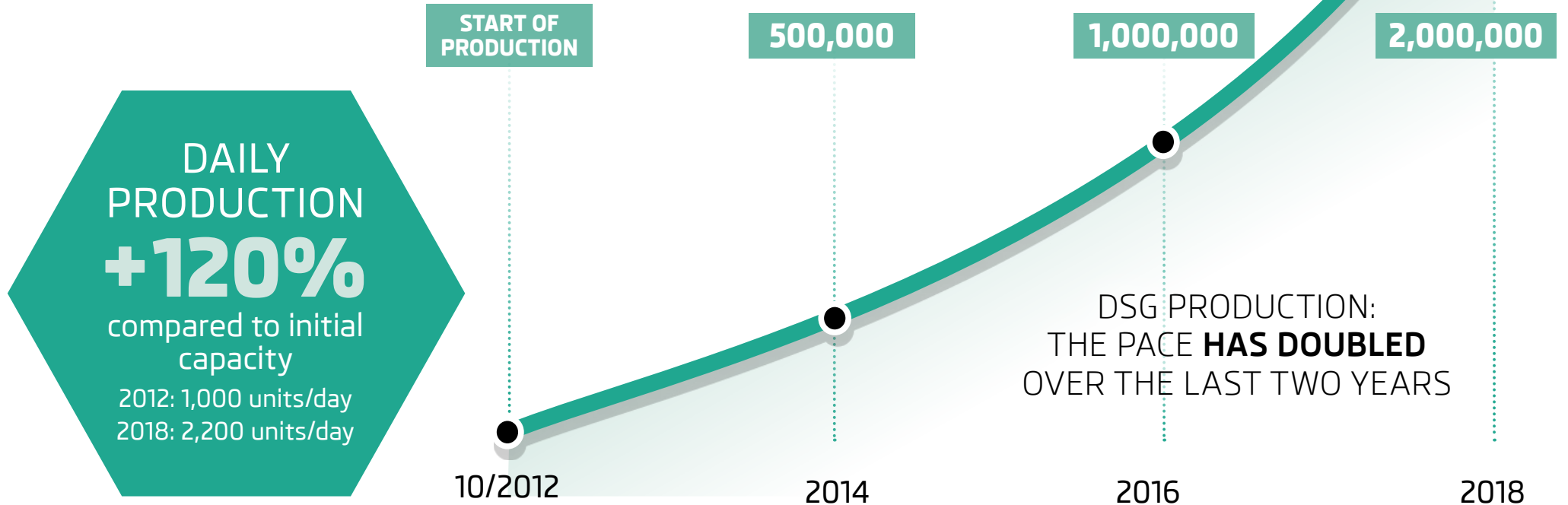


IMPORTANT MILESTONE OF VRCHLABÍ PLANT

2,000,000 DSG TRANSMISSIONS

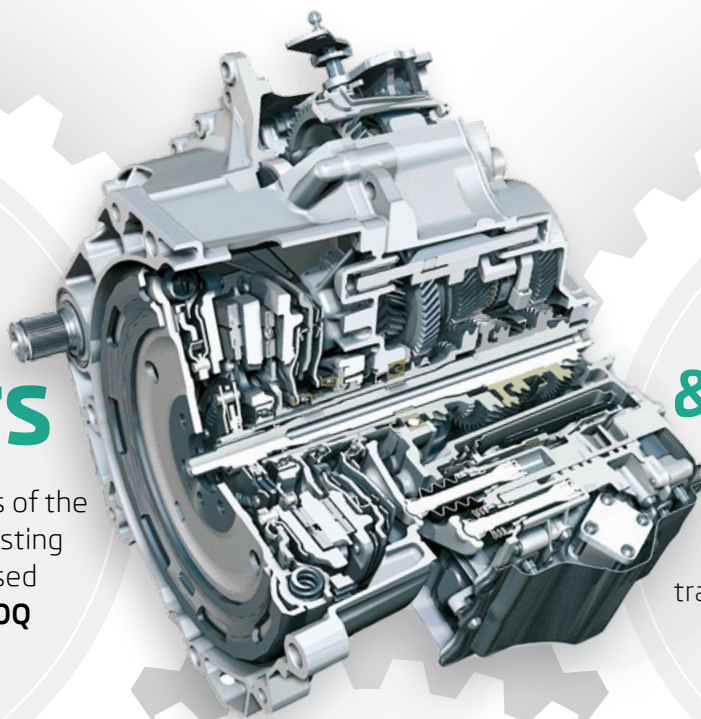
Since October 2012, 2 million DSG dual-clutch transmissions have come off the production line at the ŠKODA AUTO Vrchlabí plant already. The DQ 200 is **one of the most cutting-edge automated transmissions**. It has seven speeds and is used both in ŠKODA cars and in models of other Group brands.



DQ 200: FACTS & FIGURES

352
PARTS
+32 VARIANTS

At the Vrchlabí plant, a total of 32 variants of the DQ 200 transmission is built, each consisting of 352 parts. The transmissions are used in the **FABIA, RAPID, OCTAVIA, KAROQ** and **SUPERB** models as well as in many vehicles from Volkswagen Group.



& 7
SPEEDS
CLUTCHES

The state-of-the-art 7-speed DSG transmission impresses with gear changes **within milliseconds** and a high degree of comfort. It also **saves more fuel** than conventional automatic transmissions.

70 kg
-25%

The DQ 200 dual-clutch transmission is used in small and medium-sized models fitted with engines producing **torque of up to 250 Nm**. With a low weight of 70 kg, it is approximately 25% lighter than the 6-speed DSG.

DID YOU KNOW...?

■ In 2017, the Czech car manufacturer produced a total of **1.16 million transmissions**. ŠKODA AUTO produces 4,880 transmissions every day.



■ Within Volkswagen Group, ŠKODA AUTO assumes more responsibility for **transmission development and tests**. At the engine centre, two new transmission test stands commenced operation at the beginning of 2018.

[CLICK HERE FOR MORE INFORMATION](#)

DID YOU KNOW...?

■ The Vrchlabí plant has a **history of more than 150 years**. The company was founded by Ignaz Theodor Petera in 1864, the first car body was built here in 1908. Three years later, the company even received a prestige order from the Austrian-Hungarian Emperor Franz Joseph I.

■ The first ŠKODA vehicle built in Vrchlabí was the **Tudor model in 1946**. Since 2012, the Vrchlabí plant has exclusively produced DSG transmissions.



250 MILLION EUROS:
INVESTMENT IN THE
MODERNISATION OF THE PLANT,
PARTICULARLY OF THE HALLS,
THE TECHNICAL EQUIPMENT
AND LOGISTICS