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Mladá Boleslav/Rome, 6 June 2017

## The new ŠKODA OCTAVIA RS 245

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## The highlights of the ŠKODA OCTAVIA RS 245 at a glance

Mladá Boleslav / Rome, 6 June 2017 – The sporty top model of ŠKODA's bestselling range is now even more powerful, dynamic and emotive. The new top variant, the ŠKODA OCTAVIA RS 245, is available as a hatchback and a Combi. The 2.0 TSI engine produces 180 kW (245 PS) and allows the compact sports car to sprint from 0 to 100 km/h in just 6.6 seconds: 6.7 seconds for the Combi. New lighting systems ensure even greater safety. Thanks to an integrated Wi-Fi hotspot, occupants can be 'always online'. Numerous driver assistance systems improve comfort and safety in the car. The space available remains unsurpassed. Here is an overview of the most important new features, highlights and information.

- › **GENERAL:** The most powerful ŠKODA OCTAVIA in the company's history. Numerous exterior and interior features and details emphasise the sporty and dynamic focus. Practicality of a family vehicle, dynamics of a sports car.
- › **EXTERIOR DESIGN:** The brand's new face with a particularly sporty expression and numerous detailed solutions. Tailor-made dynamic body. Radiator grille's vertical slats and frame in gloss black.
- › **INTERIOR DESIGN:** Predominantly black interior with high-quality materials. Alcantara® sports seats with high sides and integrated headrests for safe support even in fast corners. Driver's seat: electrically adjustable, lumbar support, memory function for up to three people. Multifunction sports steering wheel with perforated leather and integrated steering wheel paddles (for DSG transmissions), heated version optional. Colour Maxi-Dot display integrated into the instrument cluster. LED interior ambient lighting that can be set to one of ten various colours.
- › **INTERIOR SPACE:** Typical of ŠKODA: generous dimensions and luxuriously spacious. Rear kneeroom 73 mm, elbow room 1,454 mm in front and 1,449 in rear. Boot capacity (hatchback): 590 l (1,580 l with folded rear seats). Combi: 610 l (1,740 l with folded rear seats).
- › **ENGINES:** Fastest and most powerful ŠKODA OCTAVIA ever. Four-cylinder TSI petrol with 180 kW (245 PS) = 11 kW (15 PS) more than the current most powerful variant. Maximum torque of 370 Nm from 1,600 to 4,300 rpm. Choice of 6-speed manual or 7-speed DSG gearbox. From 0 to 100 km/h: hatchback 6.6 seconds, Combi 6.7 seconds. Top speed electronically limited to 250 km/h. Fuel consumption: 6.4 l per 100 km for 7-speed DSG variant.
- › **CHASSIS:** ESC stability system with Sport mode and electronically regulated VAQ limited-slip differential as standard. Allows for particularly dynamic acceleration when exiting bends. Performance Mode Select with Performance Sound Generator function enables individual adjustment of drive, chassis and comfort settings. Optional adaptive Dynamic Chassis Control (DCC).
- › **LED LIGHTING SYSTEMS:** Redesigned headlights in a crystalline look. As standard: full-LED technology and AFS adaptive front light system. Fog lights, tail lights and number plate illumination also with LED technology and crystalline appearance. Integrated cornering function is optional. Brand-typical C-shaped tail lights have the appearance of homogeneous lighting



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surfaces.

- › **DRIVER ASSISTANCE SYSTEMS:** Range far exceeds usual compact car segment level.  
Examples: Predictive Pedestrian Protection, Blind Spot Detect, Rear Traffic Alert, Adaptive Cruise Control, Lane Assist, Driver Alert fatigue detection, Crew Protect Assist, Travel Assist with Traffic Sign Recognition, Manoeuvre Assist, Park Assist 3.0, Trailer Assist, Hill-Hold Control and High Beam Assist.
- › **INFOTAINMENT SYSTEMS:** Four hardware components: Swing (as standard) and Bolero music systems, Amundsen and Columbus navigation infotainment systems. Special welcome screen for the ŠKODA OCTAVIA RS 245. Capacitive touch displays respond to the lightest of touches. Displays of optional Bolero, Amundsen and Columbus infotainment systems in new glass design.
- › **ŠKODA CONNECT:** Mobile online services from ŠKODA Connect perfectly complement the infotainment offering. They take navigation, information, entertainment and assistance to a new dimension. Occupants can be 'always online' using the integrated Wi-Fi hotspot, and the system offers real-time online navigation with alternative route suggestions. Care Connect with an automatic Emergency Call is activated when a restraint system has been deployed. A Breakdown Call can be made at the press of a button. Navigation destinations can be transferred to the vehicle online. A list of petrol stations (including fuel prices) along the route can be displayed. Other services, such as the Parking Spaces, News, and Weather services, provide tailored information. ŠKODA Connect app checks remotely if the windows and doors are closed.
- › **'SIMPLY CLEVER':** Examples of practical solutions: bottle holder in the centre console for one-handed opening of PET bottles, heated steering wheel, two USB ports in the rear, personalisable key, Phonebox in the centre console for inductive phone charging. Exclusively for the Combi model: removable LED torch in the boot, adjustable false boot floor, multifunctional shelf under the boot cover, boot barrier net, four bag hooks in the boot, two boot lights, 12-volt socket in the boot.
- › **MOTORSPORT:** ŠKODA's motorsport roots reach back more than 100 years – first on two, then on four wheels: first podiums at the Rallye Monte Carlo in the 1930s; first start at 24 Hours of Le Mans in 1950; victory in the Eastern European Formula 3 Championship at the end of the 1960s; the ŠKODA 130 RS, the 'Porsche of the East', one of the most successful rally cars of the 1970s. Motorsport presence expanded after becoming part of Volkswagen Group: racing in the highest World Rally Championship category for the first time with the ŠKODA OCTAVIA WRC in 1997; the ŠKODA FABIA SUPER 2000 on the rally scene as of 2009 resulting in more than 50 national and international titles; the ŠKODA FABIA R5 as of April 2015 – first title for ŠKODA in the FIA World Rally Championship (WRC 2) in 2016, plus triumphs in South America and in the Asia-Pacific region. Dream start to 2017: first five World Championship events won by ŠKODA FABIA R5 teams.
- › **ŠKODA FABIA R5:** 2016 the most successful year ever in ŠKODA's 116-year motorsport history. Winner of the FIA World Rally Championship (WRC 2) due to ten victories at the WRC events. Success around the globe. Triumphs at continental championships in South America and the Asia-Pacific region. Middle East Rally Champion (MERC). Ten national titles in the most important sales markets for ŠKODA.



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Most successful vehicle in ŠKODA's motorsport history. As per FIA regulations, the ŠKODA FABIA R5 is fitted with a 1.6-litre turbocharged engine, all-wheel drive, a sequential 5-speed gearbox and MacPherson suspension struts. Minimum weight of 1,230 kg. Race-ready base model of the ŠKODA FABIA R5 as per FIA regulations costs a net amount of €180,000 – besides speed and top reliability one of the numerous reasons why so many teams rely on the ŠKODA FABIA R5.



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## Summary

### **ŠKODA OCTAVIA RS 245: sporty, spacious and practical – the family sportster that delivers 245 PS**

- › All-rounder in a sporty design with a distinctive front section
- › Power output of the new 2.0 TSI turbocharged petrol engine increases to 180 kW (245 PS)
- › Top speed of 250 km/h and acceleration from 0 to 100 km/h in 6.6 seconds
- › With 7-speed direct-shift transmission for the first time
- › The VAQ limited-slip differential provides the ultimate driving experience
- › Pioneering infotainment and driver assistance systems
- › ŠKODA Connect with mobile online services

Mladá Boleslav / Rome, 6 June 2017 – It is the most powerful and most dynamic ŠKODA OCTAVIA in the company's history – the new ŠKODA OCTAVIA RS 245. The bestselling range's sporty top model delivers 180 kW (245 PS) – 11 kW (15 PS) more than the previous most powerful RS variant, the ŠKODA OCTAVIA RS 230. The powerful engine and innovative chassis technology, including an electronically regulated VAQ limited-slip differential, offer the ultimate driving experience. The sportster is available as a hatchback or a Combi. The compact sports car accelerates from 0 to 100 km/h in just 6.6 seconds (Combi: 6.7 seconds); its top speed is limited to 250 km/h. As is usual for a ŠKODA, the car features a spacious interior and boot. In addition, the latest driver assistance systems are also available for the ŠKODA OCTAVIA RS 245. Using the infotainment system, the occupants can be 'always online' thanks to the Wi-Fi hotspot and LTE module. Numerous 'Simply Clever' features demonstrate the practical talents of this powerful compact car. The overall package is unique in the compact sports car segment.

## Design

The ŠKODA OCTAVIA RS 245 features the new face of the brand with particularly sporty details. The radiator grille's vertical slats as well as its frame both come in a gloss-black finish. The bumper is designed with a particularly bold horizontal line, has broad honeycomb air inlets and contributes to the car's wide and sculptured impression. The redesigned headlight clusters in a crystalline look feature full-LED technology and the AFS adaptive front light system as standard. The fog lights, tail lights and number plate illumination also feature LED technology as well as a crystalline appearance.

The housings of the electrically adjustable wing mirrors, featuring a memory function and puddle lights – which illuminate the surrounding area when getting in and out of the car – are presented in a sporty black finish. The radiator grille and the tailgate both sport the RS logo featuring a gloss-black 'V' (for victory). Features such as the spoiler at the rear of the hatchback or roof spoiler on the Combi are further elements of the car's emotive and dynamic design. The ŠKODA OCTAVIA RS 245 can also be recognised as a high-performance sportster acoustically thanks to the throaty sound of its exhaust system. In keeping with the rest of the exterior, the trapezoid tailpipe trims are painted in gloss black.

With the ŠKODA OCTAVIA COMBI RS 245, the roofline gently slopes towards the rear and



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elegantly merges with the D-pillar. The finishing touches are provided by a spoiler lip (for the hatchback) and a roof spoiler (for the Combi). The rear light clusters create the impression of being embedded while LEDs fulfil almost all of the lighting functions. The brand-typical C-shaped tail lights have the appearance of homogeneous lighting surfaces. Contours incorporated into the lights ensure better aerodynamics, leading to a drag coefficient of 0.303 for the hatchback and 0.319 for the Combi.

Both the hatchback and the Combi are 4,689 mm long. The vehicles are 1,814 mm wide, and the hatchback's height is 1.448 Milimeter, the Combi's height is 1.452 Milimeter. At 2,680 mm, the wheelbase is unusually long for this vehicle segment. From these outer dimensions, ŠKODA engineers have created an interior that far exceeds the dimensions usually found in this segment and thereby provided a large amount of space.

These generous dimensions make the RS 245 models genuine family sportsters. The width of the loading floor – 1,010 mm in both the hatchback and the Combi – makes it easier to transport especially bulky items. The hatchback's boot is also particularly generously sized: 590 l (1,580 l with the rear seats folded down). In the Combi, it is as high as 610 l (1,740 l with the rear seats folded down). Figures which even vehicles from higher segments only rarely reach.

The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 are available in a choice of four body colours: Corrida Red, Moon White, Magic Black and Steel Grey.

## **Interior with Alcantara® sport seats**

The predominantly black interior of the ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 impresses not only with its generous dimensions and great clarity, but also with its high-quality materials. With their high sides and integrated headrests, the Alcantara® sports seats provide maximum support in fast corners. The front seats bear the RS logo – as do the front door sills. The driver's seat features red or grey topstitching, is electrically adjustable, offers lumbar support and has a memory function which saves three seat positions.

The multifunction sports steering wheel with perforated leather and integrated steering wheel paddles (for DSG transmissions) matches the car's dynamic ambience. The radio and telephone (Bluetooth) can be operated from the optionally heated steering wheel. A colour Maxi-DOT display forms part of the instrument cluster. The LED ambient lighting bathes the interior in atmospheric light that can be set to one of ten various colours.

## **Drive and chassis – a lot of power, low consumption**

Under the bonnet of the ŠKODA OCTAVIA family's sporty top model beats a 180 kW (245 PS) four-cylinder TSI petrol engine. It offers 11 kW (15 PS) more than the most powerful variant of the current RS model. Maximum torque of 370 Nm is achieved between 1,600 and 4,300 rpm. There is a choice of a 6-speed manual gearbox or – for the first time in a ŠKODA OCTAVIA – a 7-speed, dual-clutch transmission. From a standing start, the hatchback hits the 100 km/h mark in 6.6 seconds, the Combi takes 6.7 seconds. The top speed is electronically limited to 250 km/h, making the ŠKODA OCTAVIA RS 245 the fastest and most powerful OCTAVIA ever.

Yet the average fuel consumption when combined with a 7-speed DSG transmission is just 6.4 l per 100 km (6.6 l with a 6-speed manual gearbox), with CO<sub>2</sub> emissions of 146 and 150 g/km



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respectively.

The acceleration is particularly impressive. In fifth gear, the ŠKODA OCTAVIA RS 245 with a manual gearbox sprints from 60 to 100 km/h in just 6.4 seconds (Combi: 6.5 seconds) and from 80 to 120 km/h in only 6.6 seconds (Combi: 6.8 seconds) – a reassuring safety cushion.

Compared to the 'normal' models in the range, the sports chassis lowers the body of the ŠKODA OCTAVIA RS 245 by 15 mm. Its rear track is 30 mm wider than that of the ŠKODA OCTAVIA RS 230 predecessor. The standard, burnished gloss-black alloy wheels are 19 inches in diameter.

The ESC stability system with Sport mode is also part of the standard equipment, as is the driven wheels' electronically regulated VAQ limited-slip differential. This provides for particularly dynamic acceleration when exiting corners. The technology, that was originally developed for motorsport, works with an electronically regulated multi-plate clutch that is located between the differential and the powered axle on the right-hand side. As and when it is needed, 100 per cent of the power can be directed to one front wheel. When cornering, the differential transfers an increased amount of engine power to the outer front wheel – i.e. to the wheel with the most grip – as required. The risk of understeering during acceleration is significantly reduced.

Performance Mode Select with the Performance Sound Generator function enables individual adjustment of drive, chassis and comfort settings. The dynamic character of the ŠKODA OCTAVIA RS 245 is additionally highlighted by the car's progressive steering and the optional adaptive Dynamic Chassis Control (DCC).

Electrically operated valves adjust the dampers' settings. The driver has access to three modes to do this: Comfort, Standard and Sport. In addition, DCC contributes to increased active safety by automatically switching to Sport mode when cornering in a particularly dynamic manner and, in doing so, ensures greater stability, better traction and shorter braking distances.

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 preferences are saved on the optionally available, personalisable keys. These also store further individual settings such as those for the Climatronic and audio systems as well as seat position, and apply them automatically.

## **Driver assistance systems that are otherwise only seen in higher segments**

Front Assist including the City Emergency Brake function with Predictive Pedestrian Protection helps to prevent accidents in city traffic. With the help of a radar sensor, the system can recognise critical situations occurring in front of the vehicle.

In addition, the car comes with the following safety system as standard or as optional extras:

Blind Spot Detect. With this, two radar sensors at the rear monitor traffic behind the vehicle.

Blind Spot Detect also includes Rear Traffic Alert. Using the same rear radar sensors, this system makes reversing out of bay parking spaces and drives safer.



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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 radar sensor in the radiator grille works at speeds between 30 and 210 km/h.

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 system assists the driver at speeds above 65 km/h.

The Driver Alert fatigue detection system recognises when the driver's concentration is waning. For this purpose, the system transfers information about steering wheel movements to the control unit. 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 passengers from being thrown out of an open window, prevents foreign bodies from getting into the interior of the vehicle, and tensions the seat belts for the driver and front passenger. Crew Protect Assist works in conjunction with Front Assist. In the event of an accident, the Multi-Collision Brake, which comes as standard, prevents the car from rolling any further in an uncontrolled manner. In addition, the hazard and brake lights are activated.

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.

Manoeuvre Assist, which is also new, helps when driving in and out of parking spaces: it applies the vehicle's brakes as soon as it detects an obstacle.

Park Assist 3.0 automatically steers the vehicle into parallel parking spaces and 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.

The optional Trailer Assist function prevents incidents when reversing with a trailer.

Hill-Hold Control helps the driver when performing a hill start. The system is activated on inclines of five per cent and above and allows for relaxed and safe hill starts without using the handbrake.

High Beam Assist rounds off the programme. In darkness and when the speed exceeds 60 km/h, the sensor recognises vehicles ahead (at a distance of up to 400 m) as well as oncoming traffic (up to 1,000 m) and dips the beam when required.

The comprehensive package of restraint features remains unchanged in the revised model range. Five three-point seat belts working in complete harmony with up to nine airbags ensure maximum safety on board. 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 remains a standard feature in all model variants.

In the Euro NCAP crash test, the ŠKODA OCTAVIA achieved in 2013 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



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board.

## **Infotainment systems ensure protection and entertainment**

Safety and entertainment is provided by the new infotainment systems. Four hardware components are available: the Swing (standard) and Bolero music systems as well as the Amundsen and Columbus navigation infotainment systems. In the ŠKODA OCTAVIA RS 245, they display a digital start screen. The capacitive touch displays react to the lightest of touches. The displays of the optional Bolero, Amundsen and Columbus infotainment systems with their new glass design refine the high-quality dashboard even further.

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

The occupants can be 'always online'. 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 via the user's smartphone, which is paired with the system, or a data stick. In the Columbus system, they work via the user's smartphone or an inserted customer SIM card with high-speed LTE.

## **ŠKODA Connect – mobile online services set benchmarks**

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

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

One of the highlights of the Infotainment Online services is Online Traffic Information, which transfers traffic flow on the selected route to the car in real time and suggests alternative routes in the event of a traffic jam. The petrol station service lists petrol stations (including fuel prices) along a selected route. The Parking Spaces, News, and Weather services provide further tailored information.

The automatic Emergency Call is optional : if a restraint system has been activated following an accident, the system establishes a voice and data connection to a dedicated emergency call centre.

There is also an info function and a Breakdown Call. The 'i' button in the roof module enables the driver to contact an expert in the customer call centre, in order to have technical questions answered, for example. In the event of a breakdown, help can be organised using the breakdown button.

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

Additional online services can be accessed on a smartphone using the ŠKODA Connect app. Have



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the lights been switched off, are the doors locked, the windows and sunroof closed? The driver can view this information remotely, at any time. The same applies to the fuel level and the resulting vehicle range. It is also possible to display the vehicle's current parking location on a smartphone. 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 Care Connect services are available free of charge in the first year after the purchase of a ŠKODA OCTAVIA RS 245 or ŠKODA OCTAVIA COMBI RS 245. The Remote Access services then incur a charge whilst all other Care Connect services remain free for another 13 years. The data is transferred via a SIM card that is installed in the vehicle.

## **A wealth of 'Simply Clever' features**

ŠKODA is known for its many practical solutions. The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 come with several useful features.

Here is just a selection of them:

- › Bottle holder in the centre console makes it possible to open PET bottles with one hand.
- › Heated steering wheel
- › Two USB ports in the rear
- › The Phonebox in the centre console charges a smartphone inductively

Further 'Simply Clever' features specially for the Combi models:

- › Removable LED torch in the boot
- › Adjustable false boot floor
- › Multifunctional shelf under the boot cover
- › Boot barrier net – this can also be used when the rear seats are folded down thanks to the adjustable fixing points
- › Four bag hooks in the boot
- › Two boot lights
- › 12-volt socket in the boot

## **ŠKODA Motorsport**

ŠKODA used the abbreviation RS for the first time in motorsport in 1974. The ŠKODA 180 RS and 200 RS rally cars are considered to be the 'original RS' cars. The ŠKODA 130 RS is a legendary racing car, having been one of the most successful motorsport cars of its time from its category in the 1970s and 1980s. The RS initials denote ŠKODA's successes in motorsport as well as the high performance and passion represented by the brand. In 2000, the synonym for sportiness entered the ŠKODA model range. This marked the beginning of a success story.

ŠKODA Motorsport's roots reach as far back as 1901. In 1901, Narcis Podsedníček entered the race from Paris to Berlin for the first time with an L&K motorcycle made by ŠKODA's founding fathers Laurin and Klement. What had begun in 1901 on two wheels, continued in the 1970s and '80s with a worldwide series of victories on race tracks and rally courses, finally reaching the latest pinnacle in 2016 with Esapekka Lappi and Janne Ferm, both from Finland, winning the FIA World Rally Championship (WRC 2) in a ŠKODA FABIA R5. These successes are the result of ŠKODA's consistent involvement in motorsport.



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## **ŠKODA FABIA R5**

The ŠKODA FABIA R5 is the most successful rally car in its category by a long stretch. It was officially approved (homologated) for motorsport by the FIA International Automobile Federation on 12 April 2015. In its first season, it was already recording successes all over the world, but 2016 eclipsed all previous records of success: Finns Esapekka Lappi and Janne Ferm took the title for the Czech manufacturer for the first time in the FIA World Rally Championship (WRC 2). A total of 10 events in the World Championship season were won in a ŠKODA FABIA R5. In addition, ŠKODA drivers Gustavo Saba from Paraguay and Gaurav Gill from India won the continental championships in South America and the Asia-Pacific region respectively – also in a ŠKODA FABIA R5. The Qatari driver Nasser Al-Attiyah could not be beaten to the Middle East Rally Championship (MERC). Ten national titles were added to this. 2016 was by far the most successful year in ŠKODA Motorsport's 116-year history.

The successful team engagement was also a catalyst for ever-increasing customer interest: to date, over 130 ŠKODA FABIA R5s have been sold to privateer teams and importers around the world.

The ŠKODA brand achieved a fantastic start to the 2017 season: in the first five rallies of the World Championship, the winning team was driving a ŠKODA FABIA R5. At the end of April, ŠKODA teams were at the top in 18 international and national championships.



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## Topic overview

### Exterior and interior design

## ŠKODA OCTAVIA RS 245 hatchback and Combi: emotive appearance, sporty design

- › Gloss-black radiator grille and wing mirrors
- › Full-LED headlights with AFS adaptive front light system
- › Fog lights, tail lights and number plate illumination also with LED technology
- › Exhaust system with black decorative trims and a sporty sound
- › Interior features Alcantara® sports seats and LED ambient lighting as standard

Mladá Boleslav/Rome, 6 June 2017 – The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245's dynamic and emotive appearance is particularly characterised by the new front section with its wider, gloss-black radiator grille and additional headlights with a crystalline look, featuring full-LED technology and the adaptive light system. The wider air inlets in the bumper as well as the modified LED tail lights also add to the all-round distinctive appearance. The interior is characterised by high-quality materials, Alcantara® sport seats with integrated headrests, a revised Maxi-DOT instrument cluster and LED ambient lighting as standard, which can be set to one of ten various colours.

### New front section in gloss black

The ŠKODA OCTAVIA RS 245 features the new face of the brand with particularly sporty design details. The completely new front section with wider radiator grille, and the broad honeycomb air inlets in the redesigned bumper lend the ŠKODA OCTAVIA RS 245 a masculine and dynamic appearance. The radiator grille's vertical slats as well as its frame both come in a gloss-black finish. The bumper is designed with a particularly bold horizontal line, has broad honeycomb air inlets and contributes to the car's wide and sculptured impression. The design is characterised by raked components and marked precision.

The redesigned headlights with a crystalline look, featuring inspiration from Bohemian glass art, come with full-LED technology and the AFS adaptive front light system as standard. They create specially configured light beams for country roads, motorways, urban traffic and when driving in the rain. The outer units of the full-LED headlights with the AFS adaptive front light system produce the dipped beam, while the full beam is produced by the inner units which taper towards the radiator grille. A strip of lights for indicators and daytime running lights runs along the bottom edge of both of these units. The fog lights, tail lights and number plate illumination also feature LED technology as well as a crystalline appearance.

The housings of the electrically adjustable wing mirrors, featuring a memory function and puddle lights, are likewise black. The puddle lights illuminate the ground and the surrounding area when the driver gets in and out of the car. With its winged arrow, the ŠKODA logo represents the highest degree of precision and clarity. It is centrally positioned on the front end of the bonnet and on the tailgate. The radiator grille and the tailgate both sport the RS logo featuring a gloss-black 'V' (for victory). The left-hand side of the tailgate features the ŠKODA brand name, whilst the model



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designation is located on the right-hand side.

Features such as the spoiler at the rear of the hatchback or the roof spoiler on the Combi, with its integrated third brake light, are further elements of the car's emotive and sporty design.

The ŠKODA OCTAVIA RS 245 can also be recognised as a high-performance sportster acoustically thanks to the throaty sound of its exhaust system. In keeping with the many exterior design details, the trapezoid tailpipes are painted in gloss black.

The design philosophy of precise and sharply cut lines, which characterise the front view of the ŠKODA OCTAVIA RS 245 and the ŠKODA OCTAVIA COMBI RS 245, continues along the sides and at the rear. The sides come across as sporty and dynamic, an impression that is underlined by the short overhang at the front. The horizontal, sharply defined 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 sloping rear window. For the ŠKODA OCTAVIA COMBI RS 245, the roofline gently slopes towards the rear and elegantly merges with the D-pillar.

The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 emphasise their quality with precise shapes, neat lines and an elegant appearance. The sporty 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. The sharply drawn lines make further reference to the ŠKODA-typical crystalline design and produce an intense interplay between light and shade on the body's surfaces. The raised, dynamic window line gives the compact car a distinctive profile.

The lower part of the vehicle's side is visually broken up by a light-reflecting surface. The line required to do this covers the entire length of the vehicle and flows into the reflective strip incorporated into the rear bumper.

The rear bumper comes across as powerful and bold with its subtle contours. The tail lights create the impression of being embedded. The brand-typical C-shaped tail lights have the appearance of homogeneous lighting surfaces. Contours incorporated into the lights ensure better aerodynamics; hatchback and Combi have a drag coefficient of 0.303 and 0.319 respectively.

Both the hatchback and the Combi are 4,689 mm long. The vehicles are 1,814 mm wide, and the hatchback's height is 1.448 Milimeter, the Combi's height is 1.452 Milimeter. At 2,680 mm, the wheelbase is unusually long for this vehicle segment and allows for a very generously sized interior. From these outer dimensions, ŠKODA engineers have created an interior that far exceeds the dimensions usually found in this segment.

These generous dimensions make the ŠKODA OCTAVIA RS 245 and the ŠKODA OCTAVIA COMBI RS 245 genuine family sportsters with plenty of space and a high degree of comfort. In both the hatchback and the Combi, the rear kneeroom is 73 mm, whilst the elbow room is 1,454 mm in the front and 1,449 mm in the rear.

The generous width of the loading floor, 1,010 mm in both the hatchback and the Combi makes it



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easier to transport especially bulky items. The hatchback's boot is also particularly generously sized: 590 l (1,580 l with the rear seats folded down). In the Combi, it is as high as 610 l (1,740 l with the rear seats folded down). Figures which even vehicles from higher segments only rarely reach.

The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 are available in a choice of four body colours: Corrida Red, Moon White, Magic Black and Steel Grey.

## **Interior with Alcantara® sport seats**

The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245's interior not only impresses with its generous dimensions and great clarity, but also with its high-quality materials and new features. The interior of these sporty compact cars is also dominated by the horizontal design approach. This principle underlines the impression of size and width. At the same time, the interior also comes across as clean and uncluttered. The circular instruments are large and easy to read, the modern graphics of the redesigned colour Maxi-DOT instrument cluster make them even crisper.

The sporty look also dominates in the interior, which has also been designed largely in black – from the roof lining to the footwell with its silver-coloured pedals in an aluminium design. With their high sides and integrated headrests, the Alcantara® sports seats provide maximum support in fast corners. The front seats bear the RS logo – as do the front door sills. The driver's seat features red or grey topstitching, is electrically adjustable, offers lumbar support and has a memory function which saves the seat position.

The multifunction sports steering wheel with perforated leather and integrated steering wheel paddles (for DSG transmissions) matches the car's dynamic ambience. The radio and telephone (Bluetooth) can be operated using buttons on the steering wheel. A heated steering wheel is available as an optional extra. There is no need for the driver's hands to leave the steering wheel if they are dazzled by the lights of a vehicle approaching from the rear, as the rear-view mirror dips automatically if necessary.

The LED ambient lighting at the upper end of the decorative trims – in the typical design of the RS 245 (Piano Black) – bathes the interior in atmospheric light. This can be set to one of ten various colours and the recesses behind the door handles are also illuminated.

## **The RS abbreviation**

ŠKODA used the RS abbreviation for the first time in motorsport in 1974. The ŠKODA 180 RS and 200 RS rally cars are considered to be the forefathers of all RS models. The ŠKODA 130 RS is a motorsport legend, having been one of the most successful cars of its type in the 1970s and 1980s. At ŠKODA, the RS initials denote success in motorsport, as well as the brand's high performance and passion. In 2000, the synonym for sportiness entered the ŠKODA model range. This marked the beginning of a success story.



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## Drive and chassis

### **180 kW (245 PS) make the RS 245 the most powerful and fastest ŠKODA OCTAVIA in the company's history**

- › With 180 kW (245 PS), from 0 to 100 km/h in 6.6 seconds
- › Electronically limited to 250 km/h
- › Extremely dynamic cornering thanks to the VAQ limited-slip differential
- › Adaptive Dynamic Chassis Control (DCC) with three driving modes increases safety

The ŠKODA OCTAVIA RS 245 is the most powerful and fastest OCTAVIA in the company's history. With 180 kW (245 PS) it offers 11 kW (15 PS) more than the most powerful variant of the current RS model. The performance figures are impressive – particularly for a family car with ample space. The hatchback accelerates from 0 to 100 km/h in 6.6 seconds, the top speed is electronically limited to 250 km/h. The VAQ limited-slip differential, a special feature of the RS 245, enables dynamic cornering. The adaptive Dynamic Chassis Control (DCC) offers three driving modes and increases safety. The low consumption of 6.4 l per 100 km (for the variant with 7-speed DSG) is also impressive.

#### **A lot of power, low consumption**

Under the bonnet of the ŠKODA OCTAVIA family's sporty top model beats a 180 kW (245 PS) four-cylinder TSI petrol engine. It offers 11 kW (15 PS) more than the most powerful variant of the current RS model. Maximum torque of 370 Nm is available between 1,600 and 4,300 rpm.

For the transmission, there is a choice of a 6-speed manual or a 7-speed DSG gearbox.

From a standing start, the hatchback hits the 100 km/h mark in 6.6 seconds, the Combi takes 6.7 seconds. For both body variants, the top speed is electronically limited to 250 km/h. This makes the ŠKODA RS 245 the fastest OCTAVIA in the company's history.

The acceleration is particularly impressive. When the driver needs to accelerate quickly in the two highest gears, for example when overtaking, the most powerful ŠKODA OCTAVIA instantly delivers muscle. In fifth gear, the ŠKODA OCTAVIA RS 245 with a manual gearbox sprints from 60 to 100 km/h in only 6.4 seconds (Combi: 6.5 seconds) and from 80 to 120 km/h in only 6.6 seconds (Combi: 6.8 seconds).

The ŠKODA OCTAVIA RS 245 bristles with emotion and dynamism. For sporty and ambitious yet practical drivers in the dynamic compact car segment, it provides exceptional value for money. One contributing factor to this is the low average consumption of just 6.4 l per 100 km with the 7-speed DSG gearbox (6.6 l with a 6-speed manual gearbox). CO<sub>2</sub> emissions are 146 and 150 g/km respectively.

#### **Sports chassis and electromechanical VAQ limited-slip differential**

Compared to the 'normal' models in the range, the sports chassis lowers the body of the ŠKODA OCTAVIA RS 245 by 15 mm. Compared to the ŠKODA OCTAVIA RS 230, the rear track is 30mm wider. The standard, burnished gloss-black alloy wheels are 19 inches in diameter. Tyre size is



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225/35 R 19.

The ESC stability system with Sport mode, and the electronically regulated VAQ limited-slip differential are also part of the standard equipment. ESC Sport is a mode intended for a sporty driving style. When Sport mode is activated, the Traction Control System (TCS) is deactivated and the ESC stability programme responds later which enables an even sportier driving style.

The VAQ limited-slip differential allows for particularly dynamic acceleration when exiting bends. The technology, that was originally developed for motorsport, works with an electronically regulated multi-plate clutch that is located between the differential and the powered axle on the right-hand side. As and when it is needed, 100 per cent of the power can be directed to one front wheel. When cornering, the differential transfers an increased amount of engine power to the outer front wheel – i.e. to the wheel with the most grip – as required. In other words, power is put on the road for a longer time if needed. This stabilises the car in the event of a skid and pulls it out of the bend with lots of grip. The risk of understeering during acceleration is significantly reduced. In contrast to purely mechanical differentials, the technology is fully integrated into the functions of the Electronic Stability Control (ESC) system due to its electronic control.

Performance Mode Select with the Performance Sound Generator function enables individual adjustment of drive, chassis and comfort settings. The ŠKODA OCTAVIA RS 245's dynamic character is further underlined by its progressive steering. Due to this technology, the driver can use smaller steering inputs for the required corner radii. Therefore, their grip on the steering wheel needs to be changed less in tight bends.

Adaptive Dynamic Chassis Control (DCC) is available as an optional extra. Electrically operated valves adjust the dampers' settings. The driver has access to three modes to do this: Comfort, Standard and Sport. DCC contributes to active safety by automatically switching to the Sport mode when driving particularly dynamically through bends. This provides more stability, improved tyre grip and shorter braking distances.

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.

Individual preferences can be stored on personalisable keys which are available as an optional extra. They also store other individual settings such as those for the Climatronic and audio systems or the seat position, and adjust them automatically when unlocking the door.

## **Increased track**

The multi-link rear axle distinguishes itself with great comfort and good handling characteristics. The fundamental design principle is the consistent separation of longitudinal and transverse stiffness. The tubular stabiliser and shock absorbers are connected to the spring-loaded control arm. This decreases the forces within the axle and leads to noticeable overall advantages.

The front axle is a MacPherson design with lower triangular wishbones. The high-strength steel used for the wishbones and the pivot bearings' innovative bionic design save on weight. The centrally positioned front axle subframe is designed to maximise transverse stiffness. Besides the



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front axle components, this frame also includes the steering and parts of the engine mount. Large brakes ensure superior deceleration. The red brake callipers emphasise the sporty ambition.



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## Driver assistance systems

### **ŠKODA driver assistance systems set benchmarks in the compact car segment**

- › **Driver assistance systems from higher segments: Lane Change Assist, Rear Traffic Alert, Front Assist with people recognition**
- › **Trailer Assist and proactive occupant protection**
- › **Proven features also in the ŠKODA OCTAVIA RS 245: ACC Adaptive Cruise Control, Lane Assist, Park Assist, High Beam Assist, Traffic Sign Recognition, Driver Alert fatigue detection system**
- › **Passive safety remains at a high level with up to nine airbags**

Various assistance and safety systems also warn of vehicles in the blind spot, when the driver is fatigued and should the vehicle unintentionally deviate from its lane, they keep the vehicle at a constant distance from the vehicle in front. They also control the full beam headlights, recognise traffic signs and autonomously steer the car into parking spaces – even when towing a trailer.

#### **Driver assistance systems from higher vehicle segments**

The ŠKODA OCTAVIA RS 245 and the ŠKODA OCTAVIA COMBI RS 245 don't just offer a comfortable, sophisticated, efficient and sporty ride but also an exceptionally safe one. This is provided by a whole array of assistance systems, which go far beyond the usual level for the compact car segment. The car comes with the following safety systems as standard or optional extras.

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

The Pedestrian Protection function helps to prevent accidents in city 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. People recognition complements Front Assist: at speeds between 10 and 60 km/h, an emergency stop is performed if a pedestrian is detected on a collision course.

#### **Blind Spot Detect monitors rearward traffic and the driver's blind spot**

The new optional Blind Spot Detect system makes driving safer and more relaxed in many situations. Two radar sensors at the rear of the vehicle monitor traffic behind the car. If a vehicle approaches quickly from the rear or is already driving in the blind spot at the side, an LED warning light illuminates on the relevant side in the wing mirror housing. Should the driver still indicate, the LED unit illuminates brightly several times at short intervals. The feature assists the driver at speeds of between 10 km/h and the vehicle's top speed.

#### **Rear Traffic Alert – watchful eyes at the rear**

The Blind Spot Detect system also includes Rear Traffic Alert. Using rear radar sensors, this system makes reversing out of bay parking spaces and drives safer. It recognises approaching



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traffic very early on and warns the driver of any danger – first visually, then acoustically, and finally with automatic braking if necessary.

## **Trailer Assist makes towing easy**

The optional Trailer Assist function transforms even those with little towing experience into experts and prevents awkward incidents when reversing. This is how the system works: first, the driver puts the vehicle in reverse and presses 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. The images from the rear-view camera are displayed on the in-car monitor with guiding lines for orientation. Subsequently, the driver only has to accelerate gently – the system does the rest and automatically steers the car and trailer into position. If the angle between the vehicle and the trailer becomes too large, a warning signal is emitted; if the driver fails to react, the technology slows the car and trailer down automatically.

## **Manoeuvre Assist prevents knocks**

Manoeuvre Assist helps with tricky manoeuvres without a trailer: it applies the vehicle's brakes as soon as it detects an obstacle. From a technical perspective, just like Trailer Assist, it is based on the improved functionality of the ultrasonic parking sensors.

## **Other unchanged, in-car assistance systems**

Proven assistance systems, such as **Electronic Stability Control (ESC)** – which prevents the vehicle from swerving when cornering – or **Front Assist**, remain unchanged in the car.

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 210 km/h. The safety system 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. Level three initiates partial braking. If the driver still fails to react, the fourth level activates Brake Assist at its maximum sensitivity and the vehicle is slowed down by applying full braking force.

**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 system works in conjunction with a camera which is integrated into the base of the rear-view mirror in the windscreen. Lane Assist uses lane markers for guidance and the system is activated when the vehicle is at risk of crossing these markers without the use of the indicators. Then, a visual warning on the multifunction display and a corrective steering manoeuvre are initiated. The system assists the driver at speeds above 65 km/h.

The **Driver Alert fatigue detection system** recognises when the driver's concentration is waning. For this purpose, the system transfers information about steering wheel movements to the control unit. The system also analyses the steering characteristics 15 minutes after the engine has been started and saves the information. The control unit compares this information with the detected driving behaviour and with defined driving characteristics of tired drivers. If necessary, the system prompts the driver to take a break.

If a collision 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



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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. In the event of an accident, the Multi-Collision Brake, which comes as standard, prevents the car from rolling any further in an uncontrolled manner. In addition, the hazard and brake lights are activated. The driver can 'override' the system at any time by accelerating or applying the brakes themselves.

What is the speed limit? Has the restriction on overtaking already been lifted? The ŠKODA OCTAVIA RS 245 knows the answers. 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 can activate the **Park Assist feature (Park Assist 3.0)**. 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.

**Hill-Hold Control** helps the driver when performing a hill start. The system is activated on inclines of above five per cent and allows for relaxed and safe hill starts, without the driver having to use the handbrake. This prevents the vehicle from rolling backwards and the engine from stalling.

**High Beam Assist** rounds off the programme. In darkness and when the speed exceeds 60 km/h, the sensor recognises vehicles ahead (at a distance of up to 400 m) as well as oncoming traffic (up to 1,000 m) and dips the beam when required. However, the driver can 'override' the system at any time.

## **Passive safety remains high**

The comprehensive package of restraint features remains unchanged. Five three-point seat belts working in complete harmony with up to nine airbags ensure maximum safety on board. These include front airbags for the 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. As before, the tyre pressure monitor comes as standard.

In the Euro NCAP crash test, the ŠKODA OCTAVIA achieved in 2013 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

### In-car entertainment and assistance using the technology of the future

- › Four infotainment systems with capacitive touchscreens
- › Online Traffic Information service detects traffic jams and recommends alternative routes
- › Occupants are 'always online'
- › ŠKODA Connect with Infotainment Online for more entertainment
- › Care Connect for assistance and help in an emergency

The ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245 come with the latest generation of infotainment systems. They bring the future of connectivity into the vehicle. Thanks to the LTE module and Wi-Fi hotspot, occupants can be 'always online'. ŠKODA Connect with mobile online services is divided into two categories: Infotainment Online for entertainment and information, as well as Care Connect for support and assistance. The range also includes the automatic Emergency Call. The ŠKODA Connect app's Parking Location function directs the driver to the car using their smartphone. Journeys can be programmed at home and transferred to the vehicle online. Depending on the traffic situation, the driver receives a recommendation of the best time to set off. Online Traffic Information displays the current traffic flow on the selected route and recommends suitable diversions in case of a traffic jam.

#### Infotainment systems ensure protection and entertainment

Protection and entertainment is provided by the infotainment systems. Four hardware components are available: the Swing (standard) and Bolero music 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 the lightest of touches. The displays of the optional Bolero, Amundsen and Columbus infotainment systems with their new glass design refine the high-quality dashboard even further. In the ŠKODA OCTAVIA RS 245, they display a digital start screen.

The standard **Swing** music system comes with a 6.5-inch screen, an SD-card slot, an aux-in socket and a USB port. Other optional connectivity features are available, ranging up to the SmartLink+ platform: this integrates smartphone apps and brings Apple CarPlay, Android Auto and MirrorLink™ into the ŠKODA OCTAVIA RS 245 and ŠKODA OCTAVIA COMBI RS 245. When the customer connects their smartphone to the USB port, the relevant environment opens. The range of apps that can be integrated via SmartLink+, which come in different variants that have been specially adapted for the vehicle, is regularly updated.

The **Bolero** music system comes with a high-resolution 8.0-inch screen in an elegant glass design and with finely honed sensors. When the user's finger approaches, an operation mode is activated that enables swiping, scrolling and character input. Moreover, the Bolero system can read out SMS text messages and allows them to be written on the display. Furthermore, the system integrates a convenient hands-free system including Bluetooth and voice control, eight speakers and SmartLink+.



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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 free of charge throughout the lifetime of the device.

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

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 data stick. In the Columbus system, they work using the user's smartphone or an inserted customer SIM card with high-speed LTE.

## **The best sound with 570 watts**

The CANTON sound system provides unmatched sound with ten speakers and 570 watts (including a central speaker on the instrument panel and a subwoofer in the boot).

## **ŠKODA Connect – mobile online services set the standard**

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

- › Infotainment Online services for information and entertainment.
- › Care Connect services for driver assistance and remote vehicle access.

One of the highlights of the Infotainment Online services is Online Traffic Information, which transfers traffic flow on the selected route in real time to the car and suggests alternative routes in the event of a traffic jam. The Petrol Station service lists petrol stations (including fuel prices) along a selected route. The Parking Spaces, News and Weather services provide further tailored information.

The automatic Emergency Call is available as an option: if a restraint system has been activated following an accident, the system automatically establishes a voice and data connection to a dedicated emergency call centre and transfers all of the necessary information: accident location, direction of travel, seriousness of the accident, number of occupants. The occupants can also trigger the Emergency Call manually via a button in the roof module.

There is also an 'i' button and a Breakdown Call. The 'i' button in the roof module enables the driver to contact an expert in the customer call centre, in order to have technical questions answered, for example. In the event of a breakdown, help can be organised using the breakdown button in the roof module.

When a customer activates the Proactive Service feature, their dealership contacts them when a service is due to arrange a convenient appointment. In addition, service-relevant vehicle data can



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be transferred to the ŠKODA garage.

## **ŠKODA Connect app enables remote access via a smartphone**

Additional online services can be accessed on a smartphone using the ŠKODA Connect app. Have the lights been switched off, are the doors locked, the windows and sunroof closed? The driver can view this information remotely, at any time. The same applies to the fuel level and the resulting vehicle range.

It is also possible to display the vehicle's current parking position and directions to get there on the smartphone.

Where 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 Trip Statistics function rounds off the range of remote services.

Care Connect services support the occupants in many situations. They are available for all infotainment systems. In the first year after the purchase of a ŠKODA OCTAVIA RS 245 or ŠKODA OCTAVIA COMBI RS 245 they are available free of charge. The Remote Access services will then incur a charge whilst all other Care Connect services remain free for another 13 years. The data is transferred via a SIM card that is installed in the vehicle.



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**'Simply Clever'**

## Intelligent 'Simply Clever' features for even more comfort and practicality

- › Heated steering wheel for cold winter days
- › Car key that saves individual vehicle settings
- › Holder in the centre console makes it possible to open PET bottles with one hand
- › Phonebox in the front centre console charges a smartphone inductively
- › Two USB ports in the rear for charging smartphones
- › Removable LED torch in the boot of the Combi

Customers also value ŠKODA models because of the many practical solutions that the designers always come up with for every model to further increase comfort for the driver and passengers. The 'Simply Clever' features are characterised by astonishing attention to detail. The engineers have also developed some new features for the ŠKODA OCTAVIA RS models. These include: a heated steering wheel, a holder in the centre console that makes it possible to open PET bottles with one hand, two USB ports in the rear, the Phonebox in the centre console that inductively charges smartphones, as well as a car key that saves individual vehicle settings for up to 3 persons.

### A wealth of 'Simply Clever' features (as standard or optional)

- › Bottle holder in the centre console – it is shaped in such a way that it holds the base 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 in the rear seats can charge smartphones and other devices.
- › The Phonebox in the front centre console charges a smartphone inductively and connects to the car aerial.
- › Removable LED torch in the boot of the Combi – its battery automatically recharges when the vehicle is in motion.
- › 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.
- › Ticket holder on the A-pillar – the ideal place for your parking ticket, securely attached and easily visible from the outside.



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- › 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.
- › 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 rear.
- › 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 – it is quickly to hand when it is needed.
- › Rear 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 a hard-wearing surface, its reverse side is also suitable for transporting dirty or wet objects.

## **Further 'Simply Clever' features for the Combi models:**

- › Adjustable false boot floor – provides flexible transport options and secure storage. It also 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 even illumination of the boot.
- › 12-volt socket – the electrical connection in the boot can, for example, supply a cool box stored there with energy.



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## **ŠKODA Motorsport: a tradition of success – from motorcycling to world rally championships**

- › ‘Simply Clever’ and ‘Simply Fast’: since 1901, ŠKODA has been winning on race tracks and rally courses around the globe
- › Origins on two wheels: ŠKODA’s motorsport roots lie in motorcycle racing
- › Ingenious concept: in the 1970s and ‘80s, the ultralight, rear-engined racer the ŠKODA 130 RS drove to a series of victories
- › From one to two driven axles: the all-wheel-drive ŠKODA FABIA SUPER 2000 has been surpassed by its successor the ŠKODA FABIA R5 as the best car in the FIA WRC 2
- › Works involvement laid the foundations for successful customer sport and led to victory in the 2016 World Rally Championship (WRC 2)

**Mladá Boleslav / Rome, 6 June 2017 – ŠKODA’s motorsport roots reach back more than a century. In 1901, Narcis Podsedníček entered the race from Paris to Berlin for the first time with an L&K motorcycle made by ŠKODA’s founding fathers Laurin and Klement. What had begun in 1901 on two wheels, continued in the 1970s and ‘80s with a worldwide series of victories on race tracks and rally courses, finally reaching the latest pinnacle in 2016 with the Finnish drivers Esapekka Lappi und Janne Ferm winning the FIA World Rally Championship (WRC 2) in a ŠKODA FABIA R5. These successes are the result of ŠKODA’s consistent involvement in motorsport.**

The love of motorsport goes all the way back to company’s founding fathers Laurin and Klement (L&K). Just two years after the start of motorcycle production, they trusted racer Narcis Podsedníček with their new L&K single-cylinder motorcycle and, in 1901, sent him to the long-distance race from Paris to Berlin. Podsedníček was, in the truest sense of the word, inconceivably fast and was the first to cross the finish line – before official timing had even been set up. The race organisation summarily disqualified him.

However, Laurin and Klement would not be discouraged. They had, in fact, demonstrated in impressive style that they had not only built the fastest, but also the most reliable motorcycle. And true to the motto “Win on Sunday, sell on Monday”, success in motorsport has always been a convincing marketing tool. ŠKODA Motorsport’s now 116-year tradition was born.

L&K motorcycles made a lasting impression on the international motorcycle racing scene and were amongst the most successful machines of the early 20<sup>th</sup> century. Victories at numerous hill climbs and success at classic long-distance races, such as the 2,400-km race from Saint Petersburg to Sevastapol, demonstrated the speed and reliability of the motorcycles from Mladá Boleslav. In 1905, L&K works driver Václav Vondřich won the prestigious ‘Coupe International’ in Dourdan, France. At the close of their involvement in motorcycle racing, L&K won the unofficial motorcycle world championship.

However, Laurin and Klement saw that their economic future lay on four wheels: in 1905, the first L&K car rolled out of the production halls in Mladá Boleslav, the legendary Voiturette A. From then on it was only logical for the founders to enter into automobile racing. Otto Hieronymus and Count Alexander Kolowrat were the trailblazers. The first triumph was noted as early as 1908 at the



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legendary Semmering near Vienna, another followed a year later at the Daillon in Switzerland. Five successes in a row at the Austrian alpine run laid the foundation for the brand's long history in rallying. When Count Kolowrat lined up at the start of the legendary Rallye Monte Carlo in 1912, his L&K FCR was powered by a 5.5-litre, four-cylinder engine producing 100 PS which was impressive at the time.

1925 was marked by the fusion of L&K with the ŠKODA Works. That didn't harm their presence in motorsport, on the contrary, from 1933 to 1935, three ŠKODA six-cylinder racing cars – the Rapid Six special car – took part in the '1,000 miles of Czechoslovakia'. With the innovative ŠKODA POPULAR, the first ŠKODA with a modern, central tubular frame and an advanced engine with overhead valves was launched in 1934.

Another big statement was made in 1936 by Zdeněk Pohl and Jaroslav Hausman who, with a two-seater ŠKODA POPULAR SPORT, fought their way to second place in their category at the Rallye Monte Carlo. This success continued to fan the flames of 'rallymania' in their home country of Czechoslovakia. ŠKODA reacted promptly and presented a particularly sporty, special edition, the ŠKODA POPULAR SPORT MONTE CARLO.

After World War II, ŠKODA continued its motorsport activities. Participation in the 24 Hours of Le Mans in 1950 was another milestone. At circuit races in Eastern Europe, numerous victories were achieved with open-topped, two-seater sports cars based on the 1101 production model. The ŠKODA OCTAVIA, presented in 1959, went from success to success in the touring car class for vehicles with a cylinder capacity of up to 1.3 litres. The Finns Esko Keinänen and Rainer Eklud not only won their category at the 1961 Rallye Monte Carlo, but also achieved a sensational sixth place in the overall rankings.

The ŠKODA 1000 MB marked a new chapter for the brand in the 1960s. In 1964, the first ŠKODA with rear-wheel drive and a rear-mounted engine represented a new technological approach. This entire concept was ideal for motorsport due to the weight distribution and the increased traction. In addition to the rally car, a single-seater racing car was also developed for use on the track, which was fitted with the drive unit of the ŠKODA 1000 MB. ŠKODA had created another success: in 1968, Miroslav Fousek won the Eastern European Formula 3 Championship.

The ŠKODA 110 R sport-coupé formed the basis for a legendary racing and rally car which caused a sensation from 1974 onwards: the light and innovative ŠKODA 130 RS, which was given the affectionate nickname 'the Porsche of the East' in the scene in reference to the superior rally car of this era. The 130 RS was not only one of the most successful rally cars of its time in its class. Victories at the 1981 European Touring Car Championship and the double victory at the Rallye Monte Carlo (1977) in the 1.3-litre category demonstrated the qualities of the Czech concept – 'Simply Clever' and 'Simply Fast'.

ŠKODA's presence in motorsport was further expanded when it became part of Volkswagen Group in 1991. With the FAVORIT model, modern front-wheel drive combined with a front-mounted engine, which nowadays can be found in practically all vehicles from the compact and mid-size car segment, was used for the brand's participation in motorsport. Things remained the same in terms of sportiness: in 1991, the ŠKODA FAVORIT won the FIA World Rally Championship Cup for vehicles with 2-litre engines and one powered axle.



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With the ŠKODA OCTAVIA WRC introduced in 1997, the works team entered the World Rally Championship (WRC) at the top level for the first time. The 300 PS all-wheel-drive vehicle with a turbo engine was the ŠKODA brand's first World Rally car. The toughest long-distance rally in the world, the Safari Rally in Kenya, saw the brand's greatest success: in 2001, German works driver Armin Schwarz drove his way to an outstanding third place with co-driver Manfred Hiemer. The ŠKODA OCTAVIA WRC was also successful in many national championships. From 2003 to 2007, the successor model, the ŠKODA FABIA WRC, made a big impact.

From 2009, the ŠKODA FABIA SUPER 2000 took the rally scene by storm – until then, no rally car had been more successful in its segment. The ŠKODA FABIA SUPER 2000 won 50 national and international titles worldwide, thereby writing the most successful chapter in ŠKODA's motorsport history – until its successor, the ŠKODA FABIA R5, surpassed it.

The ŠKODA FABIA R5 – which had been officially approved (homologated) for motorsport by the FIA International Automobile Federation on 12 April 2015 – drove to its first success worldwide in just its first season. However, 2016 overshadowed all of its previous successes: Finns Esapekka Lappi and Janne Ferm took the title at the FIA World Rally Championship (WRC 2) for the Czech manufacturer for the first time. A total of 10 events in the World Championship season were won in the ŠKODA FABIA R5. In addition, ŠKODA drivers Gustavo Saba from Paraguay and Gaurav Gill from India won the continental championships in South America and the Asia-Pacific region respectively – also in the ŠKODA FABIA R5. The Qatari driver Nasser Al-Attiyah could not be beaten to the Middle East Rally Championship (MERC). Ten national titles were added to this. The successful works engagement was also a catalyst for customer interest which was becoming stronger and stronger: to date, over 130 ŠKODA FABIA R5s have been sold to privateer teams and importers around the world.

In 2017, works teams Pontus Tidemand/Jonas Andersson (SWE/SWE) and Jan Kopecký/ Pavel Dresler (CZE/CZE) are entering selected rallies at the FIA World Rally Championship (WRC 2). Kopecký/Dresler will also chase the title in the Czech Rally Championship (MČR) after winning two successive titles.

The ŠKODA brand achieved a fantastic start to the 2017 season: in the first five rallies of the World Championship, the winning team was driving a ŠKODA FABIA R5. At the end of April, ŠKODA teams were at the top in 18 international and national championships. And the success story is far from over.



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## ŠKODA FABIA R5: the most successful rally car at the World Rally Championship (WRC 2)

- › In 2016, the ŠKODA FABIA R5 won the World Rally Championship (WRC 2), the Czech Rally Championship (MČR) and the Asia-Pacific Championship (APRC)
- › Works team participation inspires customer sport: more than 130 ŠKODA FABIA R5 cars sold to importers and privateer teams worldwide
- › Four victories for the ŠKODA FABIA R5 in the first four rallies of the WRC 2

**Mladá Boleslav / Rome, 6 June 2017 – The ŠKODA Motorsport team had a dream start to the 2017 season: with the teams of Andreas Mikkelsen (winner at the Rallye Monte Carlo and Tour de Corse together with co-driver Anders Jæger-Synnevaag) and Pontus Tidemand (winner in Sweden and Mexico together with co-driver Jonas Andersson) winning the first four rallies of the World Rally Championship (WRC 2 category) in the ŠKODA FABIA R5. Quality and quantity – the success of the works team inspires customer sport: to date, more than 130 of the most successful car in the World Rally Championship (WRC 2) have been sold to importers and privateer teams.**

The ŠKODA FABIA R5 drives from victory to victory, not only in the World Rally Championship but also in other international and national championships. At the end of April, ŠKODA teams were leading in 18 national championships – this kind of result is unique in recent history. The ŠKODA FABIA R5 is thereby the most successful rally car in its category by a long stretch.

Among the international and national championships and series, the FIA Asia-Pacific Rally Championship (APRC) stands out in particular. It is held in New Zealand, Australia, Japan, and Malaysia as well as in China and India, which are especially important growth markets for ŠKODA. In 2017, the MRF ŠKODA team with Gaurav Gill/Glen Macneall (IND/AUS) and Norwegian youngsters Ole Christian Veiby/Stig Rune Skjaermoen are using two ŠKODA FABIA R5 cars. In the previous year, ŠKODA celebrated a superior double victory; the champion was Gaurav Gill from India.

In the Czech championship, Jan Kopecký/Pavel Dresler (CZE/CZE) are driving from victory to victory with the ŠKODA FABIA R5 and the defence of their title in 2017 lies in their hands. The Czech champion team are also competing together with Pontus Tidemand/Jonas Andersson (SWE/SWE) at selected rallies in the FIA World Rally Championship (WRC 2). Following the 2016 title win by Esapekka Lappi and Janne Ferm (FIN/FIN), the ŠKODA works team's objective for 2017 is clear: to defend the world championship title.

In retrospect, 2016 was by far the most successful year in the 116-year history of ŠKODA Motorsport. Besides the victory in the FIA World Rally Championship (WRC 2) by Lappi/Ferm and ten victories at World Rally Championship (WRC 2) rallies, further successes by ŠKODA teams were recorded all over the world. ŠKODA drivers Gustavo Saba from Paraguay and Gaurav Gill from India won the continental championships in South America and the Asia-Pacific region respectively – also in the ŠKODA FABIA R5. The Qatari driver Nasser Al-Attiyah could not be beaten in the Middle East Rally Championship (MERC). Ten national titles in the most important sales markets for the ŠKODA brand were added to this.



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ŠKODA privateer teams are also causing a stir in 2017 at the European Rally Championship (ERC). At the first rally – the Azores Rallye – Portuguese Bruno Megalhaes and German Marijan Griebel secured a double victory.

The ŠKODA FABIA R5 is now the most successful car in ŠKODA's motorsport history. The FABIA R5 is fitted with a 1.6-litre turbo engine in compliance with FIA regulations. Other basic technical data includes all-wheel drive, a sequential five-speed transmission, and MacPherson front struts. Regulations stipulate a minimum weight of 1,230 kg. Besides an extensive series of tests, the involvement of the ŠKODA Motorsport works teams ensure in particular that the development of the ŠKODA FABIA R5 never stops. Thanks to its on-site presence, it is also possible for the team led by Head of Motorsport Michal Hrabánek to remain in contact with customers at all times, to take requests for changes and suggestions on board, and to take them into account for further development.

The result: the ŠKODA FABIA R5 could not be beaten on the icy tarmac tracks of the Rallye Monte Carlo, forest roads covered in deep snow in Sweden, mountain gravel tracks during the Rally Mexico nor in the rugged, narrow, tarmac maze on the island of Corsica. Speed is combined with the highest level of reliability – no wonder that more and more teams all over the world are counting on the ŠKODA FABIA R5. In accordance with FIA regulations, the race-ready base model of the ŠKODA FABIA R5 costs a net amount of €180,000.



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## ŠKODA FABIA R5: technical information

### Vehicle

- › Standard vehicle ŠKODA FABIA, 3<sup>rd</sup> generation
- › Length 3,994 mm
- › Width 1,820 mm
- › Weight (in accordance with regulations) 1,230 kg
- › Body adapted for all-wheel drive
- › Safety cage

### Engine

- › Four-cylinder with turbocharger cylinder capacity 1,620 cm<sup>3</sup>
- › Petrol direct injection
- › Max. power output 205 kW / 4,750 rpm
- › Max. torque 420 Nm / 4,750 rpm

### Drive

- › All-wheel drive
- › 5-speed transmission
- › Manual sequential gears
- › Mechanical differentials in front and rear axles

### Chassis

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

### Electronics

- › Sensors for engine management system

### Fuel system

- › Special fuel tank 82.5-litre capacity

### Wheel rims

- › Tarmac 8x18 inch – min. weight in accordance with regulations 8.9 kg
- › Dirt track 7x15 inch – min. weight in accordance with regulations 8.6 kg

### Tyres

- › Michelin



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

<u>Event</u>	<u>Date</u>
Rally Monte Carlo	19/01-22/01/2017
Rally Sweden	09/02-12/02/2017
Rally Mexico	09/03-12/03/2017
Rally France	06/04-09/04/2017
Rally Argentina	27/04-30/04/2017
Rally de Portugal	18/05-21/05/2017
Rally Italia	08/06-11/06/2017
Rally Poland	29/06-02/07/2017
Rally Finland	27/07-30/07/2017
Rally Deutschland	17/08-20/08/2017
Rally de España	05/10-08/10/2017
Rally Great Britain	26/10-29/10/2017
Rally Australia	16/11-19/11/2017

## Czech Rally Championship (MČR)

<u>Event</u>	<u>Date</u>
Valašská Rally	25/03-26/03/2017
Rally Šumava Klatovy	21/04-22/04/2017
Rally Český Krumlov	19/05-20/05/2017
Rally Hustopeče	16/06-17/06/2017
Rally Bohemia	01/07-02/07/2017
Barum Czech Rally Zlín	25/08-27/08/2017
Rally Příbram	06/10-08/10/2017

## FIA Asia-Pacific Rally Championship

<u>Event</u>	<u>Date</u>
Rally Whangarei – New Zealand	28/04-30/04/2017
Rally Australia	26/05-28/05/2017
Rally China	07/07-09/07/2017
Rally Malaysia	11/08-13/08/2017
Rally Hokkaido – Japan	15/09-17/09/2017
Rally India	24/11-26/11/2017



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## ŠKODA AUTO

- › is one of the longest-established car manufacturers in the world. The company was founded 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, KAROQ, KODIAQ and SUPERB.
- › delivered more than 1 million vehicles to customers worldwide in 2016.
- › has been part of Volkswagen Group since 1991, one of the most successful vehicle manufacturers in the world. 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 30,000 people globally and is active in more than 100 markets.



**ŠKODA**  
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# ŠKODA OCTAVIA RS 245

Technical specifications	2.0 TSI/180 kW	2.0 TSI/180 kW (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> ]	1984	
Bore × Stroke [mm × mm]	82.5 × 92.8	
Max. engine performance/revs [kW at rpm]	180/5000–6700	
Max. torque/revs [Nm at rpm]	370/1600–4300	
Compression ratio	9.6 : 1	
Emission limit	EU 6	
Fuel injection system	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	
<b>Transmission</b>		
Wheel drive	front wheel drive	
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-2.09 III-1.48 IV-1.09 V-1.10 VI-0.91 R-4.55	I-3.40 II-2.75 III-1.77 IV-0.93 V-0.71 VI-0.76 VII-0.64 R-2.90
Axle ratio	3.45/2.76	4.17/3.13
<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	7.5J × 19"	
Tyres	225/35 R19	



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA OCTAVIA RS 245

Technical specifications		2.0 TSI/180 kW	2.0 TSI/180 kW (A)
<b>Body</b>			
Body		5 door, two compartment, 5 seater	
Drag coefficient $c_w$		0.303	
<b>Outside dimensions</b>			
Length	[mm]	4689	
Width	[mm]	1814	
Height (at kerb weight)	[mm]	1448	
Wheel base	[mm]	2680	
Clearance (at kerb weight)	[mm]	127	
Height of the loading sill (at kerb weight)	[mm]	687	
Track front	[mm]	1535	
Track rear	[mm]	1544	
<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]	590	
Storage capacity with rear seatback folded down	[l]	1580	
<b>Weights</b>			
Kerb weight – incl. driver*	[kg]	1445	1465
Payload – incl. driver*	[kg]	542	
Total weight	[kg]	1912	1932
Max. roof load	[kg]	75	
Max. trailer load w/o brakes	[kg]	720	730
Max. trailer load with brakes – 12%	[kg]	1600	
Max. trailer load with brakes – 8%	[kg]	1800	
Max. nose weight	[kg]	75	



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA OCTAVIA RS 245

Technical specifications		2.0 TSI/180 kW	2.0 TSI/180 kW (A)
<b>Liquids</b>			
Tank capacity	[l]	50	
<b>Performance/consumption</b>			
Maximum speed	[km/h]	250	250
Acceleration 0–100 km/h	[s]	6.6	6.6
Fuel consumption (1999/100/EC)			
Consumption – urban	[l/100 km]	8.7	8.3
Consumption – extra-urban	[l/100 km]	5.4	5.3
Consumption – combined	[l/100 km]	6.6	6.4
CO <sub>2</sub> emissions	[g/km]	150	146
Turning circle diameter	[m]	10.5	

Specifications are preliminary.

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



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA OCTAVIA COMBI RS 245

Technical specifications	2.0 TSI/180 kW	2.0 TSI/180 kW (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> ]	1984	
Bore × Stroke [mm × mm]	82.5 × 92.8	
Max. engine performance/revs [kW at rpm]	180/5000–6700	
Max. torque/revs [Nm at rpm]	370/1600–4300	
Compression ratio	9.6 : 1	
Emission limit	EU 6	
Fuel injection system	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	
<b>Transmission</b>		
Wheel drive	front wheel drive	
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-2.09 III-1.48 IV-1.09 V-1.10 VI-0.91 R-4.55	I-3.40 II-2.75 III-1.77 IV-0.93 V-0.71 VI-0.76 VII-0.64 R-2.90
Axle ratio	3.45/2.76	4.17/3.13
<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	7.5J × 19"	
Tyres	225/35 R19	



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA OCTAVIA COMBI RS 245

Technical specifications		2.0 TSI/180 kW	2.0 TSI/180 kW (A)
<b>Body</b>			
Body		5 door, two compartment, 5 seater	
Drag coefficient $c_w$		0.319	
<b>Outside dimensions</b>			
Length	[mm]	4689	
Width	[mm]	1814	
Height (at kerb weight)	[mm]	1452	
Wheel base	[mm]	2680	
Clearance (at kerb weight)	[mm]	127	
Height of the loading sill (at kerb weight)	[mm]	619	
Track front	[mm]	1535	
Track rear	[mm]	1544	
<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]	610	
Storage capacity with rear seatback folded down	[l]	1740	
<b>Weights</b>			
Kerb weight – incl. driver*	[kg]	1467	1487
Payload – incl. driver*	[kg]	566	
Total weight	[kg]	1958	1978
Max. roof load	[kg]	75	
Max. trailer load w/o brakes	[kg]	730	740
Max. trailer load with brakes – 12%	[kg]	1600	
Max. trailer load with brakes – 8%	[kg]	1800	
Max. nose weight	[kg]	75	



**ŠKODA**  
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# ŠKODA OCTAVIA COMBI RS 245

Technical specifications		2.0 TSI/180 kW	2.0 TSI/180 kW (A)
<b>Liquids</b>			
Tank capacity	[l]	50	
<b>Performance/consumption</b>			
Maximum speed	[km/h]	250	250
Acceleration 0–100 km/h	[s]	6.7	6.7
Fuel consumption (1999/100/EC)			
Consumption – urban	[l/100 km]	8.7	8.3
Consumption – extra-urban	[l/100 km]	5.4	5.3
Consumption – combined	[l/100 km]	6.6	6.4
CO <sub>2</sub> emissions	[g/km]	150	146
Turning circle diameter	[m]	10.5	

Specifications are preliminary.

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