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Mladá Boleslav/Jerez, 10 December 2018

## ŠKODA KODIAQ RS press kit

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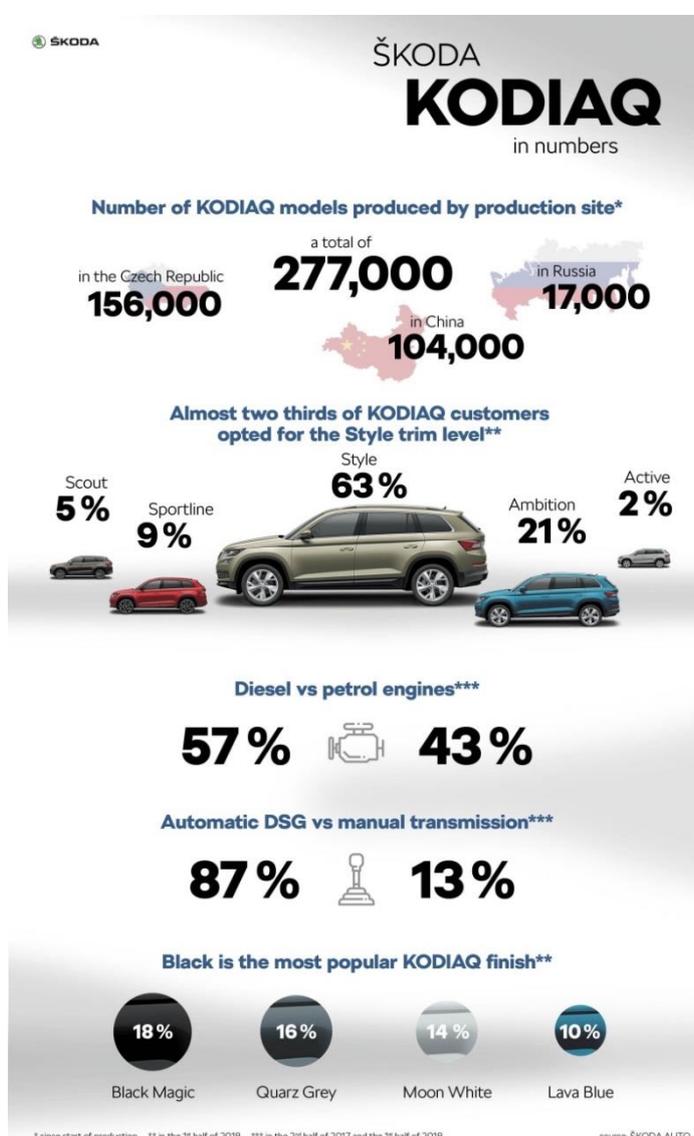
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## Facts & figures: The ŠKODA KODIAQ

In September 2016, ŠKODA marks the beginning of its SUV campaign with the ŠKODA KODIAQ's world premiere. The exceptionally spacious five- or seven-seater SUV becomes a bestseller in no time. Within two years, the Czech car manufacturer produces 277,000 units of the large SUV. A total of 156,000 ŠKODA KODIAQs roll off the production line at the Kvasiny plant in the Czech Republic. During this time, more than 100,000 KODIAQs are produced in China, ŠKODA's largest individual market. The ŠKODA KODIAQ RS is the seventh trim variant of the brand's large SUV. Here are some other facts and figures about the ŠKODA KODIAQ at a glance:





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## Overview: The ŠKODA KODIAQ RS – a performance SUV with RS genes

- › The first SUV in the long history of ŠKODA's Rally Sport family
- › The KODIAQ RS is the new spearhead of the Czech car manufacturer's SUV campaign
- › The 176 kW (240-PS) diesel engine combines top performance, lifestyle and sustainability
- › Dynamic Sound Boost reiterates the emotiveness of the most powerful KODIAQ variant
- › With a record lap time of 9 minutes 29.84 seconds on the Nürburgring's legendary Nordschleife, the KODIAQ is the fastest seven-seater SUV

The ŠKODA KODIAQ RS is the first SUV in ŠKODA's sporty RS family and also the new spearhead of the Czech car manufacturer's SUV campaign. The performance model is powered by the most powerful production diesel engine in ŠKODA history with a power output of 176 kW (240 PS). It demonstrated its capabilities with a record lap time of 9 minutes 29.84 seconds on the toughest race track in the world – the Nürburgring's Nordschleife. The performance SUV is the first ŠKODA to also feature Dynamic Sound Boost for a particularly emotive engine note.

Press texts, infographics, footage and photos are available in the interactive press kit at [ŠKODA Storyboard](#).

The ŠKODA KODIAQ RS comes with all-wheel drive as standard. It provides everything the ever-growing target group for powerful SUVs could wish for thanks to its exceptional dynamics both on and off the road as well as its particularly bold appearance. It uniquely combines a modern lifestyle with sportiness; the efficient and powerful diesel engine impresses with its sustainability. With the perfect mix of a dynamic driving experience and excellent suitability for daily use, the KODIAQ RS is the first SUV to combine the distinguishing qualities of all the ŠKODA RS models.

### Sportiness meets suitability for daily use

From a big shopping trip or a family outing to sporty usage on- and off-road, the ŠKODA KODIAQ RS is well-equipped for almost anything that everyday life can throw at it. The Czech brand's first performance SUV is aimed at active and design-focused customers. With the ŠKODA KODIAQ RS, they can cultivate their modern lifestyle and highlight it with the car's sporty appearance. The SUV offers sporty and enjoyable driving on the road thanks to its powerful engine. In addition, it can transport mountain bikes to a remote downhill mountain track in its spacious boot and can easily cope with moving house on a small scale. In a nutshell: the ŠKODA KODIAQ RS combines the qualities of a sporty, long-distance vehicle with those of a robust and very safe family car.



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## INTERVIEW



**František Drábek**  
**Head of the Compact Car Model Range**

**Mr Drábek, what are the biggest advantages of the KODIAQ RS with regards to driving dynamics?**

The ŠKODA KODIAQ RS comes equipped with a two-litre TDI biturbo engine that provides a power output of 176 kW and maximum torque of 500 Nm. It is the first ŠKODA model with biturbo technology. Our top-of-the-range model's standard equipment also includes progressive steering and Dynamic Chassis Control with Driving Mode Select.

**Where was the new KODIAQ RS tested?**

During its development, the sporty large SUV was tested on numerous race tracks all over Europe, including the Nürburgring's Nordschleife, where the KODIAQ RS set the lap record for seven-seater SUVs.

**What kind of customer is the KODIAQ RS designed for and what were the biggest challenges during its development?**

People who pursue an active lifestyle will love this car. The biggest challenge has been to offer an SUV that is both suitable for everyday use and great fun to drive – I think we have done exactly that, and fantastically well.

### Through the 'Green-Hell' in record time

The ŠKODA KODIAQ RS secured its first record even before its world premiere. Racing driver Sabine Schmitz, who is the only woman to have won the 24-hour race on the Nürburgring to date, conquered the Nürburgring's 20.832-km-long Nordschleife in 9 minutes 29.84 seconds. The ŠKODA KODIAQ RS thereby set a lap record for seven-seater SUVs in the legendary 'Green Hell'.

"The car looks sporty and is sporty to drive. I thought a seven-seater would be difficult to handle on a demanding circuit like the Nordschleife, but it handled like a dream and was easy to drive. I'm impressed," said Schmitz, who has already driven more than 30,000 laps around the Nordschleife during her career.



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## **ŠKODA KODIAQ RS with exclusive details**

It is not just the brand's most powerful diesel production engine and Dynamic Sound Boost, which provides a particularly striking sound, that are making their debuts in the new ŠKODA KODIAQ RS. It is also the first time a ŠKODA features 20-inch Xtreme alloy wheels as standard. Furthermore, the range of standard equipment includes full-LED headlights and LED tail lights. Selected body elements in gloss black underpin the sporty appearance of the ŠKODA KODIAQ RS. In addition to the engine, the 7-speed DSG and intelligent all-wheel drive also contribute to the dynamic driving characteristics; progressive steering as standard ensures particularly safe and agile handling.

Furthermore, the sporty RS also offers all the advantages of the large ŠKODA SUV. In addition to its spacious boot, the ŠKODA KODIAQ RS provides plenty of room for five or seven occupants, depending on the chosen version. It offers the latest technology for infotainment and connectivity. The car features a Wi-Fi hotspot and enables access to the ŠKODA Connect services. And in ŠKODA-typical style, the KODIAQ RS also makes everyday driving that little bit easier with numerous Simply Clever features.



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## Quotes: ŠKODA Management on the large SUV



### **Bernhard Maier, ŠKODA AUTO CEO**

“We began our SUV campaign two years ago with the KODIAQ. It is ŠKODA’s first large SUV and a real alternative. With the rugged KODIAQ SCOUT and the dynamic KODIAQ SPORTLINE, we are continuing our tried-and-tested derivative strategy in this segment too. The KODIAQ RS is the new sporty spearhead in the segment. Every customer can find exactly the right vehicle to suit their taste and needs.”



### **Oliver Stefani, ŠKODA Head of Design**

“The ŠKODA KODIAQ is an SUV with a very well-balanced and expressive design. The silhouette is very dynamic, so it was not that easy to add even more sportiness when designing the KODIAQ RS.”



### **František Drábek, Head of the Compact Car Model Range**

“The ŠKODA KODIAQ RS comes with a 2.0-litre biturbo TDI engine offering a power output of 176 kW and maximum torque of 500 Nm. It is the first ŠKODA model to come with biturbo technology.”



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## Engine: KODIAQ RS features the most powerful diesel engine in ŠKODA history

- › Exclusive 2.0 TDI with a power output of 176 kW (240 PS) and torque of 500 Nm
- › Acceleration from 0 to 100 km/h in 6.9 seconds and a top speed of 221 km/h thanks to two-stage turbocharging
- › New Dynamic Sound Boost provides the engine with three sounds

**The engine of the ŠKODA KODIAQ RS is a new milestone in the history of the brand from Mladá Boleslav, which spans more than 120 years. With its power output of 176 kW (240 PS) and maximum torque of 500 Nm, the engine exclusively available in the new performance SUV is the most powerful diesel engine used in a ŠKODA production vehicle to date.**

The core of the ŠKODA KODIAQ RS's powerful 2.0 TDI is its two-stage biturbo technology. The 2-litre engine features two complementary turbochargers connected in series. The first is a high-pressure exhaust gas turbocharger with a small turbine, a small compressor wheel and electronic turbine blade adjustment. This structure allows for an immediate response, even at lower engine speeds. The second turbo is a low-pressure charger. With its large turbine and compressor wheel, it achieves a considerably higher boost pressure of up to 3.8 bar at high engine speeds, which increases the engine output considerably. At lower engine speeds, the chargers work in two stages. The low-pressure charger is responsible for the pre-compression of the air drawn in; the high-pressure charger is responsible for the main compression. At high engine speeds, only the low-pressure charger is used in single-stage operation. Structured in this way, the turbo system guarantees continuous power output with a short reaction time and high peak values.

### Great driving performance with low consumption

Thanks to the biturbo technology, the 2.0 TDI already delivers its maximum torque of 500 Nm between 1,750 and 2,500 rpm; the peak power output is 176 kW (240 PS). This gives the ŠKODA KODIAQ RS great driving performance. The all-wheel-drive SUV accelerates from 0 to 100 km/h in 6.9 seconds (five-seater) and has a top speed of 221 km/h.

The 2.0 TDI is powerful, yet extremely efficient. Average fuel consumption is just 6.4 litres of diesel per 100 km\*, which equates to CO<sub>2</sub> emissions of 167 g/km\*. The ŠKODA KODIAQ RS is fitted with an oxidation catalytic converter and a diesel particulate filter directly on the engine as well as an SCR catalytic converter for exhaust gas treatment and fulfils the Euro 6d-TEMP emission standards. In order to achieve these figures, ŠKODA AUTO has implemented numerous technical measures, used direct injection in the biturbo and has integrated a Stop-Start system as well as brake energy recovery. The elaborate thermo-management system with a switchable coolant pump also has a consumption-reducing effect. The system quickly brings the engine to the desired operating temperature after the engine has started.

ŠKODA's decision to use a diesel engine for a high-performance vehicle such as the KODIAQ RS is justified by its numerous advantages. The target group for large SUVs such as the ŠKODA KODIAQ is cost-conscious. Thanks to the low consumption of 6.4 litres per 100 km\*, running costs remain below those of a comparable petrol engine despite the high level of driving



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performance, and CO<sub>2</sub> emissions are considerably lower.

In addition, thanks to its higher torque, the diesel is better suited to towing a horse box or boat trailer, for example. In total, 57 per cent of the engines in the KODIAQ model range worldwide are diesels.

## INTERVIEWS



**Ing. Jan Švejda**  
*Coordinator – Engines to Platform Application*

**Mr Švejda, the 2.0 TDI biturbo diesel engine is the ŠKODA brand's most powerful diesel engine. What changes were required for its implementation in the KODIAQ RS?**

The 176-kW 2.0 TDI biturbo engine is based on the EA288 modular platform that was introduced in 2012. The high performance is achieved for example thanks to the two exhaust gas turbochargers which are fitted in series. The maximum injection pressure of the common-rail injection system is 2,500 bar. The thermo-management system also features a switchable coolant pump. Two balancing shafts ensure the engine runs more smoothly. A water-cooled intercooler is used to reduce the temperature of the supplied air. The SCR exhaust gas treatment system ensures even lower emissions.

**How does the two-stage turbocharger system work?**

The two-stage turbocharging system consists of a high-pressure and a low-pressure exhaust gas turbocharger.

The exhaust gas turbochargers fill the engine with air, depending on the current load and engine speed.

The high-pressure exhaust gas turbocharger works at low loads and low engine speeds; the chargers work in two stages at mid-range engine speeds; the low-pressure charger is used at high speeds.



**Ing. Matyáš Schejbal, Ph.D.**  
*Project Manager of Powertrain and Chassis – Compact Range*

**Mr Schejbal, changes have been made to the KODIAQ RS' engine. What other technical measures have been taken in the KODIAQ RS?**

The ŠKODA KODIAQ RS features a new exhaust system with decorative chrome-effect tailpipes, for example. As the car's maximum torque is 500 Nm – the highest maximum torque in the ŠKODA model range – the DQ500 7-speed automatic DSG is used in the KODIAQ RS. In addition, the chassis setting in the adaptive Dynamic Chassis Control (DCC) and the more powerful engine's cooling system have been optimised accordingly. The braking system features red brake callipers. Furthermore, the ŠKODA KODIAQ RS is available with 20-inch alloy wheels – the largest wheels in the ŠKODA model range.



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## **Emotive and distinct sound with Dynamic Sound Boost**

A dynamic car needs a sporty sound. That's why, in the KODIAQ RS; Dynamic Sound Boost is used for the first time in a ŠKODA. Dynamic Sound Boost is a system that modulates the sound of the car. The dedicated control unit for this system reads CAN bus signals such as the engine speed, torque, selected gear and speed. It calculates a specific signal using complex algorithms. The actuator, which is positioned close to the exhaust tailpipe, produces an 'artificial' sound based on these signals, and interferes with and supplements the original note of the exhaust system to create an emotive and sporty sound.

This means different sounds can be generated depending on the driving mode or the driver's preferences. The spectrum therefore ranges from quiet to particularly sporty. Just like the Dynamic Chassis Control, the three sounds available in the ŠKODA KODIAQ RS are coupled with Driving Mode Select. In Comfort mode, the KODIAQ RS has a soft and reserved sound; in Normal and Snow mode it is considerably more dynamic. By choosing Sport mode, the SUV's performance takes on a particularly powerful note accordingly. In Individual mode, the driver can choose the tone to suit their individual preferences. In Eco mode, Dynamic Sound Boost produces no additional sound, and the car sounds very quiet.

## **INTERVIEW**



**Radek Hošínský**  
Coordinator – Exhaust Systems, Catalytic Converters

### **Mr Hošínský, in what way does Dynamic Sound Boost improve the natural sound of the exhaust system?**

Dynamic Sound Boost modulates, i.e. complements or completes, the original sound of the vehicle. However, this is not purely two sounds coming together. Both the original sound and the sound produced by Dynamic Sound Boost are made up of sound waves with different frequencies and amplitudes or intensities. Therefore, in some frequency ranges, mixing the two sounds can result in them coming together; in other frequency ranges, they cancel each other out whereby the sound of the vehicle is, for example, sportily tuned. In this way, the car's acoustic character can be adapted for different driving modes (Sport/Eco/Normal/Comfort).

### **What is the key difference for the occupants in comparison to the Sound Generator?**

The biggest difference between Dynamic Sound Boost (DSB) and the Sound Generator is that DSB has an effect both inside and outside of the vehicle. To put it simply, the DSB system is an alternative to an exhaust system with a sporty note.



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## **What advantages does Dynamic Sound Boost have to offer?**

The advantage of the DSB system is that it allows you to reconstruct the vehicle's overall image, i.e. including the vehicle's exterior sound, even in cars with a diesel engine, where this is not possible using the exhaust system.

Another undisputed advantage is that you can control the DSB system through the in-car systems – the intensity of the sound modulation, for example, can be altered depending on the driving mode – or switch off the DSB system completely.

## **Does the sound from DSB come directly from the exhaust system?**

The sound comes directly from the actuator in the ŠKODA KODIAQ RS. The actuator is mounted near the exhaust system's tailpipes but is not physically connected to the exhaust system. This position is important for ensuring the correct interaction with the exhaust system. It enables the desired authenticity that corresponds with the vehicle image to be achieved.

*\*This information is provisional and subject to change. The latest data can be found in the digital press kit at: [www.skoda-storyboard.com/r/kodiaq-rs-en](http://www.skoda-storyboard.com/r/kodiaq-rs-en).*

*The fuel-consumption and emissions figures given have been calculated in accordance with the method of measurement prescribed by law. Since 1 September 2017, certain new cars have already been type-approved in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO<sub>2</sub> emissions. As of 1 September 2018, the WLTP has replaced the New European Driving Cycle (NEDC). Fuel-consumption and CO<sub>2</sub> emissions figures calculated in accordance with the WLTP are in many cases higher than those calculated in accordance with the NEDC due to the WLTP's more realistic testing conditions.*

*It is currently still compulsory to communicate the NEDC figures. If new cars are type-approved in accordance with the WLTP, the NEDC figures are deduced from the WLTP figures. Until it is compulsory to provide them, the WLTP figures can be given voluntarily as additional information. If the NEDC figures are given as ranges, they do not refer to one specific vehicle and do not form part of the offering. They are only used for the purpose of comparing various vehicle types. Optional extras and accessories (add-on parts, tyre format etc.) may alter the relevant vehicle parameters such as weight, rolling resistance and aerodynamics, and, in addition to the weather conditions, traffic conditions and individual driving style, may influence a vehicle's fuel consumption, power consumption, CO<sub>2</sub> emissions and driving performance.*



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## Technology: Well-equipped for any challenge with all-wheel drive and a 7-speed DSG

- › The ŠKODA KODIAQ RS offers Dynamic Chassis Control with Driving Mode Select as standard
- › High agility and optimised handling thanks to progressive steering as standard

With its intelligent all-wheel drive as standard, the ŠKODA KODIAQ RS is perfectly equipped for a wide variety of needs on- and off-road as well as for all weather conditions. The SUV has an output of 176 kW (240 PS) and the power is transferred variably to all four wheels via a 7-speed dual-clutch transmission (DSG). The settings for the dampers are automatically adjusted to suit the driving conditions or the respective terrain at any time using Dynamic Chassis Control, which also comes as standard.

With its generously sized dual clutch, the 7-speed DSG has been specially designed for use with powerful engines such as the ŠKODA KODIAQ RS's biturbo diesel and its maximum torque of 500 Nm. It transfers the power gently and comfortably or with the lightning-fast speed of a sports car without losing any traction and to suit the conditions and the selected driving mode. The driver can allow the gearbox to automatically change gear or they can select the gears manually – also using steering wheel paddles.

### All-wheel drive reacts within milliseconds

Thanks to its all-wheel drive, the ŠKODA KODIAQ RS automatically has the best-possible traction at all times, providing excellent driving dynamics when driving in a sporty manner, good off-road capabilities and more safety in bad weather such as rain or snow. A fifth-generation electronically controlled multi-plate clutch, which is more compact and 1.4 kg lighter than its predecessor, distributes the power variably to all four wheels within milliseconds and virtually without the driver noticing. It does this depending on the driving situation detected by the car's sensors – and even in anticipation. Up to 85 per cent of the torque can go to a specific wheel; with small loads, only the front wheels are powered to save fuel. EDS electronic differential locks at the front and rear also prevent individual wheels from spinning on the same axle. The spinning wheel is slowed down automatically and more torque is transferred to the second wheel with better traction.

### Dynamic Chassis Control specially adjusted for the RS

The ŠKODA KODIAQ RS comes equipped with Dynamic Chassis Control as standard, which provides optimal shock absorption to suit the surface and driving style. The system, which is also used in other KODIAQ models, was specially adapted to the sporty potential of the ŠKODA KODIAQ RS. Driving Mode Select allows the driver to choose from Eco, Comfort, Normal, Sport, Individual and Snow modes with correspondingly electronically adjusted settings for the dampers, and to activate an Off-Road mode using a button in the centre console. Hill-Descent Control is then available at speeds of up to 30 km/h and the ABS, Electronic Stability Control (ESC), EDS electronic differential locks and Traction Control System (TCS) all operate with special off-road settings. The ESC features two stages in the ŠKODA KODIAQ RS. If the Sport mode is selected, the ESC becomes less restrictive and even allows a small amount of drifting in corners when the system recognises that the driver has the vehicle under control.



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## **Progressive steering combines sportiness and ease of use**

The ŠKODA KODIAQ RS is equipped with progressive steering as standard. To do justice to the performance SUV's sporty capabilities and to enhance the dynamic driving experience, progressive steering provides a steering configuration that has been developed specifically for the KODIAQ RS. With this setup, the steering angle remains small, allowing the driver to control the car perfectly without having to move their hands on the steering wheel – even at higher speeds. In contrast, for larger steering angles – such as when turning at low speeds in the city – the steering forces are considerably reduced, making the car easier to manoeuvre. Progressive steering is therefore the perfect solution for all situations.



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## Design: Dynamic appearance and premiere of new RS logo

- › Sporty RS look and gloss-black elements for the modern lifestyle SUV
- › New RS logo with red highlights makes its debut on the ŠKODA KODIAQ RS
- › State-of-the-art LED technology and Xtreme 20-inch alloy wheels as standard

The ŠKODA KODIAQ RS presents itself as a member of the RS family, which is specifically designed for sportiness, with a bold and dynamic design as well as with the RS logo. Adorning the sporty lifestyle SUV, it features for the first time in a new version with red highlights. The bodywork emphasises the car's performance aspirations with gloss-black details. For the first time at ŠKODA, the new Xtreme 20-inch alloy wheels are included in the standard equipment.

The redesigned RS logo that adorns the radiator grille and back of the ŠKODA KODIAQ RS is even more modern and fresh. It marks the SUV as the youngest member of the RS family. The logo features the 'v' for victory; the red colour symbolises sportiness and power. The latest version of the KODIAQ is immediately recognisable as an RS model: The bumpers at the front and rear have been redesigned, and – as with all RS models – the rear features a reflector that spans the entire width of the vehicle. The exhaust system's decorative tailpipes with chrome effect are visible below the rear apron.

### Black accents and red brake callipers

The radiator grille's vertical slats and frame, window frames and wing mirror housings, as well as the ŠKODA KODIAQ RS's roof rails all come in gloss black and emphasise the SUV's sporty appearance. The Xtreme 20-inch alloy wheels come in anthracite as standard. The KODIAQ RS is the first ŠKODA to offer wheels of this size as standard.



The bright red brake callipers, which signify high performance even under heavy strain, are clearly visible through the wheels. The ŠKODA KODIAQ RS is equipped with 17-inch brakes on all wheels compared to the standard KODIAQ's 16-inch brakes at the rear. For the ŠKODA KODIAQ RS, the diameter of the rear brake discs was increased to 310 mm. They are 22 mm thick, ventilated and are slowed down using pistons with a diameter of 42 mm. Single-piston brake callipers with a piston diameter of 60 mm are used for the front wheels. The discs, which are also ventilated, are 30 mm thick and have a diameter of 340 mm.

### LED technology for the headlights and tail lights as standard

The ŠKODA KODIAQ RS makes use of state-of-the-art LED technology for its headlights and tail lights. At the front, it features full-LED headlights. The tail lights with bright LEDs that illuminate almost immediately also come as standard.



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## INTERVIEW



**Oliver Stefani**  
**ŠKODA Head of Design**

### **Mr Stefani, how difficult was it to design a sporty SUV?**

The ŠKODA KODIAQ is an SUV with a very balanced and expressive design. The silhouette is very dynamic, so it was not that easy to add even more sportiness when designing the KODIAQ RS. The aim was to create details that showcase a highly sophisticated development of the RS DNA. The decorative tail pipes, for example, are a strong indication of the sporty character. The new, exclusive, red logo represents power and emotion.

### **The design of a sports car is supposed to be emotive – what design cues characterise the ŠKODA KODIAQ RS?**

Red is a very emotive colour that is associated with sports cars. In the interior, we have purposely used red as the launch colour for the stitching and badges, in combination with carbon-fibre details – two clear references to the brand's rallying history.

For the exterior, we used red brake callipers to emphasise the sportiness of the KODIAQ RS's Xtreme 20-inch alloy wheels.

The decorative twin RS exhaust pipes with chrome effect are a very important detail at the rear that highlight the outstanding power of this beautiful SUV.

### **Race Blue metallic paintwork for the first time on an SUV**

The first SUV in the sporty RS family is also the first to offer the metallic Race Blue finish. At the start of 2019, Crystal Black will be added to the range of colours available for the ŠKODA KODIAQ RS, which, in addition to red and white, also includes various shades of grey and black.



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## Interior: Sporty interior with Virtual Cockpit as standard

- › The ŠKODA KODIAQ RS combines a sporty lifestyle with comfort and a high level of practicality
- › Visual highlights include Alcantara® sports seats and black, diamond-cross stitching on the doors
- › Freely programmable Virtual Cockpit with a carbon-fibre effect and central speedometer in Sport view
- › Numerous Simply Clever features including umbrella compartment in the front door and misfuel protection

Even as the performance variant, the ŠKODA KODIAQ RS remains a true KODIAQ and perfectly combines its sporty lifestyle with a high degree of comfort, a generous amount of space for up to seven people and the brand-typical level of practicality. The sporty flair is emphasised by Alcantara® upholstery with contrasting stitching for both the seat covers and door trims, the instrument panel with carbon decor and the new RS logo. The freely programmable Virtual Cockpit, which comes as standard, blends in nicely with its dynamic appearance thanks to its carbon-effect background and offers an additional Sport view. The ŠKODA KODIAQ RS also offers numerous Simply Clever features that make everyday life easier, including the umbrella compartment in the front door and misfuel protection as standard.

The ŠKODA KODIAQ RS also confidently bears the new RS logo in the interior – featuring it on the multifunction sports steering wheel, the 7-speed DSG's gearstick knob as well as on the front and two outer seats in the second row. Furthermore, refined materials, subtle contrasting stitching and red features create sporty accents. The sport seats with integrated headrests in the first row are covered with Alcantara®, carbon-leather and leather, and are adorned with RS-specific red contrasting stitching in a diamond-cross design. Alcantara® is a material frequently used in motorsport due to its low weight and good grip; it is also used in the ŠKODA KODIAQ RS's door trims. Here, it is finished with black, diamond-cross stitching. Red stitching features again on the steering wheel and the armrests in the doors.

Carbon decor on the instrument panel, a black roof lining and pedal covers made from stainless steel complete the SUV's sporty appearance. The door sills featuring the KODIAQ logo and the LED package with ambient lighting come as standard. This can be set to one of ten colours: Cool White, Fire Orange, Cinnamon, RS Red, Pink, Purple, Dusk Blue, Azure, ŠKODA Green and Acid Green.

### **New Sport view for the standard Virtual Cockpit**

The new ŠKODA KODIAQ RS's freely programmable Virtual Cockpit, which comes as standard, features a sporty, carbon-fibre effect and offers an additional fifth display mode. This Sport view positions the speedometer and rev counter in the centre, allowing the driver to clearly see their speed and rpm even when driving in a very dynamic style. In contrast, the radio station or navigational information is displayed smaller. Alongside all this sportiness, however, there is still plenty of room for comfort. A tinted rear window and rear side windows (SunSet) and an electrically adjustable driver's seat with memory function feature as part of the standard equipment. Along



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with the driver's preferred driving mode, the selected seating position can be saved in the optional personalisable key. Upon opening the car, these settings are then automatically applied. As an option, the child safety locks for the rear doors can be operated electrically.

## **Available with the option of seven seats**

As with every KODIAQ, the sporty RS model comes with five seats as standard which can be increased to seven as an optional extra. The five-seater offers an impressive 725-litre boot with the seats in position and 1,960 l when the seats are folded down. With all of its seats occupied, the seven-seater has a boot capacity of 230 l; this increases to 715 l with the third row of seats folded down and 1,950 l with the second and third row of seats folded down. As standard, ŠKODA equips the KODIAQ RS with the Bolero infotainment system with Bluetooth connectivity as well as SmartLink+ technology. With an integrated Internet connection, the optional Amundsen and Columbus systems allow access to ŠKODA Connect's mobile online services. In combination with ŠKODA Media Command 2.0, the free ŠKODA app enables the functions of the Amundsen and Columbus infotainment systems to be controlled on up to two paired tablets.

A Phonebox with inductive charging for mobile phones is available as an option. This wirelessly connects a smartphone to the car's aerial and charges it inductively in line with the Qi standard, providing the device is technically compatible. An optional package includes an additional front USB port, the Jumbo Box's rear USB port and a 230-V socket between the front seats for the rear passengers. The In-Car-Communication (ICC) makes communicating with each other in the car easier by using a microphone to capture what is said by the occupants of the front seats and amplifying it in real time through speakers in the rear.

## **Simply Clever features for the ŠKODA KODIAQ RS**

In typical ŠKODA style, the ŠKODA KODIAQ RS offers numerous Simply Clever features that make everyday life easier. The standard equipment includes the removable and retractable boot cover and boot nets. Classics such as the umbrella compartment in the front door and ice scraper in the fuel filler flap (for selected countries) are also standard, as is a ticket holder on the A-pillar on the driver's side. The virtual pedal, electric tailgate incl. tip-to-close function and the removable LED torch in the boot are available as an option.

### **Selected Simply Clever features for the ŠKODA KODIAQ RS:**

- › Boot nets
- › Umbrella compartment in the front door
- › Removable and retractable boot cover
- › Misfuel protection
- › Driver's storage box and glove box – slot for car park tickets, coins or SD cards
- › Waste bin in the door trim
- › Holders for 1.5-litre bottles in the front doors
- › Virtual pedal
- › Electric tailgate incl. tip-to-close function
- › Removable LED torch in the boot
- › Button-operated folding of rear backrest from the boot
- › Sleep package
- › Ice scraper in the fuel filler flap
- › Fold-down rear armrest



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- › Easy Open cup holder
- › Multifunction storage compartment in the centre console
- › Door-edge protection
- › Ticket holder on the A-pillar on the driver's side



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## Motorsport: RS – two letters that write motorsport history

- › ŠKODA looks back on 117 years of motorsport heritage and has used the RS abbreviation since 1974
- › ŠKODA KODIAQ RS continues the tradition of the 180 RS and 200 RS sportsters and of the 'Monte'-winning ŠKODA 130 RS
- › Since 2000, the RS logo has also marked out the sportiest ŠKODA production models

**With the ŠKODA KODIAQ RS, the Czech company is transferring its now 117-year motorsport and rally history into an entirely new vehicle segment. The first SUV to enter into the ranks of the RS models – which are specifically designed for sportiness – set a lap record for seven-seater SUVs around the Nürburgring's Nordschleife. It has thus demonstrated in an impressive way that, like all RS models, it is wholeheartedly following in the footsteps of the successful historic and current ŠKODA sportsters.**

ŠKODA used the letters RS, which stand for rally sport, for the first time in 1974. Based on the ŠKODA 110 R, the 130 RS two-door sports coupé was developed in 1975 – from the two rally prototypes the ŠKODA 180 RS and 200 RS – and became a success story. In 1977, the 'Porsche of the East' finished first and second in its category at the legendary Rally Monte Carlo and also won the Acropolis Rally. On the track, the versatile 130 RS took the overall win in the European Touring Car Championship in 1981.

Alongside the ŠKODA OCTAVIA WRC's entry into the World Rally Championship in 2000, ŠKODA used the RS abbreviation on a production model for the first time. The ŠKODA OCTAVIA RS was the first member in the RS family – a family consisting of the sportiest variants of each respective model range. The ŠKODA OCTAVIA RS's current iteration delivers a power output of 180 kW (245 PS). A ŠKODA FABIA RS with a 96-kW (130-PS) diesel engine was launched in 2003, and in 2010 an RS variant of the second-generation FABIA featuring a 132-kW (180-PS) engine with combined turbocharger and compressor entered the market.

### **ŠKODA – setting the standard in the WRC2**

In the world of sport, the Czech brand is currently setting the benchmark in the WRC2 with its current rally car, the ŠKODA FABIA R5. Since 2015 FABIA R5 has achieved more than 625 victories, which makes it the most successful car in ŠKODA motorsport history. In 2018, following on from 2015, 2016 and 2017, ŠKODA won the manufacturers' title in the WRC2 for the fourth time in a row (*subject to official confirmation from the FIA*). This year's drivers' title went to a ŠKODA works driver pairing for an impressive third time in a row – this time to Jan Kopecký / Pavel Dresler (*subject to FIA confirmation*).



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Follow us at <https://twitter.com/skodaautonews> for the latest news  
Find out all about the ŠKODA KODIAQ RS with [#KodiaqRS](https://twitter.com/skodaautonews)

## ŠKODA AUTO

- › was founded during the pioneering days of the automobile in 1895, making it one of the longest-established car companies in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ (in China) and the SUPERB.
- › delivered more than 1.2 million vehicles to customers around the world in 2017.
- › has been a part of Volkswagen Group since 1991. Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 35,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.