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PRESS RELEASE

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ŠKODA AUTO produces 100,000th battery for models with plug-in hybrid drivetrain

- › ŠKODA AUTO reaches the mark of 100,000 high-voltage traction batteries produced at its main plant in Mladá Boleslav just 15 months after the start of production
- › Investments made for the manufacture of high-voltage batteries amount to 25.3 million euros
- › High-voltage traction batteries from Mladá Boleslav are also used in models from the group brands AUDI, SEAT and Volkswagen

Mladá Boleslav, 9 February 2021 – Today, ŠKODA AUTO manufactured its 100,000th high-voltage traction battery. In order to create the necessary production conditions at the company's headquarters in Mladá Boleslav, the Czech carmaker invested approximately 25.3 million euros in 2019. An area covering roughly 2,000 m² is now used not only to produce high-voltage traction batteries for the company's own plug-in hybrid models, but also batteries for plug-in hybrids from the group brands AUDI, SEAT and Volkswagen. The site also boasts state-of-the-art facilities to comprehensively test the batteries and ensure the highest possible safety and quality standards.

Christian Bleiel, Head of Component Production at ŠKODA AUTO, said: "We have now reached the mark of 100,000 high-voltage traction batteries produced. This success is a great testament to our team's high level of engineering expertise as well as the importance of our component production within the group: our batteries are not just used in the ŠKODA SUPERB iV and the OCTAVIA iV, they are also fitted in plug-in hybrids from the AUDI, SEAT and Volkswagen brands. We currently manufacture almost 800 batteries per day.

Production of the high-voltage traction batteries at the Czech carmaker's Mladá Boleslav site commenced in September 2019, and has since been gradually scaled up. It takes approximately two hours to manufacture a battery, during which it passes through 66 different workstations. Every 88 seconds, a battery for MQB-based models with plug-in hybrid drivetrain rolls off the production line at the company's headquarters.

Each shift sees 58 employees working in an area of roughly 2,000 m²; particularly heavy or awkward components are handled by a total of 13 robots. They are designed for weights ranging between 210 and 500 kg and feed the battery modules into the production line, or load the finished battery systems onto pallets.

On the production line, the modules for the left and right halves of a battery pack are processed separately. They are provided with a special heat-conducting film, which dissipates heat and helps to cool the assembled battery system. In addition, a liquid coolant is added between the two modules before they are joined in a solid aluminium housing. All is then prepared for the battery to be installed into the vehicle. Besides the electronics, the battery pack is also provided with all the necessary cable bundles, seals and brackets.

The batteries are subjected to extensive testing before being installed. This includes checking the cooling circuit and that there are no leaks. To ensure that the process works reliably, specially prepared test batteries are introduced at regular intervals. Once the leak test has been performed, the



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electrical functions are assessed on a total of 13 test benches. This includes, for example, the interaction of high-voltage and low-voltage components as well as a test of the electrical insulation. Finally, each battery system is charged to a portion of its maximum capacity.

More than 16,000 members of staff have already completed the training programmes, which are designed for staff and students as well as employees of the carmaker's suppliers to prepare them for electromobility. Over the next two years alone, ŠKODA AUTO will invest 45 million euros in the vocational training and professional development of its workforce. In terms of products, the carmaker is gradually electrifying its entire model range and will be investing 1.3 billion euros in new all-electric and partially electrified vehicles as well as in battery production by 2025.

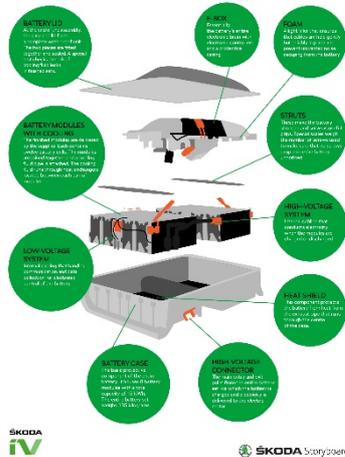
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Infographic and images:

WHAT DOES A BATTERY CONTAIN?



Infographic: ŠKODA AUTO produces 100,000th battery for models with plug-in hybrid drivetrain

Composition of the traction batteries manufactured at ŠKODA AUTO for plug-in hybrids.

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Source: ŠKODA AUTO



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On the production line, the modules for the left and right halves of a battery pack are processed separately. They are provided with a heat-conducting film and a coolant.

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Source: ŠKODA AUTO



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All is then prepared for the battery to be installed into the vehicle. Besides the electronics, the battery pack is also provided with all the necessary connections, seals and brackets.

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Source: ŠKODA AUTO

ŠKODA AUTO

- › is focusing on three priorities with its 'NEXT LEVEL ŠKODA' program for the future: expanding the model portfolio towards entry-level segments, exploring new markets for further growth in the volume segment and making tangible progress in sustainability and diversity.
- › currently offers its customers ten passenger-car series: the CITIGO® iV, FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ, KODIAQ and ENYAQ iV.
- › delivered over one million vehicles to customers around the world in 2020.
- › has belonged to the Volkswagen Group for 30 years. The 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, engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia and India mainly through Group partnerships, as well as in Ukraine with a local partner.
- › employs approximately 42,000 people globally and is active in more than 100 markets.