



# Press Kit

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## ŠKODA OCTAVIA: bestseller with a comprehensive upgrade

- › An even more streamlined design, new headlights with LED technology
- › Reworked interior, optional colour-controllable LED ambient lighting
- › New infotainment systems in a glass design
- › ŠKODA Connect: mobile online services for improved assistance and infotainment
- › New driver assistance systems for even greater safety and comfort
- › Four TSI engines, four TDI engines and one CNG engine ranging from 63 kW (86 PS) to 135 kW (184 PS)
- › All-wheel drive for the top-of-the-range models, optional Dynamic Chassis Control
- › Two RS models: 2.0 TDI with 135 kW (184 PS), 2.0 TSI with 169 kW (230 PS)
- › The best rally car within its class: ŠKODA presents the WRC2 World Champion FABIA R5

**Mladá Boleslav / Vienna, 10 January 2017 – An even more striking design, new equipment and state-of-the-art technology for assistance, infotainment and connectivity – the ŠKODA OCTAVIA presents itself a new, in top shape. The comprehensive upgrade has been applied to the hatchback as well as the Combi. With the new design language, now ŠKODA's compact bestseller has received an injection of even more vigour and emotiveness too.**

It is the heart and soul of ŠKODA, it embodies all of the Czech car manufacturer's strengths and lays the foundations for its success – the ŠKODA OCTAVIA. The large compact car offers interior space that is among the most generous in its segment and brings the equipment and the technology of a mid-size car into the compact segment. Its design is striking, its quality is on the highest level, and above all it represents exceptional value for money.

The OCTAVIA is ŠKODA's top seller: since its market launch in 1996, the Czech car manufacturer has produced more than five million ŠKODA OCTAVIAs. In 2016, now in its third generation, the large compact car made up more than 40 per cent of ŠKODA's total sales worldwide with 436,000 vehicles sold. 255,000 cars found buyers in Europe, 4.2 per cent more than in the previous year.

The model range has fanned out: additions to the hatchback and Combi are the all-terrain OCTAVIA SCOUT, the extremely economical OCTAVIA G-TEC with CNG powertrain, as well as the RS models, which – as with the higher-end variants – are increasingly moving into the focus of customers. Comprehensively upgraded, the OCTAVIA hatchback and the OCTAVIA COMBI are now starting the second half of their life cycle. In many European countries, they will be available for order from the end of 2016.





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## Design

The ŠKODA design team have streamlined the OCTAVIA's lines even further. The new front end with wider radiator grille, which has been expanded by introducing additional headlights with a crystalline look, and the even wider air inlets with honeycomb structure in the redesigned bumper create a masculine and dynamic look – and provide increased recognition value. As an option, the headlights are available in full-LED technology with adaptive front headlights (AFS).

The LED tail lights come in a choice of two variants; the C-shaped lights now illuminate in a uniform manner across the surface. The upgraded ŠKODA OCTAVIA has grown a few millimetres in length, and the width of its rear track has increased by 20 or 30 mm (depending on engine and rear axle).

The interior comes across as high-quality and functional, the multifunction display and the air-conditioning controls have been retouched slightly. Subtle lighting units in the doors (optional) provide ambient lighting which can be adjusted to one of ten different colours.

## Infotainment systems and ŠKODA Connect

The infotainment systems in the ŠKODA OCTAVIA are part of a new generation. Their capacitive displays react to even the lightest touch. With the exception of the standard Swing music system, all the infotainment systems (optional) feature a glass design. The top-of-the-range Columbus navigation system comes with a 9.2-inch display, provides passengers with a Wi-Fi hotspot and has an optional extra LTE module for super fast data transfer. In addition, Phonebox enables inductive smartphone charging.

The connectivity features are also groundbreaking. ŠKODA Connect offers a range of new mobile online services that are divided into two categories, with the Infotainment Online services providing information and entertainment, and the Care Connect services providing assistance and support. Other online services, including remote access to the car, operate using the ŠKODA Connect app on your smartphone. The SmartLink+ platform incorporates the Apple CarPlay, Android Auto, MirrorLink™ and SmartGate standards to pair the mobile phone with the car.

## Driver assistance systems

The new generation of electronic assistance systems makes driving the upgraded ŠKODA OCTAVIA even safer and more comfortable. They surpass the usual level in the compact segment by far – in typical ŠKODA style – and there is a wide range to choose from. Trailer Assist, the Predictive Pedestrian Protection function, Blind Spot Detect and Rear Traffic Alert are new to the portfolio. The same applies to Crew Protect Assist; it works together with Front Assist including the City Emergency Braking function. Park Assist comes in a new, enhanced configuration.





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## Engines and chassis

The range of engines consists of four TSI engines, four TDI engines and one CNG powertrain; they combine strong performance with low consumption. Their power ranges from 63 kW (86 PS) to 135 kW (184 PS). The 1.4-l G-TEC with 81 kW (110 PS) is a particularly economical engine which is designed for use with CNG.

Besides manual gearboxes, DSG transmissions with six or seven speeds are available for almost all of the engines; ŠKODA offers all-wheel drive for the 1.8 TSI and the 2.0 TDI. Optional Dynamic Chassis Control (DCC) is a highlight for the chassis – with it, the driver can regulate the character of the suspension by selecting the Comfort, Normal or Sport modes. All engines conform to the Euro 6 standard.

## Interior space and equipment

When it comes to interior space, the ŠKODA OCTAVIA continues to set benchmarks. The hatchback and the Combi each offer 1,782 mm of interior length and 73 mm of kneeroom in the rear. Their boot capacities measure 590 and 610 l respectively, with the back seats folded down it's 1,580/1,740 l. For the Combi, an electric tailgate is available as an option.

Some new ideas have been added to the many 'Simply Clever' features already offered by the ŠKODA OCTAVIA to date: two USB ports in the rear, folding tray tables on the back of the front seats, bottle holders that make the opening of PET bottles easier, and a removable LED torch in the Combi's boot. The heated steering wheel and customisable keys in particular ensure extra comfort and convenience.

The 2.0 TDI (110 kW / 150 PS) with DSG transmission and all-wheel drive constitutes a new powertrain option – the first all-wheel-drive OCTAVIA with 7-speed DSG.

## The RS models

At the top end of the upgraded OCTAVIA portfolio are two RS engine variants – the 2.0 TSI petrol and the 2.0 TDI diesel. The hatchback and the Combi combine their high performance with the great strengths of the model range and the new groundbreaking technology for the infotainment, connectivity and assistance systems.

The RS models also present themselves in the new, streamlined design with the expressive four-eyed face. The headlights, fog lights and tail lights feature LED technology; details like the black radiator grille, the distinctive air ducts, the spoiler and the large exhaust pipes hint at the dynamic character. In the interior, there are RS sports seats with leather/fabric covers (Alcantara® as an option), elegant decorative strips and ambient lighting.

For the ŠKODA OCTAVIA RS 2.0 TSI, the power output has been increased to 169 kW (230 PS), the top speed is 250 km/h. The 135 kW (184 PS) 2.0 TDI wows with its efficiency – over 100 km, it consumes only 4.5 litres of diesel on average (115 grams of CO<sub>2</sub>/km). The RS models are available with a 6-speed manual gearbox or





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a 6-speed DSG transmission. The sports chassis lowers the body by 15 mm, the rear track is 30 mm wider than before. Wheel dimensions range from 17 to 19 inches. The ESC stability system with XDS+ electronic inter-wheel lock, and Performance Mode Select with the Performance Sound Generator (optional) complete the dynamic character of the upgraded OCTAVIA RS models.

### **The ŠKODA FABIA R5 rally car**

At the press event for the upgraded OCTAVIA in Vienna, ŠKODA presents yet another highlight – the FABIA R5, the winning rally car in the 2016 FIA World Rally Championship (WRC 2).

Having started seven times in the WRC 2 with the ŠKODA FABIA R5, the Finnish works crew Esapekka Lappi / Janne Ferm scooped the world championship drivers' classification with four victories and two other podium finishes. In total, the car won 10 of the 13 world championship rallies. In addition, ŠKODA won the continental championships in South America, Asia-Pacific and in the Middle East as well as ten national titles in the 2016 season. "The many national and international titles and victories show that we have created a real winners' car with the ŠKODA FABIA R5.," said Christian Strube, ŠKODA Board Member for Technical Development. "The entire ŠKODA team is very proud of the extraordinary successes of our motorsport team."





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The best rally car within its class is powered by a 1.6-litre turbo engine, which produces 205 kW (290 PS) and 420 Nm of torque. A sequential five-speed transmission transfers the power to the 4x4 drive system that uses mechanical differentials on both axles. The wheel dimensions are 15 inches on gravel and 18 inches on tarmac. In accordance with regulations, the minimum weight for the rally car, which is just short of four metres long, is 1,230 kg; the price for customer teams is 180,000 euros.

### Further information:

Silke Rosskothén  
Head of Product Communications  
P +420 326 811 731  
[silke.rosskothen@skoda-auto.cz](mailto:silke.rosskothen@skoda-auto.cz)

Zbyněk Straškraba  
Product Communications  
P +420 326 811 785  
[zbynek.straskraba@skoda-auto.cz](mailto:zbynek.straskraba@skoda-auto.cz)

### ŠKODA AUTO

- › is one of the longest-established vehicle manufacturers in the world. The company was founded in the Czech town of Mladá Boleslav in 1895 – during the pioneering days of the automobile. Today, the company's headquarters remain in Mladá Boleslav.
- › currently offers the following model series: CITIGO, FABIA, RAPID, OCTAVIA, YETI as well as the KODIAQ and SUPERB.
- › in 2016, delivered more than 1 million vehicles to customers worldwide.
- › has been part of Volkswagen Group, one of the most globally successful automotive groups since 1991. ŠKODA, in association with the Group, independently manufactures and develops vehicles as well as components such as engines and gear transmissions.
- › operates at three locations in the Czech Republic; produces in China, Russia, Slovakia and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 26,600 people globally and is active in more than 100 markets.





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## The redesigned ŠKODA OCTAVIA: clean lines with even more presence and precision

- › Newly designed front with striking, bold horizontal lines
- › Headlights with full-LED technology available as an option
- › LED rear lights as standard for all versions, tail lights in two-dimensional C-shape
- › Slight increase in length, considerably widened rear track
- › Clean lines and surfaces in the interior, retouched instrument cluster
- › Interior with new materials and colours, optional ambient lighting

**Mladá Boleslav / Vienna, 10 January 2017 – The changes to the design of the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI catch the eye at first glance. Their appearance is more powerful, bold and emotive than before, particularly at the front. It appears wider and the headlights shine in full-LED technology if this option is chosen. In the interior, there are new colours and materials for the seat covers, new decorative features and optional lighting units in the doors. The instrument cluster and the controls for the air-conditioning have also been modified slightly.**

### Exterior design

With its wider radiator grille – enhanced even further by additional crystalline headlights – and the even wider, honeycomb-structured air inlets in the newly designed bumper, the new front comes across as masculine and dynamic. The new design's raked styling and high level of precision draws upon the motifs of Bohemian glass art. Its shape resembles of the new ŠKODA KODIAQ large SUV, however, it has a horizontal orientation: the outer headlights produce the dipped beam, while the inner headlights – tapered towards the grille – produce the full beam. Placing the radiator grille and lighting unit immediately next to each other creates a graphic entity which gives the ŠKODA OCTAVIA high recognition value.

The large compact car from Mladá Boleslav has halogen headlights as standard, which are complemented by LED daytime running lights. From the Style trim level upwards, fog lights sit in the wide lower air inlet (optional for the Active and Ambition trim levels, standard for the Style and L&K trim levels). On request, ŠKODA will fit newly developed full-LED headlights from the Ambition trim level upwards. A lighting unit runs along their bottom edge, emitting indicator and daytime running lights. Fine longitudinal lighting units run through the surfaces containing the headlights; the fog lights can be complemented with adaptive lighting.





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The AFS function (AFS = adaptive front headlights) comes as standard with the full-LED headlights – it creates light beams that are specifically configured for country roads, motorways, urban traffic and rain. From the Ambition trim level upwards, Light Assist is optional. Using the front camera, it recognises other vehicles or illuminated urban streets; when necessary, it automatically turns the full beam on or off.

The new headlights, the contrasting dipped beam units in particular, are just one design feature which makes the front of the comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI appear wider and more sculpted. The bumpers are also designed with a particularly pronounced horizontal orientation; the bar structuring the large air inlet is chromium-plated in the Style and L&K trim levels. The radiator grille in high-gloss black (for Style and L&K), the bonnet and the wings have an even more striking and clearer design, the brand logo is even more prominent.

The precise, sharply cut lines that shape the design of the revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI continue along the sides and on the rear, creating an intense interplay of light and shade on the surfaces. With its new shape, the rear bumper appears powerful and neat thanks to subtle contours.

The rear lights are embedded in the body like jewels. ŠKODA offers these in two versions which differ in design and technology. The standard lights come with LEDs which produce the rear and brake lights, whilst LEDs provide almost all the lighting functions in the top-of-the-range LED rear lights. With the top-of-the-range variant, the C-shaped rear lights now appear as a homogeneous lighting surface; a break separating the lines in the upper corner makes the design even more striking. Contours in the lights improve the flow separation, thereby improving the car's aerodynamics.

Due to the new design solutions, these two ŠKODA OCTAVIA models have grown in length by 11 and 8 mm respectively. The hatchback is now 4,670 mm long, the Combi 4,667 mm. Depending on the engine and corresponding rear axle, the rear track is now 20 or 30 mm wider, the rear wheels are flush with the bodywork. A choice of 13 paint finishes are available – four standard colours and nine metallic colours.

## Interior design

The interior of the comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI is a place of well-being - it is clear, calm and focused on the essentials. Its design continues the exterior lines: the horizontal is emphasised, underlining the impression of an open, airy space. The surfaces and shapes are geometrically clear and taut. The round instruments are large and easy to read, their new design making them even crisper.

ŠKODA presents several new additions with regards to interior materials and colours. In the Ambition trim level, the original black/grey seat cover combination (black/grey instrument panel) is replaced by the new combination of black/brown (black/black instrument panel). The other trim levels are enhanced through new cover materials whereas the colour remains the same.







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In the Ambition and Style trim levels, the decorative trims have also been updated. ŠKODA fits the door trims in the L&K with ambient lighting as a standard, this is optional in the Style version. Slim lighting units at the upper end of the trim strips produce a discreet light, which can be set to one of ten different colours.







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# Infotainment and ŠKODA Connect: modern hardware, intelligent services

- › Four infotainment systems, all with a capacitive display, two of which have a navigation function
- › Top-of-the-range Columbus system has a 9.2-inch screen and provides a Wi-Fi hotspot, LTE module
- › ŠKODA Connect: Infotainment Online for information and entertainment, Care Connect for support and assistance including Emergency Call
- › ŠKODA Connect app with new, attractive remote services
- › Further options: Phonebox with inductive charging and Canton Sound System
- › SmartLink+ for the integration of Apple CarPlay, Android Auto, MirrorLink™ and SmartGate

**'Always online', the comprehensively upgraded ŠKODA OCTAVIA opens up the world of mobile communications to its passengers. Its infotainment systems are from a new generation, offering completely new functions in terms of connectivity. They are easy to operate and can be connected in various ways. They bring the new mobile online services from ŠKODA Connect to the car and are divided into two categories: Infotainment Online, which provides entertainment and information (exclusively for Amundsen and Columbus navigation systems), and Care Connect, which provides support and assistance (all infotainment systems).**

### Infotainment systems

There is a choice of four hardware components in the comprehensively revised ŠKODA OCTAVIA: the Swing and Bolero music systems as well as the Amundsen and Columbus navigation systems. All four systems are from the latest generation of equipment. They impress with quick processing, intelligent functions and simple operation. The capacitive touch screens react even to a light touch of a finger and not only to pressure. The optional Bolero, Amundsen and Columbus infotainment systems in a new glass design make the high-quality instrument panel even more attractive.

The Swing music system comes as standard. It has a 6.5-inch screen, an SD-card slot, an aux-in socket and a USB port. Further connectivity features are available on request, including the SmartLink+ platform: this enables the use of Apple CarPlay, Android Auto, MirrorLink™ and, for the first time, SmartGate on the device. When the customer connects their smartphone to the USB port, the relevant settings open. The availability of the Android Auto and Apple CarPlay systems may vary depending on country.

The Bolero music system comes as standard in the L&K trim level. It has a high-definition 8.0-inch touch screen in a fine glass design and comes with proximity sensor technology: when a finger approaches, an operation mode is activated, enables swiping, scrolling and





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character input. The Bolero system also integrates a Bluetooth connection, eight speakers and SmartLink+. Voice control is available as an option.

The Amundsen navigation system is based on the Bolero system. Using the free MapCare service, ŠKODA OCTAVIA customers can update their maps for the lifespan of the device at no extra cost. The integrated Wi-Fi hotspot allows passengers to freely surf, stream and mail using their mobile devices.

The Columbus navigation system is at the top of the range, and is available from the Ambition trim level upwards. It has an impressive 9.2-inch display with a resolution of 1,280 × 640 pixels. Other features include a 64-GB flash memory, a DVD drive and an optional LTE module, which gives the ŠKODA OCTAVIA high-speed internet access; download speed is up to 150 Mbit per second.

Attractive additional components round off the hardware offering in the ŠKODA OCTAVIA: Phonebox (from the Ambition trim level upwards) charges a smartphone inductively and connects to the car aerial; both functions are wireless. The Canton Sound System (also from Ambition upwards) features 10 speakers including a central speaker in the instrument panel and a subwoofer in the boot. The sturdy tablet holders, another option, can be mounted on the front seat headrests – a typical 'Simply Clever' idea from ŠKODA. The optional 230-V and USB sockets in the rear can be used for charging of the devices.

### ŠKODA Connect

The mobile online services from ŠKODA Connect are the perfect addition to the infotainment system – they offer a new dimension of navigation, information, entertainment and assistance. They are divided into two categories: the new Infotainment Online services provide information and entertainment, and the Care Connect services provide assistance and remote access to the vehicle. Via the new ŠKODA Connect portal, these services can also be accessed on the customer's home computer: from there they can configure services as well as transfer destinations, routes and points of interest. ŠKODA dealers will assist customers with registration and activation on the portal.

One of the highlights in the Infotainment Online portfolio is Online Traffic Information which displays live traffic flows on the chosen route and suggests detours in the case of traffic jams. The Fuel Prices, Parking Information, Online News and Weather Information services provide the customer with customised information. In addition, the customer can transfer routes, destinations and points of interest (POIs) to the navigation system via the ŠKODA Connect portal.

There are four more services exclusively available for the Columbus system: Google Earth™ integrates the navigation route into the interactive world map with its photo-realistic map views; Google Street View™ provides a street view of the destination.





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The Online Map Update service provides the customer with new maps at regular intervals. Voice Control can be used for the online POI search.

The Infotainment Online services are available for the Amundsen and Columbus navigation systems. They are free in the first year after purchasing a new ŠKODA OCTAVIA and are subject to a fee afterwards. In the Amundsen system, they work via the user's smartphone, which is paired with the system, or a USB stick. In the Columbus system, they work via the user's smartphone or an inserted SIM card supporting high-speed LTE connections.

The Care Connect services offer customers of the upgraded ŠKODA OCTAVIA assistance and support in many situations. They are available for all infotainment systems and come as standard from the Ambition trim level upwards. Data is transferred using a SIM card built into the car. The Care Connect services are free of charge during the first year after purchasing a new OCTAVIA. After that, Remote Access services are subject to a fee whilst all other Care Connect services remain free for another 13 years.

In Europe, the in-car Emergency Call (eCall) already comes as standard from the Ambition trim level upwards (this may differ in some countries), even before it is made compulsory: if a restraint system has been deployed following an accident, the car establishes a voice and data connection to a dedicated emergency call centre and transfers all of the necessary information. An employee at the emergency call centre initiates the most appropriate support measures and, where necessary, sends an emergency vehicle to the site of the accident. The driver or passengers can also trigger the Emergency Call manually via a button in the roof module. It also comes with a notification function for minor accidents and breakdowns. The third button in this module, displaying an 'i', connects an Info Call. When a customer activates the Proactive Service, their dealership contacts them when a service is due to arrange a convenient appointment.

Other Care Connect services work using the new ŠKODA Connect app. The customer can access information about the vehicle's condition on their smartphone or send their route planner to the car via the app. The new remote services are also exciting: the Vehicle Status service remotely gives the customer information regarding the lights and doors, the level of fuel in the tank and other information. The Parking Location function directs the customer to their car.

The Honk & Flash function makes it even easier to find the car by activating the horn and indicators. Area Notification, online Anti-Theft Alarm and Speed Notification inform the driver if their car is moved by a third party in a way which they have not permitted. The Trip Statistics function rounds off the range of remote services.





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## Powertrain and chassis: powerful and economical, balanced and sporty

- › **Nine engines ranging from 1.0 to 2.0 l: four TSI, four TDI and one CNG; power output ranges from 63 kW (86 PS) to 135 kW (184 PS)**
- › **1.4 TSI G-TEC for CNG drive with DSG transmissions under 100 g CO<sub>2</sub>/km**
- › **Agile three-cylinder TSI with 85 kW (115 PS), extremely powerful 2.0 TDI**
- › **DSG transmissions available for almost all engines**
- › **All-wheel drive for the most powerful engines**

The extensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI come with a choice of nine engines – four TSI, four TDI and one CNG. They have capacities ranging from 1.0 to 2.0 litres, and their power outputs range from 63 kW (86 PS) to 135 kW (184 PS). A decisive factor contributing to the dynamic character and low fuel consumption of the engines is the low vehicle weight: the 1.0 TSI ŠKODA OCTAVIA hatchback weighs just 1,150 kg when empty (without the driver).

### TSI engines and CNG engine

The entry-level petrol engine is a 1.2 TSI, which delivers 63 kW (86 PS). The engine with the smallest capacity, the 1.0 TSI, sits above it – the three-cylinder offers as much as 85 kW (115 PS). The 1.4 TSI is available in a choice of two versions. As a G-TEC it has a power output of 81 kW (110 PS) and is designed for particularly economical operation with CNG; in the hatchback with DSG transmissions, its average CO<sub>2</sub> emissions are 98 g/km. As a pure petrol engine, the 1.4-l engine delivers 110 kW (150 PS). The powerful 1.8 TSI with an output of 132 kW (180 PS) is the top-of-the-range petrol engine.

### TDI engines

All of the TDI engines in the OCTAVIA range have four cylinders. The entry-level 1.6 TDI is available in two versions – with a power output of 66 kW (90 PS) or 85 kW (116 PS). With the 2.0 TDI, customers can choose between two versions which have a power output of 110 kW (150 PS) or 135 kW (184 PS). The top-of-the-range diesel offers a particularly high torque of 380 Nm.

### Manual gearboxes and DSG transmissions

Almost every car in the revised ŠKODA OCTAVIA family is available with a five or six speed manual gearbox as standard; the top-of-the-range diesel works with a dual-clutch transmission as standard. Apart from the 1.2 TSI and the 1.6 TDI with a power output of 66 kW (90 PS), DSG transmissions are available for all engines. Depending on the version, they come with six or seven speeds, and gears can be changed at lightning speed thanks to the use of the two clutches. The 2.0 TDI (110 kW / 150 PS) with DSG transmission and all-wheel drive constitutes a new powertrain option – the first all-wheel-drive OCTAVIA with 7-speed DSG.





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## All-wheel drive

ŠKODA also offers all-wheel drive for the 1.8 TSI and 2.0 TDI with 110 kW (150 PS); the most powerful diesel engine with a power output of 135 kW (184 PS) always comes with all-wheel drive. Its central component, which provides considerably increased traction and safety, is an electronically controlled hydraulic multi-plate clutch. It is positioned in front of the rear axle, and is compact and light. The torque distribution to all four wheels always depends on the driving situation; the ideal driving torque for the rear axle is calculated by the control unit.

When cornering quickly, the XDS+ electronic differential lock, which is a function of the Electronic Stability Control (ESC), makes handling even smoother and safer for both front- and all-wheel drive. XDS+ gently slows down the unloaded inner wheels to transmit more power to the outer wheel and to make the ŠKODA OCTAVIA even more agile when negotiating corners.

## Chassis

With the revision of its large compact car, ŠKODA made the rear track wider. For the variants featuring a multi-link suspension (up to 110 kW / 150 PS), it has been increased to 1,540 mm (plus 20 mm). The most powerful TSI, all of the 4×4 variants and the G-TEC all come with a four-link rear axle; their rear track is now 1,542 mm instead of 1,512 mm.

The front axle uses MacPherson struts. The rack-and-pinion steering uses an efficient electro-mechanical servo drive and works in close harmony with several assistance systems. Large brakes ensure reliable deceleration. The assortment of wheels ranges from 15 to 18 inches; many designs are new. The 18-inch Pictoris and the 17-inch Trius wheels are particularly appealing.

## Dynamic Chassis Control

A highlight for the chassis of the revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI is the adaptive Dynamic Chassis Control (DCC). Electrically operated valves adjust the dampers' settings depending on the preference of the driver, who can choose one of three modes – Comfort, Normal and Sport. DCC also contributes to active safety: the system automatically switches to Sport mode in hazardous situations and, in doing so, provides greater stability, better traction and shorter braking distances.

DCC and Driving Mode Select are optional from the Ambition trim level upwards (not available for engines below 110 kW / 150 PS). With Driving Mode Select, the driver can change steering characteristics, the operation of the DSG transmission, and the settings of other systems in the Normal, Eco, Sport and Individual modes. Settings are saved on a customisable key (optional).





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## Assistance systems: even safer and more enjoyable driving

- › ŠKODA complements the range with new features from higher vehicle segments
- › **New: Predictive Pedestrian Protection, Blind Spot Detect, Rear Traffic Alert, Trailer Assist, Front Assist, Crew Protect Assist**
- › **Other systems: ACC, Lane Assist, Travel Assist with Traffic Sign Recognition, Fatigue Detection, Park Assist and more**

**Safer and more enjoyable driving, reversing and parking – the extensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI are pushing to the top of their segment when it comes to assistance systems. Many systems have, until now, only been seen in higher vehicle segments, however some of them now feature in the large compact car.**

### Front Assist with Predictive Pedestrian Protection

Predictive Pedestrian Protection is designed for urban traffic: at speeds between 10 and 60 km/h, it performs an emergency stop if a pedestrian dangerously attempts to cross the path of the car. The Predictive Pedestrian Protection function is part of the optional Front Assist including City Emergency Braking function.

### Blind Spot Detect and Rear Traffic Alert

The new, optional Blind Spot Detect system makes changing lane safer. To do so, it uses two radar sensors located in the rear bumper with a range of approximately 20 m. If another vehicle rapidly approaches from behind or is located in the blind spot, a warning LED light illuminates in the housing of the corresponding wing mirror. If the driver uses the indicator despite the warning, the LED flashes brightly several times at short intervals.

Rear Traffic Alert is another new feature and makes reversing out of parking spaces or drives safer; it detects vehicles approaching from the sides very early. The information required to do so is provided by Blind Spot Detect's radar sensors located in the rear bumper. The alert is executed in stages – visually, acoustically and finally with automatic braking. Rear Traffic Alert is a key component of Blind Spot Detect.

### Trailer Assist

Another new feature for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI is the optional Trailer Assist – it makes reverse manoeuvres with a trailer in tow easier. The driver sets the angle they would like to use for reversing, using the wing mirrors' turn-switch. If the driver then gently applies the accelerator, the system adjusts the steering wheel to the chosen course. If the angle between the car and the trailer becomes too large, a warning signal is emitted; critical situations lead to an emergency stop.







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## Manoeuvre Assist

The new Manoeuvre Assist also provides assistance when reversing without a trailer: as soon as it detects an obstacle behind the vehicle it applies the brakes. From a technical standpoint, as with Trailer Assist, the system is based on the improved functionality of the rear parking sensors.

## Other assistance systems

Proven assistance systems remain unchanged in the revised ŠKODA OCTAVIA family. The radar-based Adaptive Cruise Control (ACC) helps the driver to maintain the gap between them and the car in front at a preset speed. Depending on variant, the newly developed radar sensors, which are integrated within the radiator grille, are active up to a speed of 210 km/h.

Lane Assist helps the driver to stay in lane by gently adjusting the steering where necessary. The fatigue detection system (Driver Alert) recognises when the driver's concentration is waning and prompts them to take a break. If an accident is imminent, the proactive occupant protection system Crew Protect Assist is activated: it closes the windows and sunroof, and pre-tensions the seat belts for the driver and passengers. Crew Protect Assist works in conjunction with Front Assist. If you have an accident, the Multi-Collision Brake, which comes as standard, prevents any further uncontrolled movement of the ŠKODA OCTAVIA.

The camera-based Travel Assist with Traffic Sign Recognition displays speed limits and other road signs as images on the in-car computer as well as on the navigation system display. Park Assist can automatically steer the upgraded ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI into parking spaces and can also take over when manoeuvring out of parallel parking spaces. Light Assist, which automatically regulates the use of full and dipped beam, rounds off the offering.







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### Interior and boot: luxurious interior space, many 'Simply Clever' ideas

- › Interior space of a mid-size car: length of 1,782 mm, kneeroom of 73 mm
- › New 'Simply Clever' features: 2 USB connections in the rear, Easy-Open drinks holders for opening a PET bottle using just one hand, removable LED torch in the boot of the Combi, folding tray tables in the rear
- › New: customisable keys, heated steering wheel
- › Very large boots with a capacity of up to 1,740 l

Within the compact car segment, both the comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI continue to set the benchmarks in terms of interior space – with 2,686 mm, their wheelbase is unusually long. The interior length of both variants measures 1,782 mm; kneeroom in the rear is 73 mm. These are mid-size car figures.

#### 'Simply Clever' features

Both cars, the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI, already offered numerous 'Simply Clever' features prior to their revision, ranging from the umbrella compartment to the tablet holder and the ice scraper in the fuel filler flap. The range of features is now complemented with new solutions. Drinks holders in the centre console allow for PET bottles to be opened using just one hand – the holders' indentations secure the bottom of a bottle in place. In the Combi's boot, you'll find a removable LED torch; its battery will recharge automatically whilst driving.

A customisable key is another new feature. Up to three users can save their individual preferences to its memory, ranging from air conditioning and seat settings to the audio system's volume and their Driving Mode Select profile. The driver can opt for a heated steering wheel; passengers in the rear can be treated to folding tray tables on the front seats.

#### Passive safety

The revised model range's reliable and comprehensive package of restraint features remains unchanged. Up to nine airbags working in finely tuned interaction with five three-point seat belts are ready to be deployed. This includes a knee airbag for the driver (as standard) and rear side airbags (optional). Child seats can be secured using Isofix anchors (also available for the front passenger seat as an option) and top tether anchor points.

#### Boot

In the extensively revised ŠKODA OCTAVIA model range, the luggage will also travel in total comfort. Even the hatchback boasts 590 l or – with the rear seat folded down – 1,580 l of space under its long tailgate; the Combi prides itself with 610 and 1,740 l. When the backrest of the front passenger seat is folded down (optional extra for the





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Ambition and Style trim levels), items with a length of up to 2.92 m will fit in the car. For its estate variant, ŠKODA offers numerous 'Simply Clever' features with regards to facilitating loading the car. Just to name a few: the adjustable false boot floor (from the Ambition trim level upwards, not for G-TEC variant), the multi-functional shelf, the boot barrier net or the four bag hooks – all of these are standard features.

## Further information:

Silke Rosskothén  
Head of Product Communications  
P +420 326 811 731  
[silke.rosskothen@skoda-auto.cz](mailto:silke.rosskothen@skoda-auto.cz)

Zbyněk Straškraba  
Product Communications  
P +420 326 811 785  
[zbynek.straskraba@skoda-auto.cz](mailto:zbynek.straskraba@skoda-auto.cz)

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## Press Kit, Page 1 of 4

# The redesigned ŠKODA OCTAVIA RS: sporty top-of-the-range model with all the strengths of the brand

- › Exterior design with streamlined look, full-LED headlights, RS-specific details
- › Interior with top-notch workmanship and generous equipment, and many 'Simply Clever' ideas
- › New technologies for infotainment, connectivity and driver assistance systems
- › Power output of the 2.0 TSI increased to 169 kW (230 PS), 2.0 TDI also available with all-wheel drive
- › Sports chassis and red brake callipers as standard, wheels up to a diameter of 19 inches as an optional extra

**Mladá Boleslav / Vienna, 10 January 2017 –After the presentation of the extensively updated ŠKODA OCTAVIA, the Czech car manufacturer introduces the top-of-the-range model, the ŠKODA OCTAVIA RS. The new front end, modified rear and the sporty feel of the interior emphasise its dynamic character. The upgraded ŠKODA OCTAVIA RS is available as a hatchback and an estate. Two four-cylinder engines are available for both body variants. While the 2.0 TDI diesel continues to deliver 135 kW (184 PS), the power output of the 2.0 TSI petrol has increased by 7 kW (10 PS) to 169 kW (230 PS), thereby becoming the most powerful and fastest production model in the history of the ŠKODA OCTAVIA. New state-of-the-art technologies for infotainment, connectivity and driver assistance systems emphasise the exceptional status of the compact sports car within its segment.**

The ŠKODA OCTAVIA RS is the sporty top-of-the-range model of the upgraded ŠKODA OCTAVIA family. As both a hatchback and an estate, it represents strong emotions and pronounced sportiness. It combines a dynamic character with all the strengths of the model range – unique packaging, spaciousness, equipment corresponding to the mid-size segment, top quality and exceptional value for money. State-of-the-art technologies for infotainment, connectivity and driver assistance systems round off the portfolio.

The abbreviation RS, first used in motorsport in 1974, was introduced to the ŠKODA model range in 2000. Since then, the sporty top-of-the-range models have proven to be a great success and continue to increase in popularity. To date, the Czech car manufacturer has sold 200,000 of the RS models, of which as many as 100,000 are from the third generation launched in 2013.





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## Exterior design

The RS models also feature the new, streamlined appearance, with their front creating an impression of width and masculinity. Full-LED headlights with an adaptive light system (AFS) form the striking new design of the lights, while the fog lights also use LED technology. The chrome-framed radiator grille is optionally available in black with the 'Black Package'. Powerful contours enclose the outer air inlets, whose lower section comprises inserts with a honeycomb lattice design.

The wing mirrors and door handles of the ŠKODA OCTAVIA RS have the same colour finish as the body. The sporty top-of-the-range model is available in 11 colours, including the special colours Steel Grey and Rally Green. In addition, customers can also opt for the Black Design style pack. On the tailgate, the spoiler lip (hatchback) or the roof spoiler (Combi) create design accents. A red reflective strip caps off the diffuser inset; the large tailpipes of the exhaust system are made from stainless steel. The tail lights and the number plate illumination feature LED technology.

## Interior and equipment

The interior of the upgraded ŠKODA OCTAVIA RS models comes in a sporty, elegant black design; it impresses with its generous equipment, precision and perfection right down to the smallest detail. The RS sports seats have high side supports and integrated headrests – electronic adjustment is available as an option. The ambient lighting comes as standard, and the recesses behind the door handles are also illuminated. The redesigned instrument cluster incorporates a colour Maxi-DOT display. As an optional extra, the ŠKODA OCTAVIA RS can be equipped with a customisable key.

The seat covers and the door sills bear RS logos. Besides fabric seat covers which feature Alcantara® elements, Alcantara® sports seats are also now available. The multifunctional leather sports steering wheel is covered in black perforated leather. When the car is fitted with a DSG transmission, it also features steering wheel paddles. The pedals have a shiny aluminium finish. The typical 'Simply Clever' features from ŠKODA include the umbrella underneath the passenger seat and the removable LED torch in the Combi's boot.

## Infotainment and ŠKODA Connect

Just like all variants of the model range, the ŠKODA OCTAVIA RS is also available with the new-generation infotainment systems. Their capacitive touch displays come in a glass design (except for the standard Swing music system); when starting the ignition, a special RS start screen appears. Columbus is the top-of-the-range navigation system and features a 9.2-inch screen, provides passengers with a Wi-Fi hotspot and comes with an optional LTE module.





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The new mobile online services of ŠKODA Connect are divided into two categories: the Infotainment Online services providing information and entertainment, and the Care Connect services providing help and support. Further online services run via the ŠKODA Connect app using a smartphone. SmartLink+ technology integrates Apple CarPlay, Android Auto, MirrorLink™ and SmartGate.

## Driver assistance systems

The wide range of driver assistance systems featured in the upgraded ŠKODA OCTAVIA goes beyond the benchmarks of the compact car segment. Newly available features include Trailer Assist, Blind Spot Detect and Rear Traffic Alert. Crew Protect Assist works with the improved Front Assist feature including City Emergency Braking and Predictive Pedestrian Protection functions. Its new radar sensor is incorporated into the radiator grille, and Adaptive Cruise Control (ACC) now stays active up to a speed of 210 km/h. Park Assist also comes with some new features.

## Drive and chassis

The redesigned ŠKODA OCTAVIA RS is available with either a petrol or diesel four-cylinder turbocharged engine. The power output of the 2.0 TSI has increased – from 162 kW (220 PS) to 169 kW (230 PS). Maximum torque of 350 Nm is achieved between 1,500 and 4,600 rpm. Power is transmitted to the front wheels either using a 6-speed manual gearbox or a 6-speed DSG transmission. The manual hatchback accelerates from 0 to 100 km/h within 6.7 seconds; its top speed is 250 km/h.

The 2.0 TDI RS model continues to produce 135 kW (184 PS). From just 1,750 rpm, it delivers 380 Nm of torque – allowing the car to perform the standard sprint within 7.9 seconds and reach a top speed of 232 km/h. Nevertheless, the car consumes as little as 4.5 litres of diesel per 100 km, corresponding to 119 grams of CO<sub>2</sub>/km (all figures for a hatchback with a manual gearbox). The ŠKODA OCTAVIA RS 2.0 TDI is available either as a front-wheel drive (with a manual or 6-speed DSG transmission) or as an all-wheel drive coupled with a 6-speed DSG transmission.





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Compared to the conventional sister models, the sports chassis lowers the RS variant's body by 15 mm; its rear track is 30 mm wider than before. The standard 17-inch Dorado wheels allow the car's red brake callipers to be seen. As an optional extra, ŠKODA will fit wheels with a diameter of 18 inches or – a new choice – silver 19-inch wheels to the car. Progressive steering, adaptive Dynamic Chassis Control (optional extra), Performance Mode Select with Performance Sound Generator (optional extra) and Electronic Stability Control (ESC) with XDS+ electronic differential lock add the finishing touch to the dynamic character of the upgraded OCTAVIA RS models.

### Further information:

Silke Rosskothén  
Head of Product Communications  
P +420 326 811 731  
[silke.rosskothen@skoda-auto.cz](mailto:silke.rosskothen@skoda-auto.cz)

Zbyněk Straškraba  
Product Communications  
P +420 326 811 785  
[zbynek.straskraba@skoda-auto.cz](mailto:zbynek.straskraba@skoda-auto.cz)

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## **World champion and 13 other titles: ŠKODA celebrates one of the most successful years in its 115-year motorsport history**

- › **Historic triumph: ŠKODA works crew Esapekka Lappi and Janne Ferm win the FIA World Rally Championship (WRC 2)**
- › **Fantastic results: ŠKODA also wins continental championships in South America, Asia-Pacific, the Middle East, and ten national titles**
- › **Christian Strube: "The many international titles and victories show that we have created a real winners' car with the ŠKODA FABIA R5."**
- › **Great prospects: in 2017, the works crew's chase for the title continues in the WRC 2 – customer sports programme also a success**

**Mladá Boleslav / Vienna, 10 January 2017 – World champion and 13 other titles in 2016: ŠKODA celebrates one of the most successful years in its 115-year motorsport history. The crowning moment was the world championship ceremony for works crew Esapekka Lappi / Janne Ferm in early December at the Vienna Hofburg Palace amid applause from the global motorsport elite that were gathered there. The 'flying Finns' were awarded trophies for the driver and co-driver titles in the FIA World Rally Championship (WRC 2) at the glamorous gala of the International Automobile Federation (FIA). ŠKODA drivers Gustavo Saba (PY) and Gaurav Gill (IND) won the continental championships in South America and the Asia-Pacific region – also in the ŠKODA FABIA R5 car for winners. Nasser Al-Attiyah (Q) came first in the Middle East Rally Championship (MERC) and an additional ten national titles were won worldwide.**

"The many national and international titles and victories show that we have created a real winners' car with the ŠKODA FABIA R5," said Christian Strube, ŠKODA Board Member for Technical Development. "The entire ŠKODA team is very proud of the extraordinary successes of our motorsport team," said Strube.

"We have made history with the first title ever for ŠKODA in the WRC 2. The trophies are a nice testament to the class of the ŠKODA FABIA R5 and its crews," said ŠKODA Motorsport Director Michal Hrabánek. "However, we don't want to rest on our laurels; we will work hard for future successes," he continued. The ŠKODA works team will also compete in selected FIA World Rally Championship (WRC 2) rallies this year.

During their appearance at the World Championship in 2016, works crew Lappi / Ferm gave outstanding performances. Out of seven starts in the WRC 2, they achieved four victories and two other podium finishes. In 2016, a total of ten out of the 13 WRC 2 rallies were won in the ŠKODA FABIA R5. Whether on snow, gravel, mud or tarmac, in the bitter cold, torrential rain or scorching heat – the car for winners overcame all challenges.





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"We had an excellent car at our disposal," said Esapekka Lappi. "A big thank you to the ŠKODA Motorsport team that laid the foundation for the greatest success of our career with its great work. We really have every reason to celebrate," he added. With the world champion title, the 25-year-old Finn also caps four years with the ŠKODA Motorsport team, during which he already won the title of European champion in 2014. The WRC 2 championship victory is another milestone for ŠKODA: in 2011, Juho Hänninen (FIN) had claimed victory in the S-WRC, the forerunner to the WRC 2 – driving a ŠKODA FABIA SUPER 2000.

In 2016, ŠKODA was also the benchmark in three prestigious continental and regional championships. Driving a ŠKODA FABIA R5, Gustavo Saba took the winning title in the FIA Codasur South America Rally Championship. Gaurav Gill secured ŠKODA the fifth consecutive FIA Asia-Pacific Rally Championship (APRC) title in the high-tech speedster with the perfect result of six victories in six rallies. Nasser Al-Attiyah, the rally champion in the Middle East, also put his faith in the ŠKODA FABIA R5.

Fabian Kreim (DE), who secured the German National Rally Championship title for the first time and thereby one of ten national championships for the ŠKODA FABIA R5, took second place in the APRC overall rankings. In the Czech Rally Championship (MČR), ŠKODA works crew Jan Kopecký/Pavel Dresler (CZ/CZ) took the winning trophy for the second time in a row and are unbeaten in their ten starts since the premiere of the ŠKODA FABIA R5. In Belgium, ŠKODA legend 'fast' Freddy Loix won the national championship for the fourth time in a row, before declaring his retirement from rally sport. The title win by Kalle Rovanperä, who – at the age of 16 – was crowned the youngest rally champion ever in Latvia, was also particularly remarkable.

Five other national champions in the ŠKODA FABIA R5 are confirmed: Norbert Herczig (Hungary), Pavel Valoušek (Slovakia), Esben Hegelund (Denmark), Desi Henry (Ireland/National Forest Championship) und Sylvain Michel (France/tarmac). In Paraguay, ŠKODA FABIA R5 drivers Gustavo Saba and Didier Arias battled for the winning trophy. ŠKODA's customer programme is a spectacular success: over 80 high-tech speedsters have now been sold to private teams across the globe. And demand remains high: in the coming months, more ŠKODA FABIA R5s will be delivered to customers who will again fight for titles in the World Championship, continental championships and national championships in 2017.

As well as a state-of-the-art car, customers purchasing the ŠKODA FABIA R5 receive technical support from the ŠKODA Motorsport team. "This allows both sides to share their knowledge and benefit from each other in the long run," said Hrabánek. According to FIA regulations, the race-ready base model of the spectacular rally car costs 180,000 euros.

With the impressive list of titles in 2016, the ŠKODA FABIA R5 impressively continues the company's successful motorsport history. The best rally vehicle within its class is extremely high-tech. The FABIA R5 is fitted with a 1.6-litre turbo engine in compliance with FIA regulations. This is a significant change from the 2-litre naturally aspirated





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petrol engine of its predecessor, the FABIA SUPER 2000. Additionally, the new car is fitted with a sequential five-speed gearbox and MacPherson struts. It weighs at least 1,230 kg, as stipulated in the regulations. The ŠKODA Motorsport team invested some 15 months of intensive development work to fine-tune and optimise the interplay of the state-of-the-art components.

Top drivers such as world champion Lappi, the Czech champion Jan Kopecký, Belgian rally legend 'fast' Freddy Loix and multiple Austrian champion Raimund Baumschlager provided significant input into the development. Prior to approval, a total of 10,000 test kilometres were completed under a variety of track conditions in the Czech Republic, Austria, Germany, Italy, France, Greece, Spain, Finland and other countries. Whether in the freezing cold or the sunshine, on tarmac, gravel or snow – the ŠKODA FABIA R5 successfully passed all tests.

At the beginning of April 2015, the new ŠKODA FABIA R5 was finally given the green light for the world's race tracks with successful approval by the International Automobile Federation (FIA), the highest motorsport authority. The approval process is a long and complex procedure that requires close collaboration with the FIA and comprises several parts. The extensive process was concluded with FIA approval. After the first title wins in 2015 – including the Asia-Pacific Rally Championship (APRC) – there was a real flood of titles in 2016. 2017 promises to be an equally successful year because the ŠKODA FABIA R5 is a car for winners and is continually improved by the Czech car manufacturer's Motorsport team.



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### ŠKODA FABIA R5: technical information

#### Vehicle

- Base model ŠKODA FABIA 3<sup>rd</sup> generation
- Length 3,994 mm
- Max. Width 1,820 mm
- Min. weight 1,230 kg
- Body adaptation for 4×4 drive
- Safety cage complies with FIA regulations

#### Engine

- Turbo 4-cylinder 1,620 cm<sup>3</sup>
- Injection direct
- Max. power output 205 kW (290 PS)
- Max. torque 420 Nm / 4,750 U/min

#### Drive

- 4×4
- 5-speed gearbox
- Manual sequential gears
- Mechanical differentials (front and rear)

#### Chassis

- MacPherson suspension struts front and rear
- Brake discs tarmac Ø 355 mm / width 32 mm
- gravel Ø 300 mm / width 32 mm

#### Fuel system

- Special safety fuel tank 82.5 l capacity

#### Wheel rims

- Tarmac 8 inches x 18 inches – min. weight 8.9 kg
- Gravel 7 inches x 15 inches – min. weight 8.6 kg

#### Tyres

- Tarmac 18 inches
- Gravel 15 inches

#### Price

- 180,000 euros plus VAT





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### FIA World Rally Championship (WRC 2) 2017 calendar

<u>Event</u>	<u>Date</u>
Rally Monte-Carlo	19.01.-22.01.2017
Rally Sweden	09.02.-12.02.2017
Rally Mexico	09.03.-12.03.2017
Rally France	06.04.-09.04.2017
Rally Argentina	27.04.-30.04.2017
Rally Portugal	18.05.-21.05.2017
Rally Italia	08.06.-11.06.2017
Rally Poland	29.06.-02.07.2017
Rally Finland	27.07.-30.07.2017
Rally Germany	17.08.-20.08.2017
Rally Spain	05.10.-08.10.2017
Rally Great Britain	26.10.-29.10.2017
Rally Australia	16.11.-19.11.2017

#### Further information:

Silke Rosskothén  
Head of Product Communications  
P +420 326 811 731  
[silke.rosskothen@skoda-auto.cz](mailto:silke.rosskothen@skoda-auto.cz)

Zbyněk Straškraba  
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P +420 326 811 785  
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# Statements

**Mladá Boleslav / Vienna, 10 January 2017**

**Christian Strube, ŠKODA Board Member for Technical Development:**

"The many national and international titles and victories show that we have created a real winners' car with the ŠKODA FABIA R5. The entire ŠKODA team is very proud of the extraordinary successes of our motorsport team."

**Michal Hrabánek, ŠKODA Motorsport Director:**

"We have made history with the first title ever for ŠKODA in the WRC 2. The trophies are a nice testament to the class of the ŠKODA FABIA R5 and its crews. However, we don't want to rest on our laurels; we will work hard for future successes."

"This allows both sides to share their knowledge and benefit from each other in the long run."



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### Esapekka Lappi, ŠKODA Motorsport, ŠKODA Fabia R5, WRC 2:

"We had an excellent car at our disposal. A big thank you to the ŠKODA Motorsport team that laid the foundation for the greatest success of our career with its great work. We really have every reason to celebrate."

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## ŠKODA OCTAVIA 4×4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 kW (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 <sup>3</sup> ]		1798	1968		
Bore × Stroke [mm × mm]		82.5 × 84.2	81.0 × 95.5		81.0 × 95.5
Max. engine performance/revs [kW at rpm]		132/4500–6200	110/3500–4000		135/3500–4000
Max. torque/revs [Nm at rpm]		280/1350–4500	340/1750–3000		380/1750–3250
Compression ratio		9.6 : 1	16.2 : 1		15.8 : 1
Emission limit		EU 6			
Fuel injection system		electronically controlled combined (direct and port) injection	electronically controlled high-pressure direct injection – common-rail system		
Ignition		control unit controlled electronic ignition system	–		
Lubrication		force-feed lubrication with through-flow oil filter			
Fuel quality		unleaded petrol min. RON 95 (91)*	diesel		
Transmission					
Wheel drive		four-wheel drive with automatic torque distribution			
Clutch		two coaxial wet multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission		automatic 6-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-3.46 II-2.05 III-1.30 IV-0.90 V-0.91 VI-0.76 R-3.99	I-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.58 II-2.75 III-1.68 IV-0.89 V-0.68 VI-0.72 VII-0.56 R-2.90	I-3.46 II-1.90 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio		4.375/3.333	3.875/3.100	4.167/3.125	4.375/3.333





## ŠKODA OCTAVIA 4×4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 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 dual-diagonal circuit braking system vacuum assisted with Dual Rate system			
Brake – front		disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear		disc brakes			
Parking brake		manual, on rear wheels			
Steering system		direct rack and pinion steering with electro mechanic power steering			
Wheels		6.5J × 16"			
Tyres		205/55 R16			
Body					
Body		5 door, two compartment, 5 seater			
Drag coefficient c <sub>w</sub>		0.300	0.303		0.296
Outside dimensions					
Length	[mm]	4670			
Width	[mm]	1814			
Height (at kerb weight)	[mm]	1459			
Wheel base	[mm]	2680			
Clearance (at kerb weight)	[mm]	138			
Height of the loading sill (at kerb weight)	[mm]	697			
Track front	[mm]	1543			
Track rear	[mm]	1542			



## ŠKODA OCTAVIA 4×4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 kW (A)
Inside dimensions					
Width of front seats	[mm]	1454			
Width of rear seats	[mm]	1449			
Headroom in front seats	[mm]	983			
Headroom in rear seats	[mm]	980			
Storage capacity	[l]	590			
Storage capacity with rear seatback folded down	[l]	1580			
Weights					
Kerb weight – incl. driver**	[kg]	1428	1438	1468	1463
Payload – incl. driver**	[kg]	585	638		585
Total weight	[kg]	1938	2001	2031	1973
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	710	730		
Max. trailer load with brakes – 12%	[kg]	1600	2000		1800
Max. trailer load with brakes – 8%	[kg]	1800	2000		
Max. nose weight	[kg]	80			
Liquids					
Tank capacity	[l]	55			
Performance/consumption					
Maximum speed	[km/h]	229	215	212	228
Acceleration 0–100 km/h	[s]	7.4	8.5	8.3	7.1
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	8.1	5.6	5.7	5.6
Consumption – extra-urban	[l/100 km]	5.7	4.2	4.4	4.5
Consumption – combined	[l/100 km]	6.6	4.7	4.9	4.9
CO <sub>2</sub> emissions	[g/km]	153	123	129	129
Turning circle diameter	[m]	10.4			

\* Using low-octane fuel may affect engine performance.

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



## ŠKODA OCTAVIA COMBI 4×4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 kW (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 <sup>3</sup> ]		1798	1968		
Bore × Stroke [mm × mm]		82.5 × 84.2	81.0 × 95.5		81.0 × 95.5
Max. engine performance/revs [kW at rpm]		132/4500–6200	110/3500–4000		135/3500–4000
Max. torque/revs [Nm at rpm]		280/1350–4500	340/1750–3000		380/1750–3250
Compression ratio		9.6 : 1	16.2 : 1		15.8 : 1
Emission limit		EU 6			
Fuel injection system		electronically controlled combined (direct and port) injection	electronically controlled high-pressure direct injection – common-rail system		
Ignition		control unit controlled electronic ignition system	–		
Lubrication		force-feed lubrication with through-flow oil filter			
Fuel quality		unleaded petrol min. RON 95 (91)*	diesel		
Transmission					
Wheel drive		four-wheel drive with automatic torque distribution			
Clutch		two coaxial wet multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission		automatic 6-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-3.46 II-2.05 III-1.30 IV-0.90 V-0.91 VI-0.76 R-3.99	I-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.58 II-2.75 III-1.68 IV-0.89 V-0.68 VI-0.72 VII-0.56 R-2.90	I-3.46 II-1.90 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio		4.375/3.333	3.875/3.100	4.167/3.125	4.375/3.333



## ŠKODA OCTAVIA COMBI 4×4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 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 dual-diagonal circuit braking system vacuum assisted with Dual Rate system			
Brake – front		disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear		disc brakes			
Parking brake		manual, on rear wheels			
Steering system		direct rack and pinion steering with electro mechanic power steering			
Wheels		6.5J × 16"			
Tyres		205/55 R16			
Body					
Body		5 door, two compartment, 5 seater			
Drag coefficient c <sub>w</sub>		0.305	0.302		0.305
Outside dimensions					
Length	[mm]	4667			
Width	[mm]	1814			
Height (at kerb weight)	[mm]	1463			
Wheel base	[mm]	2680			
Clearance (at kerb weight)	[mm]	139			
Height of the loading sill (at kerb weight)	[mm]	630			
Track front	[mm]	1543			
Track rear	[mm]	1542			



## ŠKODA OCTAVIA COMBI 4x4

Technical specifications		1.8 TSI/132 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/135 kW (A)
Inside dimensions					
Width of front seats	[mm]	1454			
Width of rear seats	[mm]	1449			
Headroom in front seats	[mm]	983			
Headroom in rear seats	[mm]	995			
Storage capacity	[l]	610			
Storage capacity with rear seatback folded down	[l]	1740			
Weights					
Kerb weight – incl. driver**	[kg]	1450	1458	1490	1485
Payload – incl. driver**	[kg]	638			
Total weight	[kg]	2013	2021	2053	2048
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	720		740	730
Max. trailer load with brakes – 12%	[kg]	1600	2000		1800
Max. trailer load with brakes – 8%	[kg]	1800	2000		
Max. nose weight	[kg]	80			
Liquids					
Tank capacity	[l]	55			
Performance/consumption					
Maximum speed	[km/h]	227	213	210	226
Acceleration 0–100 km/h	[s]	7.5	8.6	8.4	7.2
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	8.1	5.6	5.7	5.6
Consumption – extra-urban	[l/100 km]	5.7	4.2	4.4	4.5
Consumption – combined	[l/100 km]	6.6	4.7	4.9	4.9
CO <sub>2</sub> emissions	[g/km]	154	123	129	129
Turning circle diameter	[m]	10.4			

\* Using low-octane fuel may affect engine performance.

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



## ŠKODA OCTAVIA

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 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	[cm³]	1598			1968	
Bore × Stroke	[mm × mm]	79.5 × 80.5			81.0 × 95.5	
Max. engine performance/revs	[kW at rpm]	66/2750–4600	85/3250–4000		110/3500–4000	
Max. torque/revs	[Nm at rpm]	230/1400–2750	250/1500–3200		340/1750–3000	
Compression ratio		16.2 : 1				
Emission limit		EU 6				
Fuel injection system		electronically controlled high-pressure direct injection – common-rail system				
Lubrication		force-feed lubrication with through-flow oil filter				
Fuel quality		diesel				
Transmission						
Wheel drive		front wheel drive				
Clutch		hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated		hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission		manual 5-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
Transmission ratio		I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60	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-1.90 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		3.450/2.760	4.375/3.333



## ŠKODA OCTAVIA

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)
Chassis						
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser				
Rear axle		compound link crank-axle				
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs				
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system				
Brake – front		disc brakes with inner cooling, with single/piston floating caliper				
Brake – rear		disc brakes				
Parking brake		manual, on rear wheels				
Steering system		direct rack and pinion steering with electro mechanic power steering				
Wheels		6J × 15"			6.5J × 16"	
Tyres		195/65 R15			205/55 R16	
Body						
Body		5 door, two compartment, 5 seater				
Drag coefficient c <sub>w</sub>		0.279	0.280		0.294	
Outside dimensions						
Length	[mm]	4670				
Width	[mm]	1814				
Height (at kerb weight)	[mm]	1461				
Wheel base	[mm]	2686				
Clearance (at kerb weight)	[mm]	141				
Height of the loading sill (at kerb weight)	[mm]	699				
Track front	[mm]	1549			1543	
Track rear	[mm]	1540			1534	





## ŠKODA OCTAVIA

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)
Inside dimensions						
Width of front seats	[mm]	1454				
Width of rear seats	[mm]	1449				
Headroom in front seats	[mm]	983				
Headroom in rear seats	[mm]	980				
Storage capacity	[l]	590				
Storage capacity with rear seatback folded down	[l]	1580				
Weights						
Kerb weight – incl. driver**	[kg]	1305	1305	1320	1332	1352
Payload – incl. driver**	[kg]	625				
Total weight	[kg]	1855	1855	1870	1882	1902
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	640	650		660	670
Max. trailer load with brakes – 12%	[kg]	1400	1500		1600	
Max. trailer load with brakes – 8%	[kg]	1700	1800			
Max. nose weight	[kg]	75				
Liquids						
Tank capacity	[l]	50				
Performance/consumption						
Maximum speed	[km/h]	186	203	202	218	215
Acceleration 0–100 km/h	[s]	12.2	10.1	10.2	8.4	8.5
Fuel consumption (1999/100/EC)						
Consumption – urban	[l/100 km]	4.5	4.5	4.1	5.1	5.2
Consumption – extra-urban	[l/100 km]	3.7	3.7	3.7	3.8	4.1
Consumption – combined	[l/100 km]	4.0	4.0	3.9	4.3	4.5
CO <sub>2</sub> emissions	[g/km]	105	105	102	112	117
Turning circle diameter	[m]	10.4				

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



## ŠKODA OCTAVIA COMBI

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 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	[cm³]	1598			1968	
Bore × Stroke	[mm × mm]	79.5 × 80.5			81.0 × 95.5	
Max. engine performance/revs	[kW at rpm]	66/2750–4600	85/3250–4000		110/3500–4000	
Max. torque/revs	[Nm at rpm]	230/1400–2750	250/1500–3200		340/1750–3000	
Compression ratio		16.2 : 1				
Emission limit		EU 6				
Fuel injection system		electronically controlled high-pressure direct injection – common-rail system				
Lubrication		force-feed lubrication with through-flow oil filter				
Fuel quality		diesel				
Transmission						
Wheel drive		front wheel drive				
Clutch		hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated		hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission		manual 5-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
Transmission ratio		I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60	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-1.90 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		3.450/2.760	4.375/3.333



## ŠKODA OCTAVIA COMBI

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)
Chassis						
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser				
Rear axle		compound link crank-axle				
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs				
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system				
Brake – front		disc brakes with inner cooling, with single/piston floating caliper				
Brake – rear		disc brakes				
Parking brake		manual, on rear wheels				
Steering system		direct rack and pinion steering with electro mechanic power steering				
Wheels		6J × 15"			6.5J × 16"	
Tyres		195/65 R15			205/55 R16	
Body						
Body		5 door, two compartment, 5 seater				
Drag coefficient c <sub>w</sub>		0.292	0.293		0.302	
Outside dimensions						
Length	[mm]	4667				
Width	[mm]	1814				
Height (at kerb weight)	[mm]	1465				
Wheel base	[mm]	2686				
Clearance (at kerb weight)	[mm]	141				
Height of the loading sill (at kerb weight)	[mm]	631				
Track front	[mm]	1549			1543	
Track rear	[mm]	1540			1534	



## ŠKODA OCTAVIA COMBI

## Diesel engines

Technical specifications		1.6 TDI/66 kW	1.6 TDI/85 kW	1.6 TDI/85 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)
Inside dimensions						
Width of front seats	[mm]	1454				
Width of rear seats	[mm]	1449				
Headroom in front seats	[mm]	983				
Headroom in rear seats	[mm]	995				
Storage capacity	[l]	610				
Storage capacity with rear seatback folded down	[l]	1740				
Weights						
Kerb weight – incl. driver**	[kg]	1327	1327	1342	1354	1374
Payload – incl. driver**	[kg]	645				
Total weight	[kg]	1897	1897	1912	1924	1944
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	650	660		670	680
Max. trailer load with brakes – 12%	[kg]	1400	1500		1600	
Max. trailer load with brakes – 8%	[kg]	1700	1800			
Max. nose weight	[kg]	75				
Liquids						
Tank capacity	[l]	50				
Performance/consumption						
Maximum speed	[km/h]	183	201	200	216	213
Acceleration 0–100 km/h	[s]	12.3	10.2	10.3	8.5	8.6
Fuel consumption (1999/100/EC)						
Consumption – urban	[l/100 km]	4.5	4.6	4.1	5.1	5.2
Consumption – extra-urban	[l/100 km]	3.7	3.8	3.7	3.8	4.1
Consumption – combined	[l/100 km]	4.0	4.1	3.9	4.3	4.5
CO <sub>2</sub> emissions	[g/km]	105	106	102	112	118
Turning circle diameter	[m]	10.4				

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



## ŠKODA OCTAVIA

## Petrol engines

Technical specifications	1.2 TSI/63 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Engine							
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front						
Cylinders	4	3		4			
Displacement [cm³]	1197	999		1395		1798	
Bore × Stroke [mm × mm]	71.0 × 75.6	74.5 × 76.4		74.5 × 80.0		82.5 × 84.2	
Max. engine performance/revs [kW at rpm]	63/4300–5300	85/5000–5500		110/5000–6000		132/5100–6200	
Max. torque/revs [Nm at rpm]	160/1400–3500	200/2000–3500		250/1500–3500		250/1250–5000	
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)*	
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	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized	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	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-1.95 III-1.28 IV-0.88 V-0.67 R-3.18	I-3.77 II-1.95 III-1.28 IV-0.97 V-0.78 VI-0.65 R-3.18	I-3.76 II-2.27 III-1.53 IV-1.12 V-1.18 VI-0.95 VII-0.80 R-4.17	I-3.78 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-3.60	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-3.78 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-3.60	I-3.76 II-2.27 III-1.53 IV-1.13 V-1.18 VI-0.96 VII-0.80 R-4.17
Axle ratio	3.930	4.056	4.438/3.227 R-4.176	3.647	4.800/3.429 R-4.500	3.647	4.438/3.227 R-4.176



## ŠKODA OCTAVIA

## Petrol engines

Technical specifications		1.2 TSI/63 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Chassis								
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser						
Rear axle		compound link crank-axle					multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser	
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs						
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system						
Brake – front		disc brakes with inner cooling, with single/piston floating caliper						
Brake – rear		disc brakes						
Parking brake		manual, on rear wheels						
Steering system		direct rack and pinion steering with electro mechanic power steering						
Wheels		6J × 15"			6.5J × 16"			
Tyres		195/65 R15			205/55 R16			
Body								
Body		5 door, two compartment, 5 seater						
Drag coefficient c <sub>w</sub>		0.292	0.280		0.298	0.294	0.302	
Outside dimensions								
Length	[mm]	4670						
Width	[mm]	1814						
Height (at kerb weight)	[mm]	1461						
Wheel base	[mm]	2686					2680	
Clearance (at kerb weight)	[mm]	141						
Height of the loading sill (at kerb weight)	[mm]	699						
Track front	[mm]	1549			1543			
Track rear	[mm]	1540			1534		1542	



## ŠKODA OCTAVIA

## Petrol engines

Technical specifications		1.2 TSI/63 kW		1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Inside dimensions									
Width of front seats	[mm]	1454							
Width of rear seats	[mm]	1449							
Headroom in front seats	[mm]	983							
Headroom in rear seats	[mm]	980							
Storage capacity	[l]	590							
Storage capacity with rear seatback folded down	[l]	1580							
Weights									
Kerb weight – incl. driver**	[kg]	1225	1225	1247	1255	1269	1320	1335	
Payload – incl. driver**	[kg]	625						585	
Total weight	[kg]	1775	1775	1797	1805	1819	1830	1845	
Max. roof load	[kg]	75							
Max. trailer load w/o brakes	[kg]	610		620		630	650	660	
Max. trailer load with brakes – 12%	[kg]	1100	1300		1500		1600		
Max. trailer load with brakes – 8%	[kg]	1300	1500		1800				
Max. nose weight	[kg]	75							
Liquids									
Tank capacity	[l]	50							
Performance/consumption									
Maximum speed	[km/h]	181	203	202	219	219	231	231	
Acceleration 0–100 km/h	[s]	12.0	9.9	10.0	8.1	8.2	7.3	7.4	
Fuel consumption (1999/100/EC)									
Consumption – urban	[l/100 km]	6.0	5.9	5.6	6.7	6.0	7.6	7.1	
Consumption – extra-urban	[l/100 km]	4.1	4.2	4.2	4.3	4.2	5.2	5.0	
Consumption – combined	[l/100 km]	4.8	4.8	4.7	5.2	4.9	6.1	5.8	
CO <sub>2</sub> emissions	[g/km]	113	109	106	120	113	139	133	
Turning circle diameter	[m]	10.4							

\* Using low-octane fuel may affect engine performance.

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





## ŠKODA OCTAVIA COMBI

## Petrol engines

Technical specifications	1.2 TSI/63 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Engine							
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front						
Cylinders	4	3		4			
Displacement [cm³]	1197	999		1395		1798	
Bore × Stroke [mm × mm]	71.0 × 75.6	74.5 × 76.4		74.5 × 80.0		82.5 × 84.2	
Max. engine performance/revs [kW at rpm]	63/4300–5300	85/5000–5500		110/5000–6000		132/5100–6200	
Max. torque/revs [Nm at rpm]	160/1400–3500	200/2000–3500		250/1500–3500		250/1250–5000	
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)*	
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	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized	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	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-1.95 III-1.28 IV-0.88 V-0.67 R-3.18	I-3.77 II-1.95 III-1.28 IV-0.97 V-0.78 VI-0.65 R-3.18	I-3.76 II-2.27 III-1.53 IV-1.12 V-1.18 VI-0.95 VII-0.80 R-4.17	I-3.78 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-3.60	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-3.78 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-3.60	I-3.76 II-2.27 III-1.53 IV-1.13 V-1.18 VI-0.96 VII-0.80 R-4.17
Axle ratio	3.930	4.056	4.438/3.227 R-4.176	3.647	4.800/3.429 R-4.500	3.647	4.438/3.227 R-4.176



## ŠKODA OCTAVIA COMBI

## Petrol engines

Technical specifications		1.2 TSI/63 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Chassis								
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser						
Rear axle		compound link crank-axle					multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser	
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs						
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system						
Brake – front		disc brakes with inner cooling, with single/piston floating caliper						
Brake – rear		disc brakes						
Parking brake		manual, on rear wheels						
Steering system		direct rack and pinion steering with electro mechanic power steering						
Wheels		6J × 15"			6.5J × 16"			
Tyres		195/65 R15			205/55 R16			
Body								
Body		5 door, two compartment, 5 seater						
Drag coefficient c <sub>w</sub>		0.303	0.291		0.303	0.299	0.307	
Outside dimensions								
Length	[mm]	4667						
Width	[mm]	1814						
Height (at kerb weight)	[mm]	1465						
Wheel base	[mm]	2686					2680	
Clearance (at kerb weight)	[mm]	141						
Height of the loading sill (at kerb weight)	[mm]	631						
Track front	[mm]	1549			1543			
Track rear	[mm]	1540			1534		1542	



## ŠKODA OCTAVIA COMBI

## Petrol engines

Technical specifications		1.2 TSI/63 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.4 TSI/110 kW	1.4 TSI/110 kW (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)
Inside dimensions								
Width of front seats	[mm]	1454						
Width of rear seats	[mm]	1449						
Headroom in front seats	[mm]	983						
Headroom in rear seats	[mm]	995						
Storage capacity	[l]	610						
Storage capacity with rear seatback folded down	[l]	1740						
Weights								
Kerb weight – incl. driver**	[kg]	1247	1247	1269	1277	1291	1342	1357
Payload – incl. driver**	[kg]	645					585	
Total weight	[kg]	1817	1817	1839	1847	1861	1852	1867
Max. roof load	[kg]	75						
Max. trailer load w/o brakes	[kg]	620		630		640	660	670
Max. trailer load with brakes – 12%	[kg]	1100	1300		1500		1600	
Max. trailer load with brakes – 8%	[kg]	1300	1500		1800			
Max. nose weight	[kg]	75						
Liquids								
Tank capacity	[l]	50						
Performance/consumption								
Maximum speed	[km/h]	178	201	200	216	216	229	229
Acceleration 0–100 km/h	[s]	12.2	10.1	10.2	8.2	8.3	7.4	7.5
Fuel consumption (1999/100/EC)								
Consumption – urban	[l/100 km]	6.0	5.9	5.6	6.8	6.2	7.6	7.1
Consumption – extra-urban	[l/100 km]	4.1	4.2	4.2	4.4	4.3	5.2	5.0
Consumption – combined	[l/100 km]	4.8	4.8	4.7	5.3	5.0	6.1	5.8
CO <sub>2</sub> emissions	[g/km]	113	109	106	123	116	140	133
Turning circle diameter	[m]	10.4						

\* Using low-octane fuel may affect engine performance.

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



## ŠKODA OCTAVIA RS

Technical specifications	2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 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		4		
Displacement [cm³]	1984		1968		
Bore × Stroke [mm × mm]	82.5 × 92.8		81.0 × 95.5		
Max. engine performance/revs [kW at rpm]	169/4700–6200		135/3500–4000		
Max. torque/revs [Nm at rpm]	350/1500–4600		380/1750–3250		
Compression ratio	9.6 : 1		15.8 : 1		
Emission limit	EU 6				
Fuel injection system	electronically controlled combined (direct and port) injection		electronically controlled high-pressure direct injection – common-rail system		
Ignition	control unit controlled electronic ignition system		–		
Lubrication	force-feed lubrication with through-flow oil filter				
Fuel quality	unleaded petrol min. RON 95		diesel		
Transmission					
Wheel drive	front wheel drive				four-wheel drive with automatic torque distribution
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial 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-1.15 V-1.17 VI-0.97 R-4.55	I-2.93 II-1.79 III-1.13 IV-0.77 V-0.81 VI-0.64 R-3.35	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	I-3.46 II-1.90 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio	3.45/2.76	4.77/3.44	3.45/2.76	4.38/3.33	4.38/3.33



## ŠKODA OCTAVIA RS

Technical specifications		2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 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 dual-diagonal circuit braking system vacuum assisted with Dual Rate system				
Brake – front		disc brakes with inner cooling, with single/piston floating caliper				
Brake – rear		disc brakes				
Parking brake		manual, on rear wheels				
Steering system		direct rack and pinion steering with electro mechanic power steering				
Wheels		7.5J × 17"				
Tyres		225/45 R17				
Body						
Body		5 door, two compartment, 5 seater				
Drag coefficient c <sub>w</sub>		0.296		0.291		0.292
Outside dimensions						
Length	[mm]	4689				
Width	[mm]	1814				
Height (at kerb weight)	[mm]	1448				
Wheel base	[mm]	2680				
Clearance (at kerb weight)	[mm]	127				
Height of the loading sill (at kerb weight)	[mm]	687				
Track front	[mm]	1535				
Track rear	[mm]	1544				
Inside dimensions						
Width of front seats	[mm]	1454				
Width of rear seats	[mm]	1449				
Headroom in front seats	[mm]	983				
Headroom in rear seats	[mm]	980				
Storage capacity	[l]	590				
Storage capacity with rear seatback folded down	[l]	1580				



## ŠKODA OCTAVIA RS

Technical specifications		2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 kW 4x4 (A)
<b>Weights</b>						
Kerb weight – incl. driver*	[kg]	1420	1440	1445	1465	1550
Payload – incl. driver*	[kg]	542				
Total weight	[kg]	1887	1907	1912	1932	2017
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	710	720	720	730	750
Max. trailer load with brakes – 12%	[kg]	1600				
Max. trailer load with brakes – 8%	[kg]	1800				
Max. nose weight	[kg]	75				
<b>Liquids</b>						
Tank capacity	[l]	50				
<b>Performance/consumption</b>						
Maximum speed	[km/h]	250	249	232	230	228
Acceleration 0–100 km/h	[s]	6.7	6.8	7.9	7.9	7.6
Fuel consumption (1999/100/EC)						
Consumption – urban	[l/100 km]	7.9	8.5	5.3	5.8	5.9
Consumption – extra-urban	[l/100 km]	5.5	5.5	4.1	4.4	4.7
Consumption – combined	[l/100 km]	6.5	6.6	4.5	4.9	5.1
CO <sub>2</sub> emissions	[g/km]	149	149	119	129	134
Turning circle diameter	[m]	10.5				

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



## ŠKODA OCTAVIA COMBI RS

Technical specifications		2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 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		4		
Displacement [cm³]		1984		1968		
Bore × Stroke [mm × mm]		82.5 × 92.8		81.0 × 95.5		
Max. engine performance/revs [kW at rpm]		169/4700–6200		135/3500–4000		
Max. torque/revs [Nm at rpm]		350/1500–4600		380/1750–3250		
Compression ratio		9.6 : 1		15.8 : 1		
Emission limit		EU 6				
Fuel injection system		electronically controlled combined (direct and port) injection		electronically controlled high-pressure direct injection – common-rail system		
Ignition		control unit controlled electronic ignition system		–		
Lubrication		force-feed lubrication with through-flow oil filter				
Fuel quality		unleaded petrol min. RON 95		diesel		
Transmission						
Wheel drive		front wheel drive				four-wheel drive with automatic torque distribution
Clutch		hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial 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-1.15 V-1.17 VI-0.97 R-4.55	I-2.93 II-1.79 III-1.13 IV-0.77 V-0.81 VI-0.64 R-3.35	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	I-3.46 II-1.90 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio		3.45/2.76	4.77/3.44	3.45/2.76	4.38/3.33	4.38/3.33





## ŠKODA OCTAVIA COMBI RS

Technical specifications		2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 kW 4x4 (A)
Chassis						
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser				
Rear axle		multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser				
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs				
Braking system		hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system				
Brake – front		disc brakes with inner cooling, with single/piston floating caliper				
Brake – rear		disc brakes				
Parking brake		manual, on rear wheels				
Steering system		direct rack and pinion steering with electro mechanic power steering				
Wheels		7.5J x 17"				
Tyres		225/45 R17				
Body						
Body		5 door, two compartment, 5 seater				
Drag coefficient c <sub>w</sub>		0.312		0.307		0.308
Outside dimensions						
Length	[mm]	4689				
Width	[mm]	1814				
Height (at kerb weight)	[mm]	1452				
Wheel base	[mm]	2680				
Clearance (at kerb weight)	[mm]	127				
Height of the loading sill (at kerb weight)	[mm]	619				
Track front	[mm]	1535				
Track rear	[mm]	1544				
Inside dimensions						
Width of front seats	[mm]	1454				
Width of rear seats	[mm]	1449				
Headroom in front seats	[mm]	983				
Headroom in rear seats	[mm]	995				
Storage capacity	[l]	610				
Storage capacity with rear seatback folded down	[l]	1740				



## ŠKODA OCTAVIA COMBI RS

Technical specifications		2.0 TSI/169 kW	2.0 TSI/169 kW (A)	2.0 TDI/135 kW	2.0 TDI/135 kW (A)	2.0 TDI/135 kW 4x4 (A)
<b>Weights</b>						
Kerb weight – incl. driver*	[kg]	1442	1462	1467	1487	1572
Payload – incl. driver*	[kg]	566				
Total weight	[kg]	1933	1953	1958	1978	2063
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	720	730	730	740	750
Max. trailer load with brakes – 12%	[kg]	1600				
Max. trailer load with brakes – 8%	[kg]	1800				
Max. nose weight	[kg]	75				
<b>Liquids</b>						
Tank capacity	[l]	50				
<b>Performance/consumption</b>						
Maximum speed	[km/h]	247	245	230	228	224
Acceleration 0–100 km/h	[s]	6.8	7.0	8.0	8.0	7.7
Fuel consumption (1999/100/EC)						
Consumption – urban	[l/100 km]	7.9	8.5	5.3	5.8	5.9
Consumption – extra-urban	[l/100 km]	5.5	5.5	4.1	4.4	4.7
Consumption – combined	[l/100 km]	6.5	6.6	4.5	4.9	5.1
CO <sub>2</sub> emissions	[g/km]	149	149	119	129	134
Turning circle diameter	[m]	10.5				

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



## ŠKODA OCTAVIA G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Engine</b>			
Engine type		turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders		4	
Displacement	[cm <sup>3</sup> ]	1395	
Bore × Stroke	[mm × mm]	74.5 × 80.0	
Max. engine performance/revs	[kW at rpm]	81/4800–6000	
Max. torque/revs	[Nm at rpm]	200/1500–3500	
Compression ratio		10.5 : 1	
Emission limit		EU 6	
Fuel injection system		electronically controlled direct injection	
Ignition		control unit controlled electronic ignition system	
Lubrication		force-feed lubrication with through-flow oil filter	
Fuel quality		unleaded petrol min. RON 95; natural gas – CNG	
<b>Transmission</b>			
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
Transmission		manual 6-speed fully synchronized	automatic 7-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-3.76 II-2.27 III-1.53 IV-1.12 V-1.18 VI-0.95 VII-0.80 R-4.17
Axle ratio		4.056	4.438/3.227 R-4.176
<b>Chassis</b>			
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 dual-diagonal circuit braking system vacuum assisted with Dual Rate system	
Brake – front		disc brakes with inner cooling, with single/piston floating caliper	
Brake – rear		disc brakes	
Parking brake		manual, on rear wheels	
Steering system		direct rack and pinion steering with electro mechanic power steering	
Wheels		6.5J × 16"	
Tyres		205/55 R16	



## ŠKODA OCTAVIA G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Body</b>			
Body		5 door, two compartment, 5 seater	
Drag coefficient $c_w$		0.310	
<b>Outside dimensions</b>			
Length	[mm]	4670	
Width	[mm]	1814	
Height (at kerb weight)	[mm]	1458	
Wheel base	[mm]	2680	
Clearance (at kerb weight)	[mm]	141	
Height of the loading sill (at kerb weight)	[mm]	693	
Track front	[mm]	1543	
Track rear	[mm]	1549	
<b>Inside dimensions</b>			
Width of front seats	[mm]	1454	
Width of rear seats	[mm]	1449	
Headroom in front seats	[mm]	983	
Headroom in rear seats	[mm]	980	
Storage capacity	[l]	460	
Storage capacity with rear seatback folded down	[l]	1450	
<b>Weights</b>			
Kerb weight – incl. driver**	[kg]	1394	1419
Payload – incl. driver**	[kg]	559	548
Total weight	[kg]	1878	1892
Max. roof load	[kg]	75	
Max. trailer load w/o brakes	[kg]	690	700
Max. trailer load with brakes – 12%	[kg]	1400	
Max. trailer load with brakes – 8%	[kg]	1700	
Max. nose weight	[kg]	56	



## ŠKODA OCTAVIA G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Liquids</b>			
Tank capacity	[l]	petrol: 50; CNG: 97 (15 kg)	
<b>Performance/consumption</b>			
Maximum speed	[km/h]	195	195
Acceleration 0–100 km/h	[s]	10.9	11.0
Fuel consumption (1999/100/EC)			
Consumption – urban	[m <sup>3</sup> /100 km]	7.4	6.9
Consumption – extra-urban	[m <sup>3</sup> /100 km]	4.6	4.7
Consumption – combined	[m <sup>3</sup> /100 km]	5.7	5.5
CO <sub>2</sub> emissions	[g/km]	101	98
Turning circle diameter	[m]	10.4	

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



## ŠKODA OCTAVIA COMBI G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Engine</b>			
Engine type		turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders		4	
Displacement	[cm <sup>3</sup> ]	1395	
Bore × Stroke	[mm × mm]	74.5 × 80.0	
Max. engine performance/revs	[kW at rpm]	81/4800–6000	
Max. torque/revs	[Nm at rpm]	200/1500–3500	
Compression ratio		10.5 : 1	
Emission limit		EU 6	
Fuel injection system		electronically controlled direct injection	
Ignition		control unit controlled electronic ignition system	
Lubrication		force-feed lubrication with through-flow oil filter	
Fuel quality		unleaded petrol min. RON 95; natural gas – CNG	
<b>Transmission</b>			
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
Transmission		manual 6-speed fully synchronized	automatic 7-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-3.76 II-2.27 III-1.53 IV-1.12 V-1.18 VI-0.95 VII-0.80 R-4.17
Axle ratio		4.056	4.438/3.227 R-4.176
<b>Chassis</b>			
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 dual-diagonal circuit braking system vacuum assisted with Dual Rate system	
Brake – front		disc brakes with inner cooling, with single/piston floating caliper	
Brake – rear		disc brakes	
Parking brake		manual, on rear wheels	
Steering system		direct rack and pinion steering with electro mechanic power steering	
Wheels		6.5J × 16"	
Tyres		205/55 R16	



## ŠKODA OCTAVIA COMBI G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Body</b>			
Body		5 door, two compartment, 5 seater	
Drag coefficient $c_w$		0.321	
<b>Outside dimensions</b>			
Length	[mm]	4667	
Width	[mm]	1814	
Height (at kerb weight)	[mm]	1462	
Wheel base	[mm]	2680	
Clearance (at kerb weight)	[mm]	141	
Height of the loading sill (at kerb weight)	[mm]	625	
Track front	[mm]	1543	
Track rear	[mm]	1549	
<b>Inside dimensions</b>			
Width of front seats	[mm]	1454	
Width of rear seats	[mm]	1449	
Headroom in front seats	[mm]	983	
Headroom in rear seats	[mm]	995	
Storage capacity	[l]	480	
Storage capacity with rear seatback folded down	[l]	1610	
<b>Weights</b>			
Kerb weight – incl. driver**	[kg]	1416	1441
Payload – incl. driver**	[kg]	524	513
Total weight	[kg]	1865	1879
Max. roof load	[kg]	75	
Max. trailer load w/o brakes	[kg]	700	710
Max. trailer load with brakes – 12%	[kg]	1400	
Max. trailer load with brakes – 8%	[kg]	1700	
Max. nose weight	[kg]	56	





## ŠKODA OCTAVIA COMBI G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<b>Liquids</b>			
Tank capacity	[l]	petrol: 50; CNG: 97 (15 kg)	
<b>Performance/consumption</b>			
Maximum speed	[km/h]	193	193
Acceleration 0–100 km/h	[s]	11.0	11.1
Fuel consumption (1999/100/EC)			
Consumption – urban	[m <sup>3</sup> /100 km]	7.4	6.9
Consumption – extra-urban	[m <sup>3</sup> /100 km]	4.7	4.8
Consumption – combined	[m <sup>3</sup> /100 km]	5.7	5.6
CO <sub>2</sub> emissions	[g/km]	102	99
Turning circle diameter	[m]	10.4	

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