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## ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI

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## Short version

## ŠKODA OCTAVIA: bestseller in new top shape following comprehensive revisions

- › **Modified design with additional headlights and clean-cut lines for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI**
- › **Familiar generous interior space with higher-quality materials and refined controls**
- › **Wide range of engines: four TSI petrol engines, four TDI diesel engines, a 1.4-l TSI G-TEC engine for the CNG-drive variant, power outputs ranging from 63 kW (86 PS) to 135 kW (184 PS), DSG transmissions for almost all engines, all-wheel drive available for top-of-the-range engines**
- › **Dynamic Chassis Control allows suspension to be adjusted, with a choice of three modes**
- › **Five new driver assistance systems increase comfort and safety**
- › **New infotainment systems with capacitive displays in a glass design**
- › **ŠKODA Connect: mobile online services provide a high level of information, entertainment, comfort and assistance**
- › **Additional 'Simply Clever' features for everyday practicality, typical of the brand**

Mladá Boleslav / Porto, 7<sup>th</sup> February 2017 – The ŠKODA OCTAVIA begins the third decade of its success story with proven strengths and new qualities. Comprehensive revisions give the Czech car manufacturer's bestseller a particularly striking design, a refined ambiance in the familiar generously sized interior and optimised driving characteristics. Nine engines, including a CNG variant, are available for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI. When coupled with the 110 kW (150 PS) TDI engine, the optional 7-speed DSG gearbox can also be combined with all-wheel drive for the first time. Dynamic Chassis Control is available and the range of driver assistance systems has also been extended. A new generation of infotainment systems enables the use of the ŠKODA Connect online services. The upgrade of the compact car segment models is completed by additional 'Simply Clever' features.

The ŠKODA OCTAVIA Press Kit including texts, photos, videos and technical data is available at [www.skoda-storyboard.com](http://www.skoda-storyboard.com)

### New design features for a distinctive appearance

The ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI combine the typical strengths of the brand and contribute considerably to the Czech car manufacturer's growth with more than 5 million cars sold to date. Following its comprehensive revisions, the third generation of the model that was originally introduced in 1996 once again presents itself in top shape, both visually and in terms of technology. In addition to its larger-





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than-average interior and its exceptional value for money, the ŠKODA OCTAVIA now offers even more of the safety and comfort features found in higher segments, strengthening its excellent position within the compact car segment.

The design modifications made as part of the comprehensive model upgrade give the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI a distinctive appearance, characterised in particular by the front section with its wide radiator grille. Additional lighting units within the headlights, with a crystalline look, and wider honeycomb air inlets provide them with more of a presence and create a masculine, dynamic and emotive overall impression. The outer headlights produce the dipped beam and the high beam shines from the inner headlights, tapered towards the radiator grille. Newly developed full-LED headlights are available from the Ambition trim level upwards.

The side view of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI is characterised by precise and clean-cut lines leading all the way to the rear section. The redesigned rear bumper appears powerful and bold with its subtle contours. The use of LED technology for the rear light cluster lends the characteristic C-shaped tail light the appearance of a homogeneous lighting surface.

As part of the model upgrade, the outer dimensions of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI have changed slightly. The hatchback has grown in length by 11 mm to 4,670 mm; the estate has grown by 8 mm to 4,667 mm. The rear track is 20 or 30 mm longer, depending on the engine variant. The wheelbase, which remains at 2,686 mm, is unusually long for a vehicle in the compact car segment. From these outer dimensions, ŠKODA engineers have created an interior where the amount of space for passengers and luggage far exceeds the usual dimensions found in this segment. Occupants enjoy generous, leg-, elbow and headroom in the front and rear. The boot capacity of the hatchback, which has a large tailgate hinged at the roof, is 590 l (1,580 l with the rear seats folded down). In the estate, it is a whopping 610 l, which can be expanded to up to 1,740 l if necessary.

The interior of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI impresses not only with its generous dimensions and great clarity, but also with its high-quality materials and new features. The revised multifunction displays are clear and easy to read. The type of information displayed on their screen varies according to the trim level. The air conditioning controls have also been visually refined. The door trims are now available with additional ambient lighting as an option. Slim LED lighting units at the upper edge of the trim strips emit a discreet, atmospheric light which can be set to one of ten different colours.

### **Wide range of engines, DSG transmissions and all-wheel drive**

The revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI models are launched with a choice of nine engines: four TSI petrol, four TDI diesel and one CNG engine. The power outputs range from 63 kW (86 PS) to 135 kW (184 PS). The modern drivetrains contribute to the fact that all of the compact car's variants have a good balance of driving performance, consumption and emissions. They feature a manual gearbox with 5 or 6 speeds or automatic DSG gearboxes with 6 or 7 speeds.





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The TSI engines have a turbocharger and direct petrol injection. The 1.2-l TSI engine with four cylinders and a power output of 63 kW (86 PS) is the entry-level variant and is combined with a 5-speed manual gearbox. The engine with the smallest capacity in the range has a power output of 85 kW (115 PS). The 1.0-l TSI engine with three cylinders is available with a 6-speed manual or a 7-speed DSG gearbox.

The 1.4-l TSI G-TEC engine is a particularly efficient variant which, as a bivalent engine, can run on both CNG and petrol, and offers a power output of 81 kW (110 PS). In CNG drive and when combined with the 7-speed DSG, the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI have CO<sub>2</sub> emissions of 98 and 99 g/km respectively with this engine. As a pure petrol engine, the 1.4-l TSI produces 110 kW (150 PS). The 1.8-l TSI engine is the top-performing petrol engine with a power output of 132 kW (180 PS).

Turbocharging and high-pressure direct injection with Common rail technology are features shared by the TDI engines for the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI. Both four-cylinder engines with a capacity of 1.6 and 2.0 l respectively are available with two performance levels. The entry-level 1.6-l TDI engine provides 66 kW (90 PS) and is combined with a 5-speed manual gearbox. A 7-speed DSG is available as an alternative to the manual gearbox for the second variant of the 1.6-l diesel engine, which now has a power output of 85 kW (115 PS). In this combination, the combined fuel consumption of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI totals just 3.9 l/100 km.

The two 2.0-l variants of the TDI engine offer power outputs of 110 kW (150 PS) and 135 kW (184 PS). The 110 kW (150 PS) diesel engine comes with a 6-speed manual transmission and is available both with front- and all-wheel drive. A 6-speed DSG is available as an alternative for front-wheel-drive models; a 7-speed DSG is available as an option for the first time in a ŠKODA OCTAVIA with all-wheel drive.

The most powerful diesel engine is only available with all-wheel drive. A 6-speed DSG is also part of the standard equipment for this model variant. The 1.8-l petrol engine with 132 kW (180 PS) is the third engine that can be combined with all-wheel drive.

The all-wheel drive system that provides the decisive increase in traction and safety in the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI has a compact design and low weight. A key component of the system is an electronically controlled multi-plate clutch, which is located in front of the rear axle. The system's control unit constantly calculates the ideal driving torque for the rear axle. Based on this, appropriate power distribution to the four wheels is maintained at all times for any situation.

The XDS+ electronic differential lock, a function of the Electronic Stabilisation Control (ESC), makes handling even safer when cornering quickly – in both front-wheel-drive and all-wheel-drive versions. XDS+ gently slows down the inner wheels to transmit more power to the outer wheels.





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## Increased track width, Dynamic Chassis Control

The chassis technology of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI includes a MacPherson design with lower triangular wishbones on the front axle and, depending on engine variant, a multi-link or four-link rear axle. As part of the model upgrade, the rear track has been widened by 20 and 30 mm respectively. The rack-and-pinion steering uses an efficient electro-mechanical servo drive, which also enables interaction with numerous assistance systems. Large brakes ensure reliable deceleration.

Adaptive Dynamic Chassis Control (DCC) is available for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI as an option. With this system, the way the dampers work is controlled using electrically operated valves. It can be adjusted to three modes, Comfort, Normal and Sport, which can be selected by the driver. DCC also contributes to active safety by automatically switching to Sport mode in dangerous situations to provide greater stability, better tyre grip and shorter braking distances.

DCC is available from the Ambition trim level upwards (not available for engines with a power output of less than 110 kW / 150 PS). With Driving Mode Select, the driver can change the steering characteristics, the operation of the DSG transmission, and the settings of other functions. There is a choice of Normal, Eco, Sport and Individual settings, and even a Comfort mode with Dynamic Chassis Control. The individually selected configurations can be saved on the personalisable key, which is available as an option.

## New variety in the range of driver assistance systems

Five new features have been added to the range of driver assistance systems for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI as part of the model upgrade. They optimise safety when driving in city traffic, on country roads and on motorways, and provide additional comfort when parking and manoeuvring. The optional Front Assist with City Emergency Brake function also includes Predictive Pedestrian Protection. The system works using radar sensors and now also reacts to pedestrians crossing the road. This function is active between 10 and 60 km/h. Between these speeds, the system performs an emergency stop in the event of an impending collision and helps to prevent an accident or at least drastically reduce the consequences of the accident.

The new Blind Spot Detect feature contributes to safety when changing lanes on multi-lane roads. It can be used between 10 km/h and the top speed. Two radar sensors at the rear monitor traffic coming from behind. If another vehicle rapidly approaches from behind or is in the blind spot, a warning LED light illuminates in the corresponding wing mirror. The radar sensors at the rear are also used by Rear Traffic Alert, another new feature which assists the driver when reversing out of parking spaces or driveways. It detects passing traffic very early on, and warns the driver first visually, then acoustically, and finally with automatic braking if necessary.

The optional Trailer Assist transforms even those with little towing experience into experts. To make use of this feature, the driver has to engage reverse gear and press the park button. The driver then uses the turn-switch for the wing mirrors to set the angle they would like to use for reversing. For guidance, the image on the in-car monitor





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displays a diagram showing the turning angle of the trailer. The driver then only has to accelerate gently – the system steers the car and trailer automatically at the chosen angle. Manoeuvre Assist, another new feature, offers assistance when reversing without a trailer by braking the vehicle automatically as soon as it detects an obstacle behind it thanks to the rear parking sensors.

The new features supplement the range of driver assistance systems that were already available before the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI model upgrade. These include the radar-based Adaptive Cruise Control (ACC), which maintains the speed selected by the driver and the ideal gap from the vehicle in front, Lane Assist, which warns the driver should the vehicle unintentionally deviate from its lane, the fatigue detection feature Driver Alert, and the proactive occupant protection feature Crew Protect Assist, which initiates safety precautions in the event of an impending collision. In addition, Auto Light Assist, the camera-based Travel Assist with Traffic Sign Recognition, Park Assist and a rear-view camera are also available.

### **New generation of infotainment systems and ŠKODA Connect**

The infotainment systems found in the comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI models belong to a new generation. They bring the future of connectivity to the car with completely new functions. Thanks to ŠKODA Connect with the new mobile online services, passengers have the option of being 'always online'.

There is a choice of four hardware components: the Swing (standard) and Bolero sound systems, and the Amundsen and Columbus navigation infotainment systems. All four systems can be operated intuitively and impress with their fast operation and intelligent functions. The capacitive touchscreens, which come in a high-quality glass design in the Bolero, Amundsen and Columbus systems, react to the lightest touch. Their screen sizes are between 6.5 and 9.2 inches, depending on trim level.

Even the standard Swing sound system is equipped with an SD-card slot, an aux-in and a USB port. Other connectivity features are available as an option, ranging up to the SmartLink+ platform which integrates smartphone apps and brings Apple CarPlay, Android Auto, MirrorLink™ as well as SmartGate to the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI. The Bolero sound system has a high-definition 8-inch touchscreen with proximity sensor technology. It can also read out text messages and enables them to be written on the display. The 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. In addition, it comes with a built-in Wi-Fi hotspot that allows passengers to surf, stream and send emails using up to eight mobile devices. Maps for navigation can be updated during the device's lifespan at no extra cost. The Columbus navigation system is at the top of the range (available from the Ambition trim level upwards), with a 9.2-inch screen, 64-GB flash memory and optional LTE module for a high-speed internet connection.





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The ŠKODA Connect mobile online services are a perfect addition to the range of infotainment features. They are divided into two categories: the new Infotainment Online services provide information and entertainment whilst Care Connect services provide driver assistance and remote access to the vehicle.

One highlight in the Infotainment Online portfolio is Online Traffic Information, which transfers live traffic on the chosen route to the ŠKODA OCTAVIA and suggests detours in the case of traffic jams. The Petrol Stations service lists petrol stations (including fuel prices) along the route. The Parking Spaces, News and Weather services provide the customer with customised information.

The Care Connect services support drivers of the upgraded ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI in many situations. Data is transferred via a SIM card that is permanently installed in the vehicle. The range includes automatic Emergency Call, which comes as standard in Europe from the Ambition trim level upwards (this may differ in some countries), Breakdown Call, which can, among other things, be used to organise assistance in the case of a breakdown, and the Proactive Service, which can be used to arrange and prepare for a vehicle service appointment.

The driver can also remotely access information about whether the windows and doors are closed as well as the vehicle's fuel level via the ŠKODA Connect app on their smartphone at any time. It is also possible to send navigation destinations to the car or have the vehicle's current parking location displayed on your smartphone.

### **'Simply Clever': a wealth of new ideas for comfort and everyday practicality**

Practical features which increase comfort and everyday usefulness are part of the character of all ŠKODA models. As part of the model upgrade, numerous additional 'Simply Clever' features have been implemented for the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI.

For example, there is a new bottle holder on board, the bottom of which is shaped in a way that allows PET bottles to be opened using one hand. In addition, a heated steering wheel, two USB ports in the rear, folding tray tables on the backrests of the front seats and a personalisable key are available. The boot of the ŠKODA OCTAVIA COMBI is also equipped with a removable torch, with a battery that recharges while driving.







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Long version

## The revised ŠKODA OCTAVIA: striking and emotive design

- › Redesigned front section with horizontal lines
- › Wider radiator grille with additional lighting units within the headlights
- › Optional headlights with full-LED technology
- › New LED tail lights with homogeneous lighting surface
- › Higher-quality materials and LED ambient lighting in the interior

**New edition of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI: the bestselling model range from the Czech car manufacturer is presented as noticeably more striking and dynamic following comprehensive revisions. In particular, the new front section with wider radiator grille and additional headlights with a crystalline look, the wider air inlets in the redesigned bumper and the modified tail lights all contribute to that. The interior is characterised by higher-quality materials, an updated multifunction display and new LED ambient lighting.**

Although the outer dimensions of the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI have changed only slightly, the two current versions of the Czech compact car are more powerful and masculine than ever following the latest modifications. The hatchback has grown in length by 11 mm to 4,670 mm; the estate has grown by 8 mm to 4,667 mm. The vehicle's width remains unchanged. The height of the hatchback is 1,461 mm; the height of the estate is 1,465 mm. Depending on the engine variant the rear track is 20 or 30 mm wider than that of the predecessor; at 2,686 mm, the wheelbase is unusually large for a compact car. From these outer dimensions, ŠKODA engineers have created an interior that far exceeds the dimensions usually found in this segment. Therefore, the data that plays a crucial role in everyday life is unique amongst its competitors: in both versions, the rear legroom totals 73 mm, the elbow room totals 1,454 mm in the front and 1,449 mm in the back, and the interior length is 1,782 mm. With the backrest of the front passenger seat folded down (optional for Ambition and Style trim levels), items up to 2.92 m in length can be stowed. The boot capacity of the hatchback is 590 l (1,580 l with the rear seats folded down). In the estate, it is a whopping 610 l, and 1,470 l with the rear seats folded down – figures that vehicles from higher segments only rarely reach.

### New front section and headlights with LED technology

The new face of the ŠKODA OCTAVIA is characterised by the front section with a wider radiator grille, which has more of a presence thanks to additional headlights with a crystalline look. From the Style trim level upwards, the vertical slats on the radiator grille are painted in high-gloss black. The redesigned bumper has wider honeycomb air inlets. This new design with its raked sections and high level of precision is inspired by the motifs of Bohemian glass art. The overall impression is now more masculine, dynamic





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and emotive. The outer headlights produce the dipped beam and the high beam shines from the inner headlights, tapered towards the radiator grille. Placing the radiator grille and the lighting unit directly adjacent to each other creates a unit that gives the ŠKODA OCTAVIA a clearly defined face and, as a result, high recognition value.

The ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI are fitted with halogen headlights as standard, which are complemented by LED daytime running lights. The rear lights also use LED technology. From the Style trim level upwards, fog lights are fitted in the wide lower air inlet (available as an option for the Active and Ambition trim levels, as standard for the Style and Laurin & Klement trim levels).

Newly developed full-LED headlights are available from the Ambition trim level upwards. A lighting unit containing indicators and daytime running lights runs along the bottom edge of these lights. The surfaces that contain the headlights are crossed by slim, longitudinal lighting units. The fog lights can be supplemented with adaptive lighting as an optional extra.

The bumpers are also distinctly horizontal and contribute to the wider, more sculptured appearance. In the Style and Laurin & Klement trim levels, the bar structuring the large front air intake is chrome-plated and the radiator grille is painted high-gloss black.

The ŠKODA logo is positioned on the front end of the bonnet. The brand logo itself represents the highest degree of precision and clarity: it shows the delicately carved-out winged arrow in chrome on a matt-black background framed by a thin chrome line.

The design philosophy, which emphasises the precise and sharply cut lines that characterise the front view of the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI, continues along the sides and at the rear. The sides come across as sporty and dynamic, an impression that is underlined even further by the short overhang at the front. The horizontal, sharply cut tornado line accentuates the powerful appearance. It lengthens the vehicle visually and emphasises the coupé-like silhouette – an effect which is intensified even further in the hatchback by the tapered rear window. The sharply drawn lines make further reference to a crystalline design and produce an intense interplay between light and shade. The raised, dynamic window line gives the compact car a distinctive profile and the lower surfaces of the vehicle's sides are visually broken up by light-reflecting surfaces. The line required to do this covers the entire length of the vehicle and flows into the reflective strip incorporated into the rear bumper. For the ŠKODA OCTAVIA COMBI, the roofline gently slopes towards the rear and elegantly merges with the D-pillar.

The redesigned rear bumper, with its subtle contours, comes across as strong and cleanly cut. The rear light clusters create the impression of being embedded and are available in two versions which are differentiated in terms of design and technology. The standard lights come with LEDs which produce the brake and tail lights, whilst LEDs fulfil almost all the lighting functions in the optional, top-of-the-range LED rear light cluster. With this variant, the C-shaped tail lights now appear as a homogeneous lighting surface. A break separating the lines in the upper corner makes the design even more striking.



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Contours incorporated into the lights improve the flow separation, which enhances the aerodynamics. For both the hatchback and the estate, the ŠKODA logo is positioned centrally on the tailgate. On the left of the tailgate is the ŠKODA lettering, on the right the OCTAVIA model designation.

The ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI emphasise their quality with clean shapes, precise lines and an elegant appearance. The compact cars, with their harmonious proportions, neatly drawn bodywork and sharp edges, embody the design language of the long-established Czech brand in impressive style.

For the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI, a choice of 13 paint finishes is available – four standard and nine metallic colours. The alloy wheels range from 16 to 18 inches and are available in numerous new designs.

## **An even more refined interior design**

The two interiors of the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI not only impress with their generous dimensions and great clarity, but also with their high-quality materials and new interior features. The interiors of the compact cars are also dominated by the horizontal design approach. This guiding principle underlines the appearance of their size and width. Yet as a result, the interiors also come across as clean and uncluttered. The round instruments are large and easy to read, their revised design makes them even crisper.

The two interior trim colours harmonise superbly with the materials, which have been even further refined. For the decorative trims, a choice of four finishes is available. A new cover combination in the colours black/brown (black/black instrument panel) has been introduced for the Ambition trim level.

In the standard Active trim level, the door handles are chrome-plated. In addition to this, in the Ambition version the edge of the air vent controls is chrome-plated; the three-spoke steering wheel features chrome-plated decorative trims and the control panel a chrome-plated frame. On top of this, the Style trim level features special decorative strips. In the Laurin & Klement trim level, the decorative strips in the doors benefit from new ambient lighting (optional for the Style trim level), whereby slim lighting units at the upper end of the strips produce a discreet, atmospheric light which can be set to one of ten different colours.

The revised multifunction displays are clear, easy to read and vary according to the trim level. The different trim levels build upon each other and deliver the highest level of comfort. Furthermore, there is a variety of optional features that allow the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI to be tailored to meet customers' individual requirements.





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### Drive and chassis: wide range of engines, DSG transmissions and all-wheel drive

- › **Nine engine variants with cylinder capacities ranging from 1.0 to 2.0 litres**
- › **Four petrol and four diesel engines ranging from 63 kW (86 PS) to 135 kW (184 PS)**
- › **1.4 TSI G-TEC for the CNG-drive variant with DSG transmission under 100 g CO<sub>2</sub>/km**
- › **DSG transmissions available for almost all engines**
- › **The most powerful engine variants can be combined with all-wheel drive**

**The comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI are launched with a choice of nine engine variants: four TSI petrol engines, four TDI diesel engines and one CNG engine designed for use with natural gas. The power output of the engines ranges from 63 kW (86 PS) to 135 kW (184 PS). The most powerful engine variants can also be combined with all-wheel drive. They feature a manual transmission with five or six speeds or an automatic DSG transmission with 6 or 7 speeds. All engines fulfil the requirements of the EU6 emission standard.**

#### **Four petrol engines and one CNG engine**

The petrol engines are turbocharged, direct-injection TSI engines with three or four cylinders. The 1.2 TSI marks the entry level with a power output of 63 kW (86 PS) and a maximum torque of 160 Nm (at 1,400 to 3,500 rpm). When combined with the 5-speed manual transmission, the ŠKODA OCTAVIA accelerates from 0 to 100 km/h in 12.0 seconds (ŠKODA OCTAVIA COMBI: 12.2 seconds), reaches a top speed of 181 km/h (ŠKODA OCTAVIA COMBI: 178 km/h) and on average consumes 4.8 l per 100 km.

The engine with the smallest cylinder capacity in the range, the 1.0 TSI, is a three-cylinder engine with a power output of 85 kW (115 PS) and a maximum torque of 200 Nm (between 2,000 and 3,000 rpm). With this engine, the ŠKODA OCTAVIA accelerates to 100 km/h from a standing start in 9.9 seconds (ŠKODA OCTAVIA COMBI: 10.1 seconds), reaches a top speed of 203 km/h (ŠKODA OCTAVIA COMBI: 201 km/h) and consumes 4.8 l per 100 km (4.7 with DSG transmission). The 1.0 TSI is available with either a 6-speed manual or a 7-speed DSG transmission. For all of the DSG transmissions, gears can be changed at lightning speed thanks to the use of the two clutches.

The 1.4 TSI is available in two versions: the CNG and petrol dual-fuel G-TEC variant produces 81 kW (110 PS), takes the ŠKODA OCTAVIA to a speed of 100 km/h in 10.9 seconds (ŠKODA OCTAVIA COMBI: 11.0 seconds), reaches a top speed of 195 km/h (ŠKODA OCTAVIA COMBI: 193 km/h) and on average consumes 5.7 m<sup>3</sup> CNG per 100 km (5.5 with DSG transmission). When combined with the 7-speed automatic transmission, the hatchback and estate remain under the 100 g CO<sub>2</sub> emission mark with 98 or 99 g/km respectively. A 6-speed manual transmission is used as standard.





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As a pure petrol engine, the 1.4 TSI achieves a power output of 110 kW (150 PS), a maximum torque of 250 Nm (at 1,500 to 3,500 rpm) and presents itself as particularly feisty. It achieves 100 km/h in 8.1 seconds (ŠKODA OCTAVIA COMBI: 8.2 seconds), reaches a top speed of 219 km/h (ŠKODA OCTAVIA COMBI: 216 km/h) and yet only consumes 4.9 l per 100 km when combined with the 7-speed, dual-clutch transmission (ŠKODA OCTAVIA COMBI: 5.0 l).

The powerful 1.8 TSI sits at the top of the petrol engine range with a power output of 132 kW (180 PS) and a maximum torque of 250 Nm (between 1,250 and 5,000 rpm). From a standing start, it accelerates to 100 km/h in 7.3 seconds (ŠKODA OCTAVIA COMBI: 7.4 seconds) and reaches a top speed of 231 km/h (ŠKODA OCTAVIA COMBI: 229 km/h). However, when combined with the 7-speed automatic transmission, the four cylinder is extremely economical, consuming 5.8 l per 100 km.

## Efficient diesel engines

All of the diesel engines are only available as turbocharged, direct injection TDIs with four cylinders and four-valve technology. The 1.6 TDI forms the entry level and is available in two versions with different levels of power. The ŠKODA OCTAVIA 1.6 TDI with 66 kW (90 PS) and a maximum torque of 230 Nm is coupled with a 5-speed manual transmission and accelerates from 0 to 100 km/h in 12.2 seconds (ŠKODA OCTAVIA COMBI: 12.3 seconds). The maximum speed is 186 km/h (ŠKODA OCTAVIA COMBI: 183 km/h), while the average fuel consumption is 4.0 l per 100 km.

The 1.6 TDI with 85 kW (116 PS) and a maximum torque of 250 Nm is optionally available with a 5-speed manual gearbox or 7-speed DSG transmission. It only takes 10.1 seconds to complete the sprint to 100 km/h (ŠKODA OCTAVIA COMBI: 10.2 seconds), reaches a top speed of 203 km/h (ŠKODA OCTAVIA COMBI: 201 km/h) and, when combined with the dual-clutch transmission, consumes only 3.9 l per 100 km.

The 2.0 TDI is also available in two versions with different power levels. The ŠKODA OCTAVIA 2.0 TDI with 110 kW (150 PS) comes with a 6-speed manual transmission as standard. For the front-wheel-drive version, a 6-speed DSG transmission is optionally available; for the all-wheel-drive variant, a 7-speed DSG transmission is available. The engine impresses with its extremely smooth acceleration, and it achieves its maximum torque of 340 Nm between 1,750 and 3,000 rpm. It takes the ŠKODA OCTAVIA from 0 to 100 km/h in 8.4 seconds (ŠKODA OCTAVIA COMBI: 8.5 seconds), reaches a top speed of 218 km/h (ŠKODA OCTAVIA COMBI: 216 km/h) and on average consumes 4.3 l per 100 km.

The 2.0 TDI (110 kW / 150 PS) with DSG transmission and all-wheel drive represents a new powertrain combination: the first all-wheel-drive ŠKODA OCTAVIA with 7-speed DSG.





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The top-end diesel is the all-wheel-drive 2.0 TDI with a power output of 135 kW (184 PS) and a maximum torque of 380 Nm. This variant comes with a 6-speed dual-clutch transmission as standard, completes the sprint to 100 km/h in 7.1 seconds (ŠKODA OCTAVIA COMBI: 7.2 seconds), reaches a top speed of 228 km/h (ŠKODA OCTAVIA COMBI: 226 km/h) and yet on average consumes only 4.9 l per 100 km.

## **All-wheel drive with hydraulic multi-plate clutch and electronic control**

The all-wheel drive in the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI, which provides a decisive increase in traction and safety, is available as an option for the 1.8 TSI and the 2.0 TDI with 110 kW (150 PS). The top-end diesel engine, the 2.0 TDI with a power output of 135 kW (184 PS), is equipped with all-wheel drive as standard. The central component of the system is an electronically controlled multi-plate clutch, which is positioned in front of the rear wheels and stands out due to its compact design and low weight. The torque distribution to all four wheels always depends on the driving situation. As such, a control unit constantly calculates the ideal amount of driving torque for the rear wheels.

The XDS+ electronic differential lock, a function included in the Electronic Stability Control (ESC), makes handling even safer when cornering quickly – both for the front-wheel-drive versions and those with all-wheel drive. XDS+ does this by gently slowing down the wheels on the inside of the curve to transmit more power to the wheel on the outside of the curve, thereby guaranteeing increased agility when cornering.

## **Increased track**

The track of the rear axle has been widened for the revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI. For the models with multi-link suspension (up to 110 kW / 150 PS), the width of the track has increased by 20 mm to 1,540 mm. All of the all-wheel-drive variants, as well as the most powerful TSI and the G-TEC variants, are equipped with a four-link axle at the rear where the track width has increased by 30 mm to 1,542 mm.

The multi-link suspension is characterised by its low weight. Each end of the open cross section facing the ground is closed by welding in metal sheets of different lengths, thereby achieving different torsion rates and having a positive effect on body roll and transverse stiffness.

The multi-link rear axle distinguishes itself by providing a high level of comfort and good handling. The fundamental design principle is the consistent separation of longitudinal and transverse stiffness.

For the front axle, a MacPherson design with lower triangular wishbones is used. The use of high-strength steel for the wishbone and an innovative bionic design for the pivot bearing saves on weight. The centrally positioned front axle subframe is designed to maximise transverse stiffness. Besides the front axle components, this frame also includes the steering and parts of the engine mount. The rack-and-pinion steering uses an efficient electro-mechanical servo drive and works together with multiple assistance systems. Large brakes ensure superior deceleration.







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## Adaptive suspension

For the ŠKODA OCTAVIA and the ŠKODA OCTAVIA COMBI, adaptive Dynamic Chassis Control (DCC) is also available as an option. Electrically operated valves adjust the dampers' settings. The driver has access to three modes to do this: Comfort, Normal and Sport. In addition, DCC actively contributes to increased safety by automatically switching to Sport mode in corners which are navigated particularly dynamically and, in doing so, ensures greater stability, better traction and shorter braking distances.

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







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# Driver assistance systems set the benchmark in the compact car segment

- › **Driver assistance systems from higher segments**
- › **Five new features: Predictive Pedestrian Protection, Blind Spot Detect, Rear Traffic Alert, Trailer Assist, and Crew Protect Assist, which is improved by working together with Front Assist**
- › **Proven systems remain in place: Adaptive Cruise Control, Lane Assist, Travel Assist with Traffic Sign Recognition, Park Assist, Driver Alert (fatigue detection), Auto Light Assist**
- › **Passive safety remains at a high level with up to nine airbags**

The driver assistance systems in the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI go far beyond the level of the competitors. The systems automatically apply the vehicle's brakes when they detect an imminent collision with pedestrians, warn the driver about vehicles in their blind spot, about fatigue and if the vehicle unintentionally leaves the current lane, keep the vehicle at a constant distance from the car in front, control the full beam headlights, recognise traffic signs, and autonomously steer the car into parking spaces – they even provide support when towing a trailer.

### Driver assistance systems ensure increased safety

The ŠKODA OCTAVIA not only provides a comfortable, sophisticated, economical or sporty driving experience, it is also exceptionally safe. This is ensured by a whole array of assistance systems, which go far beyond the usual level for the compact car segment.

### Front Assist including the City Emergency Braking function with Predictive Pedestrian Protection

Predictive Pedestrian Protection helps to prevent accidents in urban traffic. With the help of a radar sensor, the system can recognise critical situations occurring in front of the vehicle. If a collision is imminent, the driver is warned using a staged alert concept. If necessary, the system can initiate automated braking up to an emergency stop. City Emergency Brake is active up to 30 km/h. The people recognition feature complements Front Assist: at speeds between 10 and 60 km/h it performs an emergency stop if a pedestrian is detected on a collision course.

### Blind Spot Detect and Rear Traffic Alert – the eyes in the back of your head

The new, optional Blind Spot Detect and Rear Traffic Alert features make driving in many situations safer and more relaxed. Two radar sensors at the rear of the vehicle monitor traffic behind you. If another vehicle rapidly approaches from behind or is already in the blind spot, an LED warning light illuminates in the wing mirror on the corresponding side. If the driver uses the indicator despite the warning, the LED flashes brightly several times at short intervals. The features function at speeds of between 10 km/h and the top speed of the vehicle.





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The new Rear Traffic Alert is part of Blind Spot Detect. This feature uses the same rear-mounted radar sensors to safeguard the vehicle when reversing out of parking spaces or driveways; it recognises approaching traffic early on and warns the driver of any danger. Initially as a visual warning, then an acoustic warning and finally – if necessary – it automatically applies the brakes.

### **Trailer Assist – makes towing child's play**

The optional Trailer Assist function transforms even inexperienced drivers into towing professionals and prevents embarrassing mistakes when reversing on the campsite, in the DIY shop's car park, at the stables, at the harbour or in front of onlooking neighbours. First, the driver puts the vehicle in reverse and presses the park button. Using the wing mirrors' turn-switch, the driver then sets the angle they would like to use for reversing. For guidance, the image on the in-car monitor displays a diagram showing the turning angle of the trailer. Subsequently, the driver only has to accelerate gently – the system does the rest and automatically steers the car and trailer in the chosen direction. If the angle between the car and the trailer becomes too large, a warning signal is emitted; if the driver fails to react, the system applies the car's brakes automatically, slowing the car and trailer.

### **Manoeuvre Assist – no more knocks thanks to ultrasonics**

Manoeuvre Assist, which is also new, provides help when reversing without a trailer: as soon as it detects an obstacle behind the vehicle it applies the brakes. From a technical viewpoint, just like Trailer Assist, it is based on the improved functionality of the rear ultrasonic parking sensors.

### **Further assistance systems – even more protection for the occupants**

Proven assistance systems remain unchanged in the revised ŠKODA OCTAVIA family. Features like the Electronic Stability Control (ESC), which prevents the vehicle from swerving out when cornering, or Front Assist remain unchanged. The radar-based Adaptive Cruise Control (ACC) maintains the desired gap from the vehicle in front at a preset speed by automatically braking or accelerating. The newly developed radar sensor within the radiator grille works at speeds between 30 and 160 km/h (up to 210 km/h as an option). The safety feature uses four different levels of intervention when it recognises a danger caused by driving too close to the vehicle in front. Initially as a visual warning, then as a visual and acoustic warning. At the third level, partial braking is initiated. If the driver still fails to react, the fourth level activates Brake Assist on its maximum sensitivity and an emergency stop is performed.

Lane Assist helps the driver to stay in lane by warning the driver via the multifunction display or gently adjusting the steering where necessary. The feature functions with a camera which is integrated into the base of the rear-view mirror in the windscreen. Lane markers are used for guidance and the feature is activated when the vehicle is in danger of crossing these markers without the use of the indicators. It initiates a visual warning on the multifunction display and a corrective steering manoeuvre. The feature functions at speeds above 65 km/h.





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The fatigue detection system (Driver Alert) recognises when the driver's concentration is waning. For this purpose, the system transfers steering information about steering wheel movements to the control unit. This control unit compares the information with the recognised overall driving style and with the predefined driving characteristics of a tired driver. In order to do this, the system analyses the steering characteristics 15 minutes after the engine has been started and saves the information. If necessary, the system prompts the driver to take a break.

If an accident is imminent, the proactive occupant protection system Crew Protect Assist is activated: this system closes the windows and sunroof (leaving a small gap) to prevent foreign bodies from getting into the interior of the vehicle and 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 vehicle. In addition, the hazard and brake lights are activated. The driver can 'override' the system by accelerating or applying the brakes themselves.

What is the speed limit, has the restriction on overtaking already been lifted? The ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI know the answer. 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's screen.

Those who don't like parking activate the Park Assist feature. This automatically steers the vehicle into parallel parking spaces and reverses into spaces perpendicular to the road. The system can be activated at speeds of up to 40 km/h for the recognition of parallel parking spaces and at up to 20 km/h for bay parking spaces. In order to do so, the driver activates the indicator for the side on which they wish to park. The system measures the space (this has to allow at least 60 cm of manoeuvring space), determines the starting position and automatically steers the vehicle into position. The driver only has to accelerate and apply the brakes. The system can also manoeuvre the vehicle out of parallel parking spaces autonomously. Auto Light Assist rounds off the programme. In the dark and up to a speed of 60 km/h, the multifunctional camera detects vehicles in front of you (up to 400 m away) and oncoming traffic (up to 1,000 m), and turns off the high beam when necessary. However, the driver can 'override' the system at any time.

### Passive safety remains high

The revised model range's comprehensive package of restraint features remains unchanged. Safety on board is ensured by five three-point seat belts working in complete harmony with up to nine airbags. These include front airbags for driver and passenger, front side airbags, side head airbags, a knee airbag for the driver (as standard) and rear side airbags (optional). Child seats can be secured using Isofix (as an option, also available for the front passenger seat) and top tether anchor points. Tyre pressure monitoring is also standard in all model variants.

In the Euro NCAP crash test in 2013, the ŠKODA OCTAVIA achieved the top mark of five stars for occupant safety, top values of 93 per cent for adult protection and 86 per cent with children on board.



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# Infotainment and ŠKODA Connect: the technology of the future is already on board

- › Four new infotainment systems with capacitive displays
- › Online Traffic Information detects traffic jams and recommends alternative routes
- › Passengers in the car are 'always online'
- › Infotainment Online provides entertainment and information such as news, fuel prices along the route and available parking spaces
- › Care Connect provides assistance and help in an emergency

The infotainment systems in the comprehensively upgraded ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI are part of a new generation. They bring the future of connectivity with completely new functions into the vehicle. As an option, thanks to ŠKODA Connect, the passengers can be 'always online' with the new mobile online services. The intuitive systems are divided into two categories: Infotainment Online for entertainment and information, and Care Connect for support and assistance. The offer includes an automatic Emergency Call and the 'Parking Position' function, which guides the driver to the car. Trip routes can be programmed at home and transferred to the vehicle online. The Online Traffic Information displays the current traffic flow on the chosen route and recommends suitable alternatives in the event of traffic jams.

### Infotainment systems protect and entertain

The new infotainment systems provide improved safety and entertainment in the comprehensively revised ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI.

Four hardware components are available: the Swing (standard) and Bolero sound systems as well as the Amundsen and Columbus navigation infotainment systems. All four systems are intuitive and impress with quick processing and intelligent functions. The capacitive touch displays react to even the lightest touch. The screens of the optional Bolero, Amundsen and Columbus infotainment systems in the new glass design further enhance the high-quality instrument panel.

The standard Swing sound system has a 6.5-inch screen, an SD-card slot, an aux-in and a USB port. Further connectivity features are available as an option, ranging up to the SmartLink+ platform: it incorporates smartphone apps and brings Apple CarPlay, Android Auto, MirrorLink™ and, for the first time, also SmartGate into the ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI. If the customer connects their smartphone to the USB port, the relevant environment opens. The range of apps that can be integrated via SmartLink+ in different variants which have been specially adapted for the vehicle is regularly updated. The availability of Android Auto and Apple CarPlay may vary depending on country. The Bolero sound system comes as standard in the highest trim level, Laurin & Klement. It features a high-resolution 8-inch touchscreen in an elegant glass design and finely honed sensors: when the user's finger approaches, an operation mode is activated that





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enables swiping, scrolling and character input. Moreover, the Bolero system can read out SMS text messages and also allows them to be written on the display. Furthermore, the system 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. In addition, the system incorporates an integrated Wi-Fi hotspot, which allows passengers to surf, stream and send emails using up to eight mobile devices. Two tuners ensure radio reception, while a third tuner is dedicated to TMC (Traffic Message Channel) reports. The maps can be updated at no expense throughout the lifetime of the device.

The Columbus navigation system is at the top of the range, and available from the Ambition trim level upwards. Its impressive 9.2-inch screen provides a resolution of 1,280 × 640 pixels. There is also a 64-GB flash memory and an optional LTE module, which supplies the occupants with high-speed Internet (download at up to 150 Mbit per second).

## Supplementary infotainment components

The already familiar Phonebox in the centre console (from the Ambition trim level upwards) charges smartphones inductively without the use of a cable and connects them to the car aerial (using a planar antenna). The Canton Sound System (also from Ambition upwards) provides an unmatched sound with ten speakers and 570 watts (including a central speaker on the instrument panel and a subwoofer in the boot). Optional tablet holders can be attached to the front headrests. For charging devices, rear passengers can use the 230-volt and USB sockets, which are available as an option.

## ŠKODA Connect – mobile online services set the standard

The mobile online services from ŠKODA Connect ideally complement the infotainment offer. They take navigation, information, entertainment and assistance to a new dimension and are divided into two categories:

- › The newly available Infotainment Online services provide information and entertainment.
- › The Care Connect services provide assistance for the driver and remote vehicle access.

Via the new ŠKODA Connect portal, the customer can also access these services from their home computer, where they can configure services as well as transfer destinations, routes and points of interest to the car.

One of the highlights of the Infotainment Online portfolio is Online Traffic Information, which relays the traffic flow on the chosen route to the ŠKODA OCTAVIA in real time and suggests alternative routes in the event of a traffic jam. The Petrol Stations service lists petrol stations (including petrol price information) along the journey. The Parking Spaces, News and Weather services provide further tailored information.





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The Infotainment Online services are provided free of charge for the first year for the Amundsen and Columbus navigation infotainment systems. In the Amundsen system, they work using the user's smartphone, which is paired with the system, or a USB stick. In the Columbus system, they work using the user's smartphone or an inserted SIM card with high-speed LTE.

The Care Connect services support the customer of the upgraded ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI in many situations. The data is transferred via a SIM card that is already installed in the vehicle.

The Emergency Call is standard from the Ambition trim level upwards in Europe (there may be variations in some countries), even before it becomes compulsory in Europe: 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 'i' button in this module connects an Info Call. At the touch of a button, the driver can establish contact with an expert in the customer call centre, in order to obtain information about a warning light that has come on, for example.

When a customer activates the Proactive Service, their dealership contacts them when a service is due to arrange a convenient appointment. In addition, vehicle data relevant to servicing can be transferred to the ŠKODA garage.

Further online services can be run via the ŠKODA Connect app using a smartphone. Lights off, doors locked? The driver can, for example, remotely access information at any time on whether the windows and doors are locked, how much fuel is in the tank and the corresponding mileage that can be covered. It is also possible to send navigation destinations to the car or display the vehicle's current parking location on a smartphone.

Whereabouts is my car in this huge car park? When the Honk & Flash function is activated, the car sounds its horn and flashes its lights.

Don't want the car to leave a predefined area or exceed 130 km/h? The Area Notification, Online Anti-Theft Alarm and Speed Notification functions inform the owner if this occurs against their wishes. The Driving Data function rounds off the range of remote services.





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### 'Simply Clever' – numerous intelligent features for even greater comfort

- › Heated steering wheel for cold winter days
- › Personalisable car key
- › Bottle holder in the centre console for opening bottles with one hand
- › Two USB ports in the rear
- › Removable LED torch in the boot of the Combi

ŠKODA has always been known for the many practical solutions that the designers come up with to further increase the comfort for the driver and passengers. The 'Simply Clever' features are characterised by astonishing attention to detail. The engineers have once again also developed some new 'Simply Clever' features for the upgraded ŠKODA OCTAVIA and ŠKODA OCTAVIA COMBI.

#### 'Simply Clever' – even more practical ideas

New on board:

- › Bottle holder in the centre console – it is shaped in such a way that it secures the bottom of the bottle in place. This allows PET bottles to be opened using just one hand.
- › Heated steering wheel – the surface that can be heated at the touch of a button ensures it is comfortable to hold in cold weather.
- › Two USB ports in the rear – passengers on the back seat can charge smartphones and other devices.
- › Folding tray tables on the backs of the front seats – the rear passengers always have everything within reach on the additional shelf spaces.
- › Personalisable key – up to three users can save their individual preferences to its memory: from the air conditioning and seat settings to the audio system's volume and their Driving Mode Select profile.
- › Removable LED torch in the boot of the Combi – its battery automatically recharges when the vehicle is in motion.

'Simply Clever' features that had already been developed prior to the comprehensive revision of the compact car can also be found in the new model:

- › Umbrella under the passenger seat – protection against precipitation is to hand even before you get out of the car.
- › High-vis vest holder under the driver's seat – this practical storage solution saves you the trouble of looking for it in the event of an emergency.
- › Tablet holders on the backs of the front seats – they ensure that devices can be securely held in place and allow infotainment at eye level.
- › Ticket holder on the A-pillar – the ideal place for your parking ticket, securely attached and easily visible from the outside.
- › Waste bin for the door trim – it can be clipped into the storage well of the passenger door and can hold all the remnants of your travel provisions – from sweet wrappers to orange peel.







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- › Up to eight bottle holders in the door trims – in the front they will hold bottles of up to 1.5 litres, and up to 0.5 litres in the back.
- › Universal holder for media devices in the centre console cup holder – smartphones etc. can be safely stored and are conveniently within reach.
- › Ice scraper in the fuel filler flap – there it is quickly at hand when it is needed.
- › Back seats that can be folded down from the boot – at the touch of a button, you can quickly extend the length and space available in your boot.
- › Flexible fastening options in the boot – double bag hooks and securing eyelets for nets make secure storage of luggage items of varying sizes easier.
- › Cargo fasteners for the boot – thanks to their non-slip undersides, they can be used to hold boxes or cases in place. When not in use, they are folded away and stored in the side compartment of the boot.
- › Double-sided boot liner – with its rugged surface, it is also suitable for transporting dirty or wet objects.

Further 'Simply Clever' features are still available specifically for the ŠKODA OCTAVIA COMBI:

- › Adjustable false boot floor – provides flexible transport options and secure storage. It even provides space for the removable boot cover and the optional roof rack.
- › Multifunctional shelf under the boot cover – it can be used for storing an umbrella, a coat and other objects separately.
- › Boot barrier net – this can also be used when the rear seats are folded down thanks to the adjustable fixing points.
- › Four bag hooks – the additional holders don't just make the weekend shopping easier.
- › Two boot lights – these provide uniform illumination of the luggage compartment.
- › 12-volt socket – the electrical connection in the boot can, for example, supply a cool box housed there with energy.





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# 20 years of the ŠKODA OCTAVIA: a unique success story

- › In 1996, the first ŠKODA OCTAVIA rolls off the production line in Mladá Boleslav
- › In 1998, the ŠKODA OCTAVIA COMBI follows
- › More than five million cars have been sold in 20 years
- › The brand's bestselling model range
- › State-of-the-art production facilities at the main plant in the Czech Republic
- › Production now also in China, India, Russia and Kazakhstan

Václav Havel gives the starting signal for the unique success story of the ŠKODA OCTAVIA on 3<sup>rd</sup> September 1996. The then Czech President opens the newly built part of the plant in Mladá Boleslav. Production of the globally successful compact car then begins on the modern production line in a production hall covering an area of 32,000 m<sup>2</sup>. Over the following 20 years, the ŠKODA OCTAVIA becomes the bestselling model range in the history of the Czech car manufacturer, which stretches back over 122 years. Its share in the total sales of the company is more than 40 per cent. Today, the ŠKODA OCTAVIA is not only manufactured at the main plant in the Czech Republic, but also at ŠKODA's plants in China, India, Russia and Kazakhstan. To date, more than five million ŠKODA OCTAVIAS have rolled off the production line.

### Modern car production

The foundation stone for the new hall and the associated office and social facilities is laid in the spring of 1995. In March 1996, the new paint shop is completed. The capacity of the main plant increases by 90,000 units to 350,000 vehicles a year.

The development of the ŠKODA OCTAVIA model range has begun as early as 1992 – around one year after the traditional Czech brand became part of Volkswagen Group. The new compact segment model is based on a Group platform that is completely new at the time. The robust body structure is developed using the latest CAD technology and, together with front airbags for the driver and passenger, ensures a high degree of safety. ŠKODA also offers side airbags for the first time.

The ŠKODA OCTAVIA is regarded as a milestone for the Czech brand in every respect. The model range is the first ŠKODA car for which the entire development took place after the fall of the Iron Curtain and the start of Volkswagen's involvement with the Czech manufacturer. From 1996 onwards, the ŠKODA OCTAVIA provides the decisive impetus for the rapid transformation of the company – from a national manufacturer focused on Central and Eastern Europe to an international player. Within two decades, a single bodywork variant turns into one of the most successful model ranges in the entire car industry.





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## The successes of the first generation

The first generation of the ŠKODA OCTAVIA celebrates its world premiere in 1996 at the Paris Motor Show. From the very beginning, the compact car impresses with its versatility, functionality, generous interior space, economic efficiency, timeless design and formidable value for money. Thanks to the clever liftback solution, the large tailgate allows customers easy and convenient access to the unusually large boot with a capacity of 528 litres, which can be increased to up to 1,328 litres by folding down the back seat.

There is a choice of three engines at market launch: two four-cylinder petrol engines and one turbo diesel engine with a power output ranging from 55 kW (75 PS) to 92 kW (125 PS). ŠKODA gradually expands the range of engines by adding a more powerful petrol engine and a further particularly economical diesel engine.

Demand grows rapidly: in 1997, the first full year of sales, 47,900 units are sold. One year later, the number of sales has already doubled to more than 100,000 units.

In March 1998, the ŠKODA OCTAVIA COMBI celebrates its world premiere at the Geneva Motor Show. The model soon enjoys great popularity – especially in Europe. From 1999, the five-door is also available with all-wheel drive. In the year 2000, the ŠKODA OCTAVIA receives a facelift and new engines. In addition, a particularly sporty version with the abbreviation RS is launched – a reference to the successful Rally Sport tradition of the brand.

After the model change, the model range continues to be built and sold as the ŠKODA OCTAVIA TOUR until late 2010. In November 2010, the last vehicle of the first generation finally rolls off the production line at the Vrchlabí plant. By that time, around 970,000 hatchbacks and more than 470,000 Combis had been sold.

## From successful newcomer to the brand's bestselling model

With the second generation that is unveiled in Geneva in March 2004, the new model range continues to enjoy great success. The successor impresses with a fresh design, an even more spacious interior, a larger luggage compartment and modern technology. For the first time, the cars have petrol engines featuring direct injection. New 6-speed manual and automatic transmissions are also available as well as one DSG transmission. The new multi-link rear axle ensures greater comfort. Larger dimensions and a longer wheelbase increase the amount of interior space. The model range is gradually expanded. In January 2005, the ŠKODA OCTAVIA COMBI is launched onto the market, with the ŠKODA OCTAVIA RS following in 2006 and the ŠKODA OCTAVIA SCOUT Outdoor one year later.

At the same time, the Czech manufacturer accelerates its internationalisation strategy. Production of the ŠKODA OCTAVIA at the Indian plant in Aurangabad begins as early as 2005. The Shanghai Volkswagen plant begins manufacturing the ŠKODA OCTAVIA for China in 2007. From 2009, the ŠKODA OCTAVIA is also produced at Volkswagen's Kaluga plant in Russia. Almost 38 per cent of ŠKODA OCTAVIAS sold around the world in 2011 go to countries outside Europe. In the period from 2004 to 2012, ŠKODA sells 1.6 million hatchbacks and 900,000 estates from the compact model range.





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## Third generation with new sales records

Production of what is now the third generation of the ŠKODA OCTAVIA begins in November 2012. For the new edition of the model, the timeless, elegant design is enriched through the addition of striking accents for dynamism and precision. The increases achieved in length, width and wheelbase compared to the predecessor benefit the spaciousness of the interior. These make the space available for occupants and the boot capacity the benchmarks in the segment. For optimised safety, the car is equipped with numerous new assistance systems and up to nine airbags. A reduced weight, a new generation of engines and a redeveloped chassis increase the fun of driving whilst reducing consumption and emissions. Five petrol and five diesel engines with a power output ranging from 63 kW (86 PS) to 162 kW (220 PS) form the engine portfolio for the third-generation ŠKODA OCTAVIA. The new edition of the ŠKODA OCTAVIA COMBI follows four months after the hatchback. Together, the two bodywork variants continue the success story of their predecessors. The millionth vehicle of this generation leaves the main ŠKODA plant in Mladá Boleslav as early as March 2016.

## A name with a history

The model name OCTAVIA pays homage to the long-established Czech brand's own history. A model of the same name was produced in Mladá Boleslav and Kvasiny between 1959 and 1971, with a total of 364,000 units manufactured. The Latin name Octavia means 'the eighth', as it was the eighth ŠKODA model since the Second World War.

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## 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.





## 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		
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 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)
<b>Weights</b>					
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		
<b>Liquids</b>					
Tank capacity	[l]		55		
<b>Performance/consumption</b>					
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		
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 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)
<b>Weights</b>					
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			
<b>Liquids</b>					
Tank capacity	[l]	55			
<b>Performance/consumption</b>					
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 [cm <sup>3</sup> ]	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
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	



## 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)
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	
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				



## 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)
<b>Performance/consumption</b>					
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 [cm <sup>3</sup> ]	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
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	





## 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)
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	
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				



## 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)
<b>Performance/consumption</b>					
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 [cm <sup>3</sup> ]	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 $c_w$	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
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

## 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)
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 [cm <sup>3</sup> ]	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
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

## 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)
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 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	
<b>Body</b>		
Body	5 door, two compartment, 5 seater	
Drag coefficient c <sub>w</sub>	0.310	



## ŠKODA OCTAVIA G-TEC

## Petrol engines

Technical specifications		1.4 TSI/81 kW G-TEC	1.4 TSI/81 kW G-TEC (A)
<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	
<b>Liquids</b>			
Tank capacity	[l]	petrol: 50; CNG: 97 (15 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>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	
<b>Body</b>		
Body	5 door, two compartment, 5 seater	
Drag coefficient c <sub>w</sub>	0.321	



## 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>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	
<b>Liquids</b>			
Tank capacity	[l]	petrol: 50; CNG: 97 (15 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>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.