, ice scraper in the fuel filler flap and bonnet with gas struts.

The **ŠKODA Superb Combi Ambition** comes, in addition to the Active-Line features, with **comfort features** including two-zone Climatronic, Rain/Light Assist and the Swing radio with a 5-inch colour touchscreen fitted as standard. The exterior comes with 16-inch Orion alloy wheels and a chrome-slatted grille. The side windows are framed with fine chrome strips. The interior is enriched with a small leather package for the three-spoke steering wheel and gearstick, while the front footwell as well as all door handles have lighting on the inside. **Functional solutions** include small pockets on the inside of the front seats, front footwell lighting and the Maxi DOT display.

In addition to the Ambition specification, the new **ŠKODA Superb Combi Style** has newly designed 17-inch Stratos alloy wheels. The roof rails are anodised. The front fog lights with corner light function improve the design and appearance. The interior has a particularly sophisticated appearance with the new 'dark aluminium-effect' trim strips, 'Style' seat covers and door sills in the front and rear. With regards to **comfort**, it comes with cruise control, rear parking sensors and rear footwell lighting. The driver's seat can be adjusted electrically (including lumbar support), the settings are saved in the memory function. The wing mirrors can be folded automatically (with memory function). Exterior and interior mirrors can be dimmed automatically.



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Laurin & Klement: fine and exclusive

The new **ŠKODA Superb Combi Laurin & Klement** (L&K) is the top of the range. It is named after Václav Laurin and Václav Klement, the founding fathers of the Czech manufacturer. The **exterior** of the exclusive L&K edition includes 18-inch Pegasus alloy wheels with an anthracite-coloured gloss surface. The door sills and front wings feature a 'Laurin & Klement' badge. The bi-xenon front headlights wow with integrated Adaptive Frontlight System (AFS) and LED daytime running lights. **Inside**, the Superb L&K has a three-spoke multi-functional steering wheel, fine trim strips in Piano Black, LED ambient lighting, exclusive leather upholstery and a colour Maxi DOT display. The 'Laurin & Klement' badge can be found inside on the trim strip on the dashboard (passenger side), and there is lettering on the front and rear backrests. When the infotainment system is turned on, the 'Laurin & Klement' lettering also appears on the screen.

The Bolero infotainment system with 6.5-inch colour touchscreen, 12-speaker Canton Sound System and SmartLink for connection to a smartphone provides in-car **entertainment**. With regards to **comfort**, it features Dynamic Chassis Control (DCC) including driving mode selection, front and rear parking sensors, electrically adjustable driver and passenger seats and tinted rear and side windows (SunSet). Warning lights on all doors increase **safety**. Other standard features in the Superb Combi L&K: the Net Programme, Lounge Step floor mats and the removable LED torch in the boot.

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The new ŠKODA Superb Combi: top-level entertainment and connectivity

- > Four new infotainment systems: more speed, more sound, more connections
- > Rolling hotspot: high-speed internet and Wi-Fi technology
- > Connectivity: new ŠKODA Superb Combi with SmartLink (MirrorLink™, Apple CarPlay and Android Auto) for the first time
- > SmartGate system: connect the car to ŠKODA apps
- > Rear control centre: new ŠKODA Media Command app
- > Great sound: Canton Sound System with 12 speakers and 610 W output

Mladá Boleslav / Tegernsee, June 2015 – The new ŠKODA Superb Combi also sets new standards for infotainment and connectivity. Four new infotainment systems based on Volkswagen Group's ultra-modern MIB technology (modular infotainment matrix) are available. For the first time, the Combi's infotainment systems – with the exception of the entry-level model – can be conveniently connected to a smartphone via SmartLink (MirrorLink™/Apple CarPlay/Android Auto). This provides access to the smartphone's intelligence via the car's display. In addition, vehicle data can also be accessed and used in a variety of ways via ŠKODA's own SmartGate function. Optional high-speed internet (LTE) in connection with the top-of-the-range Columbus system additionally turns the ŠKODA Superb Combi into a mobile hotspot. Another debut: the optional remote control for the Columbus infotainment system. Using Wi-Fi and the new ŠKODA Media Command app, parts of the user interface are displayed on a tablet or smartphone.

A choice of four completely new infotainment systems is available for the new ŠKODA Superb Combi: Swing, Bolero, Amundsen and Columbus. Thanks to new processors and improved lines, the new generation is significantly faster than the old infotainment systems, and offers more functions and new interfaces. Their models come with large high-resolution displays. The technology is based on second-generation MIB (modular infotainment matrix).

Even the Swing entry-level system comes with colour touchscreen and SD-card slot as well as a USB port and an aux-in socket. Using MirrorLink™, Apple CarPlay and Android Auto, the Bolero, Amundsen and Columbus allow the car to be paired with a smartphone. The top-of-the range Columbus system wows with integrated high-speed internet and Wi-Fi technology as standard.

Eight speakers or twelve speakers in the optional Canton Sound System with 610 W output provide the optimum sound experience. This truly turns the new ŠKODA Superb Combi into a concert hall on wheels.

Swing is the new ŠKODA Superb Combi's entry-level infotainment system. The menus are easy to operate via three buttons located to the right and three to the left of the



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display. Simply press the buttons to activate the functions 'Radio', 'Media', 'Phone' (optional), 'Setup', 'Sound' and 'Car'. Swing offers a 5-inch TFT colour touchscreen with a screen resolution of 400 × 240 pixels. In addition to the basic FM radio functions, it is fitted with an aux-in socket and a USB port as well as an SD-card slot. Bluetooth function, DAB radio and a Phone Box in the central console are optional. Two speakers in each of the four doors create a balanced sound.

The Phone Box has two functions: it serves as practical storage compartment for a mobile phone and, at the same time, facilitates the inductive coupling of the mobile phone with the external antenna. For this, a planar antenna is fitted to the floor of the Phone Box. When the mobile phone is in the compartment, the signals are sent to the vehicle's antenna by near-field coupling via an amplifier. This results in improved sending and receiving characteristics, comparable to a fixed installation of a phone and using less energy.

The **Bolero** system comes with a 6.5-inch display. The screen impresses with an excellent resolution of 800 × 480 pixels and proximity sensor technology. The operation mode activates automatically as soon as a finger nears the screen. It is operated by swiping and zooming, just like with a smartphone or tablet.

Bolero comes with an FM radio, RDS, eight speakers (four front and four rear), an aux-in socket and a USB port, JPEG viewer, an SD-card slot and SmartLink (MirrorLink™/Apple CarPlay/Android Auto). The standard Bluetooth function allows the connection of a second phone to the system. This is useful, for example, when you wish to use your business as well as your private phone for calls from the car. Speech quality has been improved on the basis of the 'Wide Band Speech HFP 1.6 standard'. The system can also read out SMS text messages. Text messages can also be written on the display. The menu is operated via four buttons on the right and four buttons on the left of the screen: 'Radio', 'Media', 'Phone', 'Voice', 'Setup', 'Sound', 'Car' and 'Menu'.

There are several options available for the Bolero: a second USB port for the rear seats (in connection with a 230-V socket), the DAB function for the radio and the Phone Box. Bolero can also be configured with the Canton Sound System.

The new **Amundsen** radio navigation system has all the features, options and technical characteristics of the Bolero, plus an innovative navigation function with 2.5-D graphics. Thanks to new processors, the calculation of routes is faster and the map display of 800 × 480 pixels is much clearer than before. MapCare is available as standard for Europe. It comes with up to six free map updates in the three years after the purchase.

When it comes to infotainment, the new **Columbus** radio navigation system leaves hardly anything to be desired. The navigation display is in 3D on an 8-inch colour touchscreen with high-resolution images of 800 × 480 pixels. For the first time, the user can alter the route by touching a way point.

Just like the hatchback, the new ŠKODA Superb Combi can be equipped with high-speed internet access as an optional extra. This option is integrated into the Columbus system.



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Fast internet connection is possible with the fourth-generation LTE standard. The internet function can be activated by inserting a SIM card for mobile internet into the appropriate slot on the hard drive (in the glove compartment). Thanks to the integrated Wi-Fi technology, all passengers can then browse the internet wirelessly on their individual devices.

Additionally, Columbus offers: eight speakers, two SD-card slots, hands-free Bluetooth including text messaging, JPEG viewer, SmartLink (MirrorLink™, Apple CarPlay, Android Auto) and an internal 64-GB flash memory. Audio and video files can be played via a DVD drive; the car also features a USB port and an aux-in socket as well as an optional second USB port in connection with a 230-V socket for the rear seats. A TV tuner for the reception of TV programmes and DAB digital radio is available as an option.

The new ŠKODA Superb Combi's sophisticated sound systems provide finely balanced listening pleasure. Eight speakers are standard, the **Canton Sound System** is optional. Canton works with a total of twelve high-performance speakers: ten in the side doors, one centrally located in the dashboard and a sub-woofer in the boot. The system has an output of 610 watt. This is a benchmark within the automotive mid-class segment.

SmartLink (MirrorLink™, CarPlay and Android Auto)

Thanks to SmartLink, the new ŠKODA Superb Combi is better connected than ever before: SmartLink includes the standards MirrorLink™, Android Auto and Apple CarPlay. The availability of SmartLink may vary depending on country.

SmartLink enables the simultaneous display and operation of SmartLink-compatible smartphone apps on the infotainment screen. This provides access to the smartphone's intelligence via the car's infotainment display.

MirrorLink™ is a Car Connectivity Consortium (CCC) standard. More than 70 per cent of all car manufacturers and more than 60 per cent of all smartphone manufacturers are members of this consortium. The Android Auto and Apple CarPlay standards make the use of further Android smartphones and Apple iOS devices possible.

SmartLink adds a new dimension for example when accessing personal music or data services. Connection is quick and easy: just pair the smartphone and the infotainment system via a USB cable and activate MirrorLink™ or one of the other interface standards. Certified smartphone apps can then be mirrored on the infotainment system's screen.

Listen to and control music on the smartphone, navigate or access contacts – with the standardised interfaces all of this can be done on the infotainment screen. For safety reasons, certain app functions can only be used when the vehicle is stationary. Contacts and music can be accessed whilst the vehicle is in motion.

At the new ŠKODA Superb Combi's launch, the following MirrorLink™ apps will be available: Sygic (navigation), WeatherPro (weather forecast), AUPEO! (personal radio),



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Audioteka (audio book), Parkopedia (parking information), MiRoamer (internet radio) and ŠKODA apps including ŠKODA Drive (personal logbook), MFA Pro (multi-functional on-board computer) and MotorSound (engine sound simulator). More apps follow.

SmartGate

SmartGate is another new technology in the new ŠKODA Superb Combi. With this new function developed by ŠKODA and using dedicated apps, certain vehicle data can be displayed, saved and accessed on the user's smartphone. Data transfer is wireless using Wi-Fi technology. Android and iOS (Apple) operating systems are both supported.

Information such as fuel consumption for completed journeys can be viewed, allowing the driver to construe improvements for his/her driving style. The new **ŠKODA Drive** app can display average speed, costs and other information. Completed journeys can also be viewed on the map.

ŠKODA's **Drive Portal** provides a unique service. Useful statistics and graphic representations can be used. Simply send all data from the smartphone app to the portal. The **ŠKODA Service** app comes useful in certain emergency situations.

The following apps are also available for the new Superb Combi:

- › G-Meter: display of acceleration (G value), speed, braking activity, brake pedal pressure etc.
- › MFA Pro: enhanced on-board computer functions. Applications of the multifunction display (MFA).
- › Performance: tracking, display and storage of trip information such as speed, rpm, acceleration, brake pedal pressure and braking duration.
- › MotorSound: engine sound simulation based on acceleration or engine speed data; three engine sounds are available.
- › Smart Racer: a racing game for in-car entertainment. The speed of the virtual car reflects the real speed of the ŠKODA Superb Combi.
- › Little Driver: educational game for children and parents; when driving, children imitate the driver's actions on their tablets or smartphones. At the end of the game, they are rewarded with points for all the actions that matched and they can use these points to design their own tailor-made ŠKODA car.



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Top-entertainment in the rear thanks to 'ŠKODA Media Command'

The new ŠKODA Superb Combi provides a new level of convenience with regards to remote-controlled infotainment.

ŠKODA offers a new application which uses Wi-Fi technology and allows rear-seat passengers to access the functions of the Columbus navigation infotainment system with their tablet or smartphone. With the '**ŠKODA Media Command**' app, you can display parts of the system on the tablet or smartphone and conveniently operate individual functions via the app.

These include the radio (select station, station search, frequencies), all media sources (display of album name, artwork and artist as well as functions including start, stop, pause, forward and back) and the navigation menu, including online address search and use of the search result as destination entry. The volume and other sound settings such as balance and fader can also be adjusted.

A **tablet holder** for fixing the tablet onto the rear of the passenger seat's backrest is optional. A tablet holder can also be used for the rear centre armrest. A 230-V socket at the back of the centre console is optional, as is a second USB port located next to it.

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The new ŠKODA Superb Combi: 'Simply Clever' XXL

- > Practical: 31 'Simply Clever' features for the new ŠKODA Superb Combi
- > Practical solutions for more comfort, safety and connectivity
- > Two is better than one: two easy-to-reach umbrellas

Mladá Boleslav/Tegernsee, June 2015 – The new ŠKODA Superb Combi is a ŠKODA par excellence and embodies all of the ŠKODA brand's good virtues: (almost) unlimited space and the highest level of functionality. This includes numerous practical solutions that make life easier for the driver and passengers. The designers have come up with 31 'Simply Clever' features for the new ŠKODA Superb Combi. Ideas for more convenience, safety and connectivity – in combination with a variety of intelligent assistance systems, the brand's 'Simply Clever' aspiration now also reaches a new dimension with the Superb Combi, just as it has done with the hatchback.

A total of 21 clever concepts has been used for the first time in the ŠKODA Superb Combi. Combined with plenty of space, the new generation model is a practicality giant. There's no doubt that the new ŠKODA Superb Combi is 'Simply Clever' XXL – modern, practical and ideal for everyday life and work.

The foot does it – easy opening of the electric tailgate

The new ŠKODA Superb Combi comes for the first time with an optional **virtual pedal for contactless opening of the electric tailgate**. The virtual pedal works with a sensor located in the lower part of the rear bumper. A simple foot movement near the sensor is enough to open the electric tailgate. This function works in combination with the KESSY keyless locking and starting system. Without the virtual pedal, the electric tailgate can be opened by pressing a button next to the gear stick or by using the remote-control key. Of course, it can also be opened manually at any time with the unlocking button on the tailgate.

New for the Superb Combi is the practical **tip-to-close function** for closing the electric tailgate. With this, it is sufficient to just briefly pull the tailgate to initiate the closing of it. The combination of the electric tailgate and KESSY means the tailgate can also be closed **using the remote control** (maximum distance from vehicle: **3 metres**).



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Quick tow bar attachment

Extremely practical is the new **manually retractable tow bar** (optional). To fold out, the tow bar with integrated socket is unlatched using a lever in the boot loading sill. The tow bar is also folded back in manually. When folded in, the tow bar is completely concealed underneath the vehicle.

Connectivity at its best thanks to SmartLink – the intelligence of a smartphone now available in a car

The new ŠKODA Superb Combi sets new standards in terms of in-car infotainment. For the first time smartphone apps can be mirrored onto the infotainment system's display. These functions are called **SmartLink** in the new Superb Combi. SmartLink includes the standards Apple CarPlay (for iOS devices), Android Auto and MirrorLink™ (for Android devices). The availability of SmartLink may vary depending on country. Another innovative connectivity function is **SmartGate**. Vehicle data can be transferred to a smartphone via Wi-Fi technology and subsequently be used in various smartphone apps.

Remote control

The extremely clever function to access the infotainment system from the rear of the car is making its premiere in the ŠKODA Superb Combi. By pairing external devices (smartphones, tablets) with the Columbus infotainment system via Wi-Fi, passengers can operate the infotainment system from the rear using their devices. This **remote-control infotainment** works on the basis of a new **ŠKODA Media Command app** which makes mobile devices compatible with the Columbus infotainment system.

A new **tablet holder** is available for the ŠKODA Superb Combi, enabling rear passengers to attach their device to the headrest of the front passenger seat or to the folded-out central armrest. Another feature making its debut in the model is the option to equip the car with a second **USB port** and a **230-volt socket in the rear**. Also a first: a **USB port and an aux-in socket** in the centre console **at the front**.

Bluetooth® comfort telephony allows calls to be made and received safely. Combining it with the **Phone Box** enables a so-called inductive external antenna connection. With the mobile phone safely in its storage compartment, radio signals travel via an amplifier to the vehicle antenna by near-field coupling.

Handy – new storage for drinks bottles and much more

The new ŠKODA Superb Combi has significantly upgraded its space for drinks bottles. **Both front and both rear doors** will now hold a **1.5-litre bottle**. There is also space to store two 0.5-litre bottles in the front centre console and two 0.5-litre bottles in the folded-out rear central armrest. This means the new Superb Combi now has a maximum of eight drinks bottle holders, accommodating bottles with a total volume of up to eight litres.



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'Simply Clever' stands for simple yet extremely practical solutions. This includes the **single-handed opening**. The bottom of the middle bottle holder in the centre console is designed to securely hold the bottom of a standard 0.5-litre PET bottle, so that the bottle does not move and can be opened or closed with one hand while driving.

All four doors of the new ŠKODA Superb Combi now have a small **extra storage compartment** for a **high-vis vest** mandatory in many countries.

Speaking of doors: ŠKODA has once again improved the convenient 'umbrella in the door' feature. Instead of just one compartment in the rear left-hand side, the ŠKODA Superb Combi now has **an umbrella compartment in both front doors**, allowing storage of **two umbrellas**. The compartments are made from water-resistant material so that damp umbrellas can be stored without letting any moisture into the vehicle. The compartments are also designed so that water can drain to the outside.

In addition, the new ŠKODA Superb Combi comes with an extra **tablet compartment** for secure storage of a tablet during the journey. Simply insert the device into a small pocket in the large Jumbo Box in the centre console.

Length matters

The new ŠKODA Superb Combi is not only more spacious, but its interior is also more versatile. For the first time in this model, the **rear backrest** can be **folded down** from the boot at the touch of a button. The new load-through provision for the mechanical **front passenger seat** is extremely practical. If necessary, the backrest of the front passenger seat can easily be folded down. Items up to a length of 3.1 m will then fit into the car, if placed diagonally.

No more sliding around

New **storage nets on the inside edges of the front seats** will hold an array of small items.

In addition, a practical **ice scraper** in the fuel filler flap now comes as standard. It simply slides into the inside of the fuel filler flap and is quickly at hand when required. The new ŠKODA Superb Combi also comes with **misfuel protection**.

Parking tickets can be placed into the **parking ticket holder** on the inside of the left-hand A-pillar. Mechanical **roller sun visors** for the rear side windows protect rear passengers from the sun's glare. The **electrically adjustable front passenger seat** can also be conveniently adjusted **from the rear** – the control can be found on the inside passenger seat side.

Boot: large and practical

The boot of the new ŠKODA Superb Combi is not only the largest in its segment but also extremely practical.



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The variably adjustable **false boot floor** offers the biggest practical benefit in the new ŠKODA Superb Combi. This false floor enables different partitioning of the boot for more flexible transport options. The system also provides efficient storage: the boot's removable load cover or the coat shelf can for example be stowed away under the false floor.

The **load cover** is **manually operated**. At the gentle push of the cover, it will automatically retract and free up the boot for loading. The Superb Combi with an electric tailgate and the virtual pedal also features a **load cover with automatic release**. This allows the load cover to automatically partially retract upon opening the tailgate.

The **coat shelf** is also very practical. It is located underneath the load cover, and has extra space to stow items, such as a coat for instance.

Four folding **bag hooks** and the **Net Programme** with one horizontal and two vertical storage nets keep the boot space tidy. The optional **removable LED torch** for the boot is also extremely practical. The **tailgate** can be opened **electrically**.

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ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed by the production of motorbikes and cars.
- > currently offers the following models in the range: Citigo, Fabia, Roomster, Rapid, Octavia, Yeti and Superb.
- > in 2014 delivered more than 1 million vehicles to customers worldwide for the first time in a single year.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups 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 and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- > employs over 25,900 people globally and is active in more than 100 markets.



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The new ŠKODA Superb Combi : more power, less consumption

- > Eight new EU6 engines on the basis of MQB: five TSI petrol, three TDI diesel
- > Efficiency: up to 30 per cent lower consumption and CO₂ emissions
- > Top: ŠKODA Superb Combi GreenLine with only 3.7 l/100 km and 96 g CO₂/km
- > Driving dynamics: power from 88 kW (120 PS) to 206 kW (280 PS)
- > Performance: up to 20 per cent stronger; top-level engine now with 206 kW (280 PS)
- > Slimmed down: new ŠKODA Superb Combi is up to 75 kg lighter
- > Four powertrains with all-wheel drive based on modern Haldex-5 technology

Mladá Boleslav/Tegernsee June 2015 – More dynamics and more driving fun and yet significantly more efficient: the new ŠKODA Superb Combi achieves new optimum values for consumption and performance with its new powertrains. The latest-generation model comes with a completely new generation of direct-injection turbo engines based on MQB technology (five TSI petrol, three TDI common rail diesel). The compact and light engines have a power output of between 88 kW (120 PS) and 206 kW (280 PS), are equipped with stop-start technology and brake energy recovery as standard, and all comply with EU6 emission standards. The performance of the new engines has improved by up to 20 per cent. At the same time, the new Superb Combi is up to 30 per cent more efficient than its predecessor. The improved consumption and driving dynamics are also a result of the reduced weight (up to 75 kg less), the optimised aerodynamics and the completely new chassis.

“With the new engines, the new ŠKODA Superb Combi is more efficient whilst also being more dynamic than ever before,” said ŠKODA Board Member for Technical Development, Dr Frank Welsch. Five petrol and three diesel engines propell the new ŠKODA Superb Combi. The performance range of the new MQB powertrain family is between 88 kW (120 PS) and 206 kW (280 PS). The new engines distinguish themselves with refinement, high agility and impressive low-end torque, whilst consumption and emissions have also been significantly reduced. The finely tuned interplay of new engines, new chassis and ultra-modern dynamics-related assistance systems as well as longer wheelbase and wider track result in very good dynamics.

In comparison to the predecessor’s engines, the new powertrains have a power output that is up to 20 per cent higher. Four engines (1.4 TSI/110 kW, 2.0 TSI/206 kW, 2.0 TDI/110 kW and 2.0 TDI/140 kW) are available with state-of-the-art all-wheel drive based on the Haldex 5 clutch. With the exception of the entry-level petrol version, all engines are also available with modern dual-clutch transmission.

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Five petrol engines from 92 kW (125 PS) to 206 kW (280 PS)

The new petrol engines are from Volkswagen Group's EA 211 and EA 888 engine series. The powertrains were specifically developed for MQB use and are extremely lightweight and compact. The entry-level 1.4 TSI/92 kW (125 PS) petrol engine weighs just 104 kg. The construction is based on an ultra-rigid aluminium die cast crank case.

The technical concept of the EA 211 engines is characterised by numerous innovative solutions. One example: the engines heat up quickly during warm-up because the exhaust manifold is completely integrated into the cylinder head; at the same time enough heat is soon available to comfortably heat the passenger compartment. Under heavy load, however, the coolant effectively cools down the exhaust gas, which significantly reduces the fuel consumption. In addition, the clever construction of the exhaust manifold allowed the designers to pick very slim single-scroll compressors when they chose the exhaust gas turbocharger. The result: the weight of the cylinder head / turbo charger has been reduced. With the EA 211, the intercooler has been integrated into the intake manifold made from a plastic injection moulding. The advantage: pressure builds up faster, providing this type of engine with very good responsive qualities.

Further technical features of the engines include a camshaft drive with maintenance-free toothed belt, innovative thermo management with 2-stage cooling and a regulated oil pump. In order to lower the emissions and consumption even further and to improve low-end torque, the inlet camshaft is adjustable by up to 50 degrees – the 150 PS TSI also features an exhaust camshaft adjuster. It generates the desired spread of the engine valve timing and leads to an even more spontaneous response in the lower engine speed range; high-end torque is improved at the same time.

The choice of petrol engines ranges from the manual 1.4 TSI to the all-wheel-drive 2.0 TSI with 206 kW (280 PS) and dual-clutch transmission. The new ŠKODA Superb Combi with the most powerful 2.0 TSI/206 kW (280 PS) petrol engine has a top speed of 250 km/h.

Even the entry-level petrol engine of the new ŠKODA Superb Combi represents highest efficiency together with good dynamics characteristics. The new ŠKODA Superb Combi with the **1.4 TSI/92 kW (125 PS)** engine consumes just 5.3 l/100 km, which corresponds to CO₂ emissions of 123 g/km. Compared to the entry-level petrol engine of the previous Superb Combi, the reduction in fuel consumption is more than 13 per cent. The maximum engine output is produced between 5,000 and 6,000 rpm, the maximum torque of 200 Nm is achieved within a wide speed range between 1,400 and 4,000 rpm. The new Superb Combi with the 1.4 TSI/92 kW engine accelerates to 100 km/h in 10.0 seconds. Its top speed is 206 km/h. This variant comes with a manual six-speed gearbox.

As an enhanced **1.4 TSI/110 kW (150 PS)** variant, the new ŠKODA Superb Combi uses 5.0 l/100 km, corresponding to 116 g CO₂/km. This is equivalent to an impressive reduction in consumption of approx. 30 per cent compared to the comparable engine of its predecessor. The designers achieved these drastic reductions using what is known as **active cylinder technology (ACT)**.



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ACT means that the second and third cylinders are temporarily shut down. In two-cylinder mode, the engine works under a heavier load with more efficiency. Shutting down and restarting the cylinders is initiated by electro-magnetic actuators. Depending on driving style, the technology can lower consumption by more than 0.5 l/100 km. ACT is activated in the speed range between 1,400 and 4,000 rpm, at a torque of between 25 and 100 Nm and speeds of up to 130 km/h. If the driver presses the accelerator pedal hard, both cylinders again begin to work automatically. The cylinder shut-down has no effect on the smooth running of the engine. All mechanical switch-over processes take place within one camshaft rotation; depending on engine speed, this takes between just 13 and 36 milliseconds. Accompanying interventions in ignition and throttle position smooth the transition.

The 1.4 TSI/110 kW generates its maximum PS power between 5,000 and 6,000 rpm. Maximum torque of 250 Nm is achieved between 1,500 and 3,500 rpm. The Superb Combi with this engine and a manual six-speed gearbox has a top speed of 218 km/h and accelerates from 0 to 100 km/h in 8.7 seconds. This engine is also available with all-wheel drive and a manual six-speed gearbox. In addition, the front-wheel-drive 1.4 TSI/110 kW ŠKODA Superb Combi is available with an automatic seven-speed DSG transmission.

Also new is the **1.8 TSI/132 kW (180 PS)** engine in combination with a manual six-speed gearbox develops its maximum power between 4,000 and 6,200 rpm. Its maximum torque of 320 Nm is achieved between 1,450 and 3,900 rpm. Combined with an automatic seven-speed DSG transmission, maximum torque is 250 Nm. Combined fuel consumption is 5.9 l/100 km (manual) and 5.8 l/100 km (automatic), corresponding to CO₂ emissions of 135 g/km (manual) and 130 g/km (automatic). With this engine, the Superb Combi accelerates from 0 to 100 km/h in 8.1 seconds (manual) and 8.2 seconds (automatic), and has a top speed of 230 km/h.

The **2.0 TSI/162 kW (220 PS)** engine is only available with an automatic six-speed DSG transmission. This powertrain uses 6.3 l/100 km and emits 145 g of CO₂ per km. Maximum torque of 350 Nm is produced between 1,500 and 4,400 rpm. Maximum power is between 4,500 and 6,200 rpm. The 2.0 TSI/162 kW Superb Combi accelerates from 0 to 100 km/h in 7.1 seconds, top speed is close to 243 km/h.

The new top-of-the-range petrol engine in the ŠKODA Superb Combi is the turbo-charged four-cylinder **2.0 TSI/206 kW (280 PS)**. It is only available in combination with an automatic six-speed DSG transmission and permanent all-wheel drive. The newly developed powertrain replaces the 3.6 FSI V6/191 kW (260 PS) as top petrol variant and is an impressive example of successful downsizing, producing 15 kW (20 PS) more power with 1.6 litres less capacity. At the same time, consumption and emissions have decreased by about 24 per cent. The four-cylinder engine produces its maximum torque of 350 Nm between 1,700 and 5,600 rpm. A speed of 100 km/h is achieved in just 5.8 seconds. Top speed is 250 km/h.



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Three diesel engines from 88 kW (120 PS) to 140 kW (190 PS)

The new four-cylinder diesel engines of the new ŠKODA Superb Combi are all economical and powerful. The TDI common rail powertrains are from Volkswagen Group's EA 288 series and impress with high torque and optimum refinement. All powertrains feature direct injection and turbo-charger. For the new Superb Combi, the top of the line 2.0 TDI/140 kW is available in the exciting combination with dual-clutch transmission and all-wheel drive.

The components that determine the functional characteristics of these engines are their modular construction. This includes emission-critical parts such as the injection system, the charger and the intercooler, which is integrated in the intake manifold. This is complemented by sophisticated exhaust gas recirculation. All components for the exhaust gas treatment are in close proximity to the engine, which is another characteristic of all TDI engines. The Superb Combi is fitted with an oxidising catalytic converter and a diesel particulate filter (exhaust gas treatment components) in order to comply with the various global emissions standards. The reduction of nitrogen oxides is facilitated by an NO_x storage catalyst or – in the case of the GreenLine model, the 2.0 TDI/110 kW all-wheel-drive variant and 2.0 TDI/140 kW model – with a SCR system (Selective Catalytic Reduction) using the reduction additive AdBlue.

In order to further reduce the engines' fuel consumption, all components of the TDI engines have been optimised for minimal internal friction. These measures include the use of piston rings with reduced pre-tension and low-friction roller-bearings for the camshaft and the countershaft module (2.0 TDI). The oil circuit has been optimised by using a volume-flow-controlled oil pump with two pressure stages. During warm-up, an innovative thermo management system operates two separate cooling circuits, one for the cylinder head and one for the engine block with a water pump that can be switched off. Thus, the TDI engines warm up significantly faster; in addition, the passenger compartment of the Superb Combi heats up more quickly in winter. Another cooling circuit which is switched independently allows for separate control of the charge air temperature which brings additional reductions in emissions. The Superb Combi's TDI engines are not only low in emissions, economical and powerful, they are also particularly sophisticated and comfortable. For example, the 2.0-litre engines come with two countershafts as mentioned above; they reduce the inertial forces which are inherent for reciprocating-piston engines.

The entry-level **1.6 TDI/88 kW (120 PS)** diesel impresses with powerful low-end torque and a maximum torque of 250 Nm between 1,500 to 3,250 rpm. Compared to the current entry-level diesel engine for the ŠKODA Superb Combi, the power output is increased by 11 kW (15 PS) whilst the consumption is reduced by up to 17 per cent. The maximum power of 88 kW is delivered between 3,500 and 4,000 rpm. Combined consumption is about 4.0 l/100 km; CO₂ emissions are 103 g/km (automatic) and 105 g/km (manual). The 1.6 TDI/88 kW is available with a manual six-speed gearbox or with automatic seven-speed DSG transmission.



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From November 2015, the new **ŠKODA Superb Combi GreenLine 1.6 TDI/88 kW** will be the most economical Superb Combi. Specific aerodynamic adjustments and tyres with optimised rolling resistance result in a combined diesel consumption of only 3.7 l/100 km, with CO₂ emissions of just 96 g/km.

The **2.0 TDI/110 kW (150 PS)** is the mid-range diesel in the new Superb Combi. Just like the other engines, it boasts less consumption and more power in comparison to its predecessor. The 2-litre turbo produces its maximum power between 3,500 and 4,000 rpm. Maximum torque of 340 Nm is between 1,750 and 3,000 rpm. The 2.0 TDI/110 kW uses just 4.0 l/100 km and emits 106 g CO₂ per km. In the manual version, this Superb Combi is available with front-wheel drive or all-wheel drive. The front-wheel drive is also available with automatic dual-clutch transmission.

The **2.0 TDI/140 kW (190 PS)** is the most powerful diesel engine in the new Superb Combi. An impressive 400 Nm at 1,750 to 3,250 rpm give the car a lot of power and good low-end torque. At the same time, consumption and emissions are reduced by about 14 per cent compared to the previous engine. The 2.0 TDI/140 kW Superb Combi uses only 4.2 l/100 km, which corresponds to CO₂ emissions of 109 g/km. The maximum PS power is delivered between 3,500 and 4,000 rpm. A six-speed dual-clutch transmission and a manual six-speed gearbox are available for the front-wheel drive. The combination of an automatic DSG transmission and all-wheel drive is particularly attractive.

New ŠKODA Superb Combi with state-of-the-art all-wheel drive (Haldex 5 clutch)

The new ŠKODA Superb Combi will be available with all-wheel drive from market launch.

These engines are available with all-wheel drive:

- › 1.4 TSI/110 kW (combined with a manual six-speed gearbox)
- › 2.0 TSI/206 kW (combined with automatic six-speed DSG)
- › 2.0 TDI/110 kW (combined with a manual six-speed gearbox)
- › 2.0 TDI/140 kW (combined with automatic six-speed DSG)

For the first time, the ŠKODA Superb Combi comes with the latest version of the innovative Haldex clutch, the Haldex 5. The all-wheel drive based on the Haldex 5 clutch is one of the most modern and most efficient all-wheel-drive technologies and guarantees optimal driving dynamics, the highest level of active safety and economical consumption. In comparison to the Haldex 4 clutch in the current model, the technology is 1.4 kg lighter, works without pressure storage and reacts within milliseconds to all possible driving conditions.

Via the control unit of the Haldex 5 clutch, the all-wheel-drive system is programmed to deliver torque mainly to the front axle in normal driving conditions and with a light load. This electronic pilot control of the clutch saves fuel, as the rear wheels are only activated when necessary. As long as the clutch is uncoupled, there are less losses due to friction resulting in better fuel consumption.



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When necessary, the rear wheels are smoothly engaged within milliseconds, so quickly that a loss of traction is virtually eliminated. The electronics activate the rear wheels as soon as they need more torque or the wheels need more grip.

The torque distribution to all four wheels always depends on the driving environment. The ideal torque for the rear axle is calculated by the control unit. The adjustment is made by varying pressure on the clutch plates.

The system consists of a stack of clutch plates that are pressed together hydraulically. The pressure increases in proportion to the torque that is required at the rear wheels. Even when the ŠKODA Superb Combi 4x4 pulls away or accelerates quickly, the wheels will not normally spin.

The most important parameter for the activation of the Haldex 5 clutch is the engine torque controlled by the driver. The control unit analyses this and other parameters such as wheel speed and steering angle.

Weight reduction of up to 75 kg

The new ŠKODA Superb Combi is up to 75 kg lighter than the model's previous generation – despite having more technological components than ever before.

The new engines have made the biggest contribution to the weight reduction challenge. The new powertrains are up to 18 kg lighter. Thanks to the use of light metal parts, the chassis of the entry-level 1.4 TSI/92 kW weighs in at about 12 kg less than before. This has been made possible by the use of aluminium alloy in the pivot bearing of the front axle or the wheel bearing on the rear axle. The new steering is about 2 kg lighter. The new seats, interior and dashboard save 22 kg in weight.

The improved body structure has achieved a noticeable reduction in weight. Apart from the use of metal where appropriate, the body of the new ŠKODA Superb Combi now features even more high-strength steel. Its stiffness is about four times higher than that of conventional body-making steel and it can therefore be used more economically. Rigidity is improved at the same time. Up to 46 per cent of the modular MQB floor structure is made from these special steels. The resulting reduction in weight for the new ŠKODA Superb Combi is about 23 kg. The increased use of high-performance adhesives also has a positive effect.

C_w value improved to 0.285

ŠKODA has significantly improved the aerodynamic characteristics of the new Superb Combi. The **drag coefficient** (c_w) of the new generation Superb Combi is **0.285**, the GreenLine version is even down to **0.275**. The previous models achieved values of 0.29 and 0.28 (GreenLine).

The improved drag coefficient has partly been achieved by significantly reducing aerodynamic elements. Most of the drag occurs on the underbody where air meets resistance from many components. In order to minimise this effect, the new ŠKODA Superb Combi comes with additional underbody elements. These include covers for the



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The new ŠKODA Superb Combi: optimum safety

- > Inspiring safety technology: many innovative safety systems
- > Top lighting systems for optimum 'seeing and being seen'
- > New chassis: driving stability in any situation; XDS+ as standard
- > Up to nine airbags, state-of-the-art restraint systems, more rigid body

Mladá Boleslav/Tegernsee, June 2015 – The new ŠKODA Superb Combi is a top-class car with regards to safety. A range of new assistance systems based on innovative MQB technology is available. There is also a completely new chassis that guarantees stability, comfort and agility. State-of-the-art restraint systems and a more rigid body give passengers the best possible protection in the event of a collision.

"The new ŠKODA Superb Combi sets new standards when it comes to safety," said Dr Frank Welsch, ŠKODA Board Member for Technical Development. "Based on state-of-the-art MQB technology, we have equipped the car with numerous new assistance systems and we are also placing more emphasis on a perfectly coordinated safety package consisting of nine airbags, active restraint systems, high body rigidity and specifically optimised crumple zones," said Dr Welsch.

Innovations for everyone

A whole 'phalanx' of new safety assistance systems is available. All systems support the driver in the most diverse traffic situations, from keeping at a safe distance and staying in lane to emergency braking in case of an impending collision. Important: as the driver is responsible for the vehicle, he/she remains in complete control of the situation and can override the electronic assistance systems at any time.

For the first time, the ŠKODA Superb Combi is fitted with **Multi-Collision Brake** as standard. This feature prevents the car from further uncontrolled movement after an initial collision. This reduces, for instance, the risk of the car drifting into the opposite lane and causing a second collision. The system automatically actuates the brakes if it detects a primary collision, even if the driver does not brake. Automatic braking is available down to a speed of 10 km/h. When the Multi-Collision Brake is activated, it automatically switches on the hazard and brake lights. The driver can override the system at any time by accelerating or initiating emergency braking. The Multi-Collision Brake is a feature of the **Electronic Stability Control (ESC)**. ESC will activate in critical driving situations and purposely prevent the car from swerving.

Front Assist with integrated City Emergency Brake is making its debut in the new ŠKODA Superb Combi. Front Assist warns the driver of an impending collision at speeds between 5 and 210 km/h and activates automatic partial braking or triggers emergency braking if necessary. The City Emergency Brake complements Front Assist in urban traffic and at speeds between 5 and 34 km/h.



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Front Assist works with a radar sensor that is integrated into the radiator grille, constantly monitoring the distance to the traffic ahead. If the gap becomes too small or a collision is impending and the driver does not react, the system automatically intervenes at one of four levels. At the first level, the brakes are pre-conditioned by building pressure in the brake line and increasing the sensitivity of Brake Assist. This is followed by an acoustic as well as a visual warning signal. Should the driver still not react, an automatic jolt of the brakes warns of the danger, and the sensitivity of the system is increased further. If the braking action of the driver is too weak, the brake pressure is automatically increased. If the driver also fails to react to the warning jolt, Front Assist performs automatic partial braking. This helps to avoid collisions or at least reduces the severity of the impact.

The **City Emergency Brake** is an extension of Front Assist. It is active in urban traffic (speeds up to 34 km/h) and monitors the area ahead of the vehicle. If an obstacle gets closer or a collision with the vehicle in front is likely, the system automatically and immediately applies the brakes.

The new ŠKODA Superb Combi is available with **Adaptive Cruise Control (ACC)** as an optional extra. At a pre-set speed, the automatic distance control ACC keeps the vehicle at a safe distance from the vehicle ahead. When the system is active, it automatically accelerates or slows the car down by acting on the engine and braking.

The radar-based ACC uses **cruise control** in combination with **distance control**. A radar sensor integrated into the front grille provides the required data. In the new Superb Combi, ACC works at speeds between 30 and 210 km/h. This feature is always coupled with Front Assist.

For the first time, the new ŠKODA Superb Combi can be fitted with the proactive occupant protection system **Crew Protect Assist**. The system prepares the driver and front passenger in case of an impending collision. In critical situations, e.g. emergency braking, the driver's and front passenger's seat belts are automatically pre-tensioned. In the event of unstable driving situations, such as severe over- or understeering, Crew Protect Assist also engages with ESC to close the side windows and sunroof to a residual opening in order to prevent foreign objects from entering the vehicle. Working together with the front radar, Crew Protect Assist can react in advance.

Lane Assist, a new optional feature in the new ŠKODA Superb Combi, supports the driver in particular on motorways and larger country roads, preventing the car from inadvertently leaving the lane. The system works with a multi-functional camera that is integrated into the base of the rear-view mirror. This camera detects lane markings in front of the vehicle from a speed of 65 km/h. When Lane Assist recognises an unintended departure from the lane, the system automatically initiates corrective steering. If no steering action is detected from the driver, a warning signal sounds and the message 'Lane Assist – please take over steering' appears on the multi-function display.



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The driver can override the corrective steering function at any time by moving the steering wheel. Lane Assist only works with clearly visible road markings. The system does not react if the indicator is set before crossing a lane marking.

For the first time, **Traffic Jam Assist** is available for the new Superb Combi. This system provides more safety and comfort in traffic jams and stop-and-go traffic. Traffic Jam Assist works as a combination of 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 also 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 new **Emergency Assist** intervenes, should the driver become incapable of driving. If no driver activity is detected for a certain amount of time, a warning signal sounds. If the driver remains non-reactive, the system initiates a short swerve. If there is still no reaction from the driver, the vehicle is automatically brought to a complete standstill. Additionally, the hazard lights are automatically activated.

Blind Spot Detect (BSD), new to the ŠKODA Superb Combi, supports the driver in changing lanes safely by alerting him/her of any vehicles in their blind spot. Two radar systems located in the lower part of the rear bumper monitor the area beside and up to 20 metres behind the ŠKODA Superb Combi. When BSD detects vehicles in the blind spot next to the vehicle or approaching from behind, an LED symbol in the wing mirror lights up to alert the driver. If the driver indicates in the direction of the detected vehicle, a higher warning level is activated: the LED starts to flash, additionally indicating the impending danger to the driver. Blind Spot Detect is active from 10 km/h up to the vehicle's top speed.

A key component of Blind Spot Detect is the **Rear Traffic Alert** function, a first for the ŠKODA Superb Combi. When reversing out of parking bays which are at an 90° angle to the road, Rear Traffic Alert recognises vehicles approaching from the sides. Radar-based sensors pick up objects at a distance of up to 20 metres. An acoustic signal warns of an impending collision. In addition, the 'critical side' from which a vehicle is approaching is first shown yellow and then red on the infotainment display. If necessary, the brakes are automatically applied.

Driver fatigue is one of the most common causes of accidents. In order to help prevent this, the new Superb Combi is fitted with **Driver Alert** (fatigue detection). Based on observed steering behaviour, the system recognises deviations from normal handling and a possible reduction in the driver's concentration. 15 minutes after the engine has been started, Driver Alert analyses steering behaviour and stores the result as a basis for a warning signal (it only sounds at speeds above 65 km/h). Significant deviation from characteristic steering behaviour is classified as indication of driver fatigue. The multi-function display shows the message: 'Fatigue detected – please take a break'.



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Speedlimiter, a new function for the ŠKODA Superb Combi, ensures that the pre-set speed is not exceeded. The driver activates the Speedlimiter with the stalk on the left-hand side of the column. The Speedlimiter deactivates as soon as the driver applies full throttle.

For the first time, the ŠKODA Superb Combi is available with **Traffic Sign Recognition** to continuously notify the driver of traffic signs. The **Travel Assist** system uses the camera in the rear-view mirror to scan the traffic signs on the current stretch of road. A picture-processing module searches the scanned pictures for known traffic signs and compares the results with the navigation data. Speed limit signs (e.g. '80 km/h') and 'no overtaking' signs are evaluated – in addition to any supplementary instructions (such as '22:00-06:00' or 'no overtaking of slow vehicles') and associated restriction clearance signs. They are shown as pictograms in the multi-function display and/or the navigation system display.

Hill-Hold Control is an available option on the new ŠKODA Superb Combi. The system facilitates pulling away on an incline (from a gradient of more than five per cent), enabling the driver to perform safe uphill starts without the vehicle rolling backwards. When the driver takes his/her foot off the brake pedal after stopping on an incline, the system holds the brake pressure for another couple of seconds.

The new Superb Combi offers **Electronic Tyre Pressure Monitoring** as standard in EU countries. Air pressure is individually monitored in each tyre and any loss of pressure is displayed. If there is a loss of pressure in all four tyres, it will be displayed also.

Top lighting systems for optimum 'seeing and being seen'

The visibility of a vehicle plays a central role in road traffic safety. Innovative lighting systems guarantee optimum 'seeing and being seen' in the new ŠKODA Superb Combi. The front headlights are fitted with halogen or bi-xenon technology including AFS function and LED daytime running lights. For the first time, a masking function is available for the high beam. Striking LED lights shine at the rear of the new Superb Combi as standard and there are also two reflectors on both sides of the rear bumper.

The bi-xenon headlights of the new ŠKODA Superb Combi are equipped with the **Adaptive Frontlight System (AFS)**. AFS optimises the illumination of the road and surroundings in accordance with driving and weather conditions and adapts the illumination of the carriageway to different driving situations. A key component of AFS is the dynamic angle adjustment which is active from 10 km/h. The system is complemented by a **corner light function** (integrated into the fog lamps). The intelligent interplay of these functions significantly improves visibility in darkness.

AFS has three operating modes: country road, urban traffic and motorway. The country road mode is active from 0 to 15 km/h and from 50 to 90 km/h. This mode is almost like normal dipped beam. The right- and left-hand headlamp modules are in the base position. In urban traffic mode (between 15 and 50 km/h), the beam is wider and shorter than on a country road. This is useful because for slower driving, the optimum



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illumination of pavements and crossroads is more important than the reach of the beam. However, the reach of the beam and the illumination of the right- and left-hand lanes are important for fast driving on motorways. In this mode, the left headlight module pivots upwards from the base position and to the left, while the right module is merely raised. The motorway mode is active from 90 km/h and reaches its maximum effect from 120 km/h.

The automatic use of **high beam** is controlled by the optional **Light Assist**. This system is available in two versions for the new ŠKODA Superb Combi: as standard Light Assist and, for the first time, as the enhanced top version **Smart Light Assist** (masked high beam). The system includes the Adaptive Frontlight System, dynamic angle adjustment and **masked high beam**.

Smart Light Assist provides improved safety through optimum illumination in all traffic situations. In darkness, Smart Light Assist detects oncoming traffic and vehicles ahead via the multi-functional camera and automatically dips the high beam specifically in these areas. Instead of automatically switching high beam off when an oncoming vehicle is detected, the new technology is selective. This means, it is always possible to drive with high beam and take advantage of its long reach without dazzling other drivers or oncoming vehicles.

The system works by relaying the light sources recognised by the camera to the control unit which, based on this information, calculates the required headlight steering signals. A cylinder, which is integrated into the central module of the headlights, controls the light distribution depending on the situation. If necessary, a 'mask' is projected onto the road in the area of the vehicle ahead or of oncoming vehicles. Full light intensity and maximum reach of the beam are maintained around the masked areas.

Optimum ride stability thanks to new chassis

The new ŠKODA Superb Combi offers safe handling and stable driving dynamics in any situation. The completely redeveloped chassis makes an important contribution to this. It provides the perfect combination of comfort, stability and agility.

The new-generation ŠKODA Superb Combi comes with upgraded **MacPherson front struts**. The subframe, mounted centrally on the front axle, provides improved transverse stiffness. In addition to the front axle components, this frame also houses the steering and parts of the engine mount. The coil springs with telescopic shock absorbers are integrated as a unit in the struts. The wheels are guided by the struts and lower wishbones with track stabilising radius rods. The stabiliser has a tubular construction. The spring rate of the stabiliser and the damper controls have been specifically optimised. In combination with the 39 mm wider front track, this results in very stable handling.

The new ŠKODA Superb Combi's innovative **multi-link rear axle** is impressive. It is lighter and performs better than the axle used in the previous models. At the heart of the multi-link axle is the strict separation of longitudinal and transverse stiffness. The soft



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axle bearing of the trailing arm guarantees a low longitudinal stiffness and improved driving comfort. The new tuning of the track rod bearing results in the vehicle's superior steering characteristics. The tubular stabiliser and the shock absorber are attached to the spring link, reducing the forces within the axle.

The new ŠKODA Superb Combi comes with the enhanced **XDS+** version of the **Electronic Differential Lock (EDS)** as standard. These driving dynamics functions are integrated into the Electronic Stability Control (ESC). The advantage of XDS+ is less understeer and more ride stability when cornering. When accelerating or braking, neutral vehicle behaviour is guaranteed when cornering. The system activates at lower cornering speeds, at a lateral acceleration of just 0.15 G. The system's electronics will activate the inside wheel's brake when cornering, therefore increasing drive momentum on the outside wheel. The resulting yaw momentum supports the steering (less turn required) and enables a safe passage through corners. Thanks to XDS+, the vehicle is also easier to handle on slippery surfaces.

Precise tuning of the chassis combined with high torsional stiffness is an important factor in high-level active safety. The torsional stiffness of the new Superb Combi is 13 per cent higher compared to its predecessor. This improvement has been achieved through the increased use of **press-hardened components and high-strength steels**, which has more than doubled in the new Superb Combi compared to the previous model.

Rigid body; optimum protection with up to nine airbags

In the event of a collision, the new ŠKODA Superb Combi offers the occupants the best possible protection. High **body rigidity** is important for optimum passive safety and the best protection of the passenger compartment. The increased proportion of press-hardened components and high-strength steels makes a difference here as well. In addition, the front and rear sections have been designed to absorb maximum impact energy in the event of a collision, so the passenger compartment remains as intact as possible.

Up to **nine airbags** in finely-tuned interaction between three-point automatic seat belts and safety head restraints protect driver and passengers from injuries.

The front occupants are protected by driver and passenger airbags as well as side airbags. The passenger airbag can be deactivated when using a baby seat. A driver **knee airbag** is standard in EU countries, and two head airbags cover the area of the front and rear side windows. **Rear side airbags** are optional.

Three-point automatic seat belts restrain the occupants in the event of a collision. The front belts are height-adjustable and come with integrated belt tensioners and force limiters. In vehicles fitted with head airbags, the belts for the two outer rear seats also come with integrated belt tensioners and force limiters. A warning signal sounds and a control lamp lights up when the front seat belts are not fastened. A visual warning is displayed when the rear seat belts are not fastened.



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Isofix child seats can be attached to allocated points and with an additional top strap, known as TopTether. Isofix anchors can also be integrated into the passenger seat.

In case of emergency braking at a speed of more than 60 km/h, the traffic to the rear is warned by flashing brake lights. If the speed slows to less than 10 km/h after emergency braking and the brake pedal is still applied, the hazard lights come on automatically.

Fuel is cut off in case of an accident where airbags are activated. The automatic unlocking makes leaving the vehicle or emergency access easier. The interior lights come on automatically to help with orientation in the dark. Automatically activated hazard lights alert other road users to the danger. All of these measures reduce the likelihood of further incidents.

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ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed by the production of motorbikes and cars.
- > currently offers the following models in the range: Citigo, Fabia, Roomster, Rapid, Octavia, Yeti and Superb.
- > in 2014 delivered more than 1 million vehicles to customers worldwide for the first time in a single year.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups 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 and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- > employs over 25,900 people globally and is active in more than 100 markets.



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ŠKODA Board Members' Statements

Mladá Boleslav/Tegernsee, June 2015

Prof. Dr. h.c. Winfried Vahland, CEO ŠKODA AUTO:

"The new ŠKODA Superb Combi embodies our core brand values par excellence and is more spacious, practical and clever than ever before. With its emotionally charged appearance, the estate version of our flagship underlines our high aspirations in the automotive mid-class segment and it is proof of the brand's engineering and design expertise. The dynamic, almost sporty appearance represents a new proposition within the mid-size estate car segment. The new Superb Combi's perfect combination of aesthetics and functionality, complemented by MQB technology, will attract new customers to the model and the brand."

Dr. Frank Welsch, ŠKODA Board Member for Technical Development:

"The new ŠKODA Superb Combi underlines our brand's design aspirations. With the new ŠKODA Superb Combi, we are now also introducing our new design language to the mid-size estate car segment. In the new ŠKODA Superb Combi, aesthetics and functionality are in perfect harmony."

"The new Superb Combi attains a new dimension with regards to space and comfort. No other vehicle in direct competition to the new Superb Combi comes with that amount of space. We were able to improve on the already outstanding interior space of the predecessor. The comfort features leave hardly anything to be desired. In addition, the car features numerous 'Simply Clever' solutions and of course many new assistance systems."

"With the new engines, the new ŠKODA Superb Combi is more efficient whilst also being more dynamic than ever before."

"The new ŠKODA Superb Combi sets new standards when it comes to safety. Based on state-of-the-art MQB technology, we have equipped the car with numerous new assistance systems and we are also placing more emphasis on a perfectly coordinated safety package consisting of nine airbags, active restraint systems, high body rigidity and specifically optimised crumple zones."



ŠKODA Superb Combi

Petrol engines

Technical specifications	1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (A)
Engine						
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front					
Cylinders	4					
Displacement [cm ³]	1395		1798		1984	
Bore × Stroke [mm × mm]	74.5 × 80.0		82.5 × 84.2		82.5 × 92.8	
Max. engine performance/revs [kW at rpm]	92/5000-6000	110/5000-6000		132/4000-6200	132/5100-6200	162/4500-6200
Max. torque/revs [Nm at rpm]	200/1400-4000	250/1500-3500		320/1450-3900	250/1250-5000	350/1500-4400
Compression ratio	10.5 : 1			9.6 : 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				unleaded petrol min. RON 95 (91)*	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	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	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.62 II-1.95 III-1.28 IV-0.97 V-0.78 VI-0.65 R-3.18	I-4.11 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-4.00	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72	I-3.77 II-2.09 III-1.32 IV-0.98 V-0.98 VI-0.81 R-4.55	I-3.77 II-2.27 III-1.53 IV-1.13 V-1.18 VI-0.96 VII-0.80 R-4.17	I-2.93 II-1.79 III-1.13 IV-0.77 V-0.81 VI-0.64 R-3.35
Axle ratio	4.353	3.647	4.800/3.429 R-4.500	3.684/2.917	4.438/3.227 R-4.176	4.769/3.444



ŠKODA Superb Combi

Petrol engines

Technical specifications	1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (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	6.5J × 16"					7J × 17"
Tyres	215/60 R16					215/55 R17
Body						
Body	5 door, two compartment, 5 seater					
Drag coefficient c_w	0.289	0.291		0.288		0.310
Outside dimensions						
Length [mm]	4856					
Width [mm]	1864					
Height (at kerb weight) [mm]	1477					
Wheel base [mm]	2841					
Clearance (at kerb weight) [mm]	149					
Track front [mm]	1584				1586	
Track rear [mm]	1572				1574	
Inside dimensions						
Width of front seats [mm]	1507					
Width of rear seats [mm]	1520					
Headroom in front seats [mm]	995					
Headroom in rear seats [mm]	1001					
Storage capacity [l]	660					
Storage capacity with rear seatback folded down [l]	1950					



ŠKODA Superb Combi

Petrol engines

Technical specifications		1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (A)
Weights							
Kerb weight - incl. driver**	[kg]	1395	1415 (1408)	1445 (1438)	1485	1505	1525
Payload - incl. driver**	[kg]	640					
Total weight	[kg]	1960	1980 (1973)	2010 (2003)	2050	2070	2090
Max. roof load	[kg]	100					
Max. trailer load w/o brakes	[kg]	690	700	720 (710)	740	750	750
Max. trailer load with brakes - 12%	[kg]	1600			1800		2000
Max. trailer load with brakes - 8%	[kg]	1800	1900		2000		
Max. nose weight	[kg]	90					
Liquids							
Tank capacity	[l]	66					
Performance/consumption							
Maximum speed	[km/h]	206	218	218	230	230	243
Acceleration 0-100 km/h	[s]	10.0	8.7	8.9	8.1	8.2	7.1
Fuel consumption (1999/100/EC)							
Consumption - urban	[l/100 km]	6.8	6.1 (7.8)	6.2 (7.5)	7.5	7.5	7.9
Consumption - extra-urban	[l/100 km]	4.4	4.4 (4.9)	4.3 (4.8)	5.0	5.0	5.4
Consumption - combined	[l/100 km]	5.3	5.0 (6.0)	5.0 (5.8)	5.9	5.8	6.3
CO ₂ emissions	[g/km]	123	116 (139)	116 (133)	135	130	145
Turning circle diameter	[m]	11.1					

* Using low-octane fuel may affect engine performance.

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

() Applies to engines without ACT.



ŠKODA Superb Combi

Diesel engines

Technical specifications	1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (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		1968	
Bore × Stroke [mm × mm]	79.5 × 80.5		81.0 × 95.5		81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	88/3500-4000		110/3500-4000		140/3500-4000	
Max. torque/revs [Nm at rpm]	250/1500-3250		340/1750-3000		400/1750-3250	
Compression ratio	16.2 : 1		16.2 : 1		15.8 : 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					
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	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 6-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-4.11 II-2.12 III-1.36 IV-0.97 V-0.73 VI-0.59 R-4.00	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72	I-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99	I-3.77 II-2.09 III-1.32 IV-0.92 V-0.90 VI-0.76 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio	3.647	4.800/3.429 R-4.500	3.684/2.917	4.375/3.333	3.684/2.800	4.375/3.333



ŠKODA Superb Combi

Diesel engines

Technical specifications	1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (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	6.5J × 16"					
Tyres	215/60 R16					
Body						
Body	5 door, two compartment, 5 seater					
Drag coefficient c_w	0.285		0.285		0.304	
Outside dimensions						
Length [mm]	4856					
Width [mm]	1864					
Height (at kerb weight) [mm]	1477					
Wheel base [mm]	2841					
Clearance (at kerb weight) [mm]	149					
Track front [mm]	1584					
Track rear [mm]	1572					
Inside dimensions						
Width of front seats [mm]	1507					
Width of rear seats [mm]	1520					
Headroom in front seats [mm]	995					
Headroom in rear seats [mm]	1001					
Storage capacity [l]	660					
Storage capacity with rear seatback folded down [l]	1950					



ŠKODA Superb Combi

Diesel engines

Technical specifications		1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (A)
Weights							
Kerb weight - incl. driver**	[kg]	1485	1500	1505	1520	1525	1575
Payload - incl. driver**	[kg]	640					
Total weight	[kg]	2050	2065	2070	2085	2090	2140
Max. roof load	[kg]	100					
Max. trailer load w/o brakes	[kg]	740	750				
Max. trailer load with brakes - 12%	[kg]	1500			2000		
Max. trailer load with brakes - 8%	[kg]	1800			2000		2100
Max. nose weight	[kg]	90					
Liquids							
Tank capacity	[l]	66					
Performance/consumption							
Maximum speed	[km/h]	204	204	218	216	235	233
Acceleration 0-100 km/h	[s]	11.0	11.1	8.9	9.0	8.1	7.8
Fuel consumption (1999/100/EC)							
Consumption - urban	[l/100 km]	4.7	4.5	4.7	5.3	5.0	5.4
Consumption - extra-urban	[l/100 km]	3.6	3.7	3.6	4.1	3.8	4.1
Consumption - combined	[l/100 km]	4.0	4.0	4.0	4.5	4.2	4.6
CO ₂ emissions	[g/km]	105	103	106	118	109	119
Turning circle diameter	[m]	11.1					

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



ŠKODA Superb Combi 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 kW 4×4 (A)
Engine				
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders	4			
Displacement [cm ³]	1395	1984	1968	
Bore × Stroke [mm × mm]	74.5 × 80.0	82.5 × 92.8	81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	110/5000-6000	206/5600-6500	110/3500-4000	140/3500-4000
Max. torque/revs [Nm at rpm]	250/1500-3500	350/1700-5600	340/1750-3000	400/1750-3250
Compression ratio	10.5 : 1	9.3 : 1	16.2 : 1	15.8 : 1
Emission limit	EU 6			
Fuel injection system	electronically controlled direct injection	electronically controlled combined (direct and port) injection	electronically controlled high-pressure direct injection - common-rail system	
Ignition	control unit controlled electronic ignition system		x	
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95		diesel	
Transmission				
Wheel drive	four-wheel drive with automatic torque distribution, Haldex clutch			
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	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	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-2.09 III-1.47 IV-1.10 V-1.11 VI-0.93 R-4.55	I-2.93 II-1.83 III-0.97 IV-0.98 V-1.03 VI-0.83 R-3.35	I-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio	3.944/3.087	4.769/3.444	3.944/3.087	4.375/3.333



ŠKODA Superb Combi 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 kW 4×4 (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	6.5J × 16"	7J × 17"	6.5J × 16"	
Tyres	215/60 R16	215/55 R17	215/60 R16	
Body				
Body	5 door, two compartment, 5 seater			
Drag coefficient c_w	0.299	0.317	0.292	0.308
Outside dimensions				
Length [mm]	4856			
Width [mm]	1864			
Height (at kerb weight) [mm]	1477			
Wheel base [mm]	2841			
Clearance (at kerb weight) [mm]	148			
Track front [mm]	1584	1586	1584	
Track rear [mm]	1572	1574	1572	
Inside dimensions				
Width of front seats [mm]	1507			
Width of rear seats [mm]	1520			
Headroom in front seats [mm]	995			
Headroom in rear seats [mm]	1001			
Storage capacity [l]	660			
Storage capacity with rear seatback folded down [l]	1950			



ŠKODA Superb Combi 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 kW 4×4 (A)
Weights				
Kerb weight - incl. driver** [kg]	1525	1635	1625	1635
Payload - incl. driver** [kg]	685		715	
Total weight [kg]	2135	2275	2265	2275
Max. roof load [kg]			100	
Max. trailer load w/o brakes [kg]		750		
Max. trailer load with brakes - 12% [kg]	1800		2200	
Max. trailer load with brakes - 8% [kg]	2000		2200	
Max. nose weight [kg]		90		
Liquids				
Tank capacity [l]		66		
Performance/consumption				
Maximum speed [km/h]	213	250	213	228
Acceleration 0-100 km/h [s]	9.1	5.8	9.1	7.7
Fuel consumption (1999/100/EC)				
Consumption - urban [l/100 km]	6.7	9.0	5.5	6.1
Consumption - extra-urban [l/100 km]	5.0	6.2	3.9	4.5
Consumption - combined [l/100 km]	5.6	7.2	4.5	5.1
CO ₂ emissions [g/km]	129	163	119	134
Turning circle diameter [m]		11.1		

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