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The new ŠKODA KODIAQ at the Paris Motor Show 2016 - Press Kit

- › **Discover new grounds: with the ŠKODA KODIAQ, the brand is starting its extensive SUV campaign and will conquer new markets and win over new customers**
- › **Transfer of ŠKODA's design language into the SUV segment; light, safe bodywork**
- › **Very spacious interior, largest boot within its class with a volume of up to 2,065 l**
- › **4.70 m long, adjustable rear seats as standard, optional third row of seats**
- › **Towing capacity of up to 2.5 tonnes, Tow Assist available**
- › **Functional and practical thanks to more than 30 'Simply Clever' features, including door-edge protection and two umbrellas**
- › **Pioneering driver assistance systems, which are often only available in higher vehicle classes**
- › **State-of-the-art infotainment systems, Phonebox with inductive charging available as an optional extra**
- › **Attractive new connectivity solutions with ŠKODA Connect**
- › **Infotainment Online provides information and entertainment, Care Connect provides support in numerous situations including the Emergency Call feature**
- › **Five engines, high performance with fuel efficiency**
- › **6-speed manual transmission, 6- and 7-speed DSG transmission, front-wheel and all-wheel drive**
- › **Balanced chassis, optional Driving Mode Select and DCC shock absorbers**

Mladá Boleslav/Paris, 29 September 2016 – With a length of 4.70 m, up to seven seats and the largest boot within its class, the ŠKODA KODIAQ is the Czech car manufacturer's first large SUV. From early 2017, ŠKODA's latest model will present itself with all of the brand's strengths: a design that is full of character, extraordinary interior space, practical intelligence and innovative technology that can otherwise only be found in higher vehicle classes. The ŠKODA KODIAQ marks the beginning of ŠKODA's extensive SUV campaign.

"With the ŠKODA KODIAQ, we are striking out in a new direction and opening up new markets," says ŠKODA CEO Bernhard Maier. "With our first large SUV, we are conquering a new segment for the brand – and new customer groups. Our new addition to the ŠKODA model range is truly as strong as a bear: it makes the brand even more attractive thanks to its concept, striking design and as the first ŠKODA that has the option of always being online, thereby offering more comfort, safety and real-time information. The ŠKODA KODIAQ is at the forefront of ŠKODA's extensive SUV campaign."

ŠKODA Board Member for Technical Development, Christian Strube, added, "The ŠKODA KODIAQ offers all of our brand's strengths: well-thought-out functionality, superior



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interior space and excellent value for money. The largest boot compared to the competition and the optional third row of seats alone make our new SUV the ideal companion for day-to-day demands. And when it comes to driver assistance systems, infotainment and connectivity, the ŠKODA KODIAQ proves ŠKODA's innovative capabilities, offering the technology of higher classes and therefore putting itself at the top of its segment."

Exterior design

The ŠKODA KODIAQ is an all-rounder: the SUV is suitable for business, as well as family and leisure use – and drives off-road with ease. The brand transfers its new design language into the SUV segment with a design that reflects the car's versatile character: the ŠKODA KODIAQ features a bold interplay of elegant lines, sporty contours and robustness, which make it easily recognisable.

All of the ŠKODA KODIAQ's lines are clear, precise and clean-cut – this applies in particular to the distinctive, highly recessed shoulder line. Double horizontal lines on the front symbolise protection and strength. The wide, three-dimensional radiator grille is striking and conveys the robust character. The narrow, raked headlights, which flow seamlessly into the radiator grille, give the ŠKODA KODIAQ a distinctive appearance. The two double-headlights create a striking four-eyed face and stand out due to their crystalline structure, which can also be seen in other features such as the rear lights. Here, ŠKODA's Head of Design, Jozef Kabaň, and his team were inspired by traditional Czech crystal glass art, which is also reflected in the effective interplay of light and shade on the SUV's highly contoured surfaces.

In the side view, the long wheelbase and short overhangs point to the large interior. The wheel arches are slightly angular – a key element of ŠKODA's SUV design language. LEDs are used as standard in the tail lights; the rear lights also feature the C-shaped design that is typical of ŠKODA. A choice of 14 paint finishes is available – four standard colours and ten metallic colours. The appearance of the components varies according to the three trim levels – Active, Ambition and Style – which are offered in the ŠKODA KODIAQ as optional extras.

Body

With its dimensions, the ŠKODA KODIAQ is at the upper end of the compact car segment. It is 4,697 mm long, 1,882 mm wide and 1,676 mm tall (including roof rails); its wheelbase measures 2,791 mm. The KODIAQ is based on Volkswagen Group's modular transverse matrix (MQB) in which strict lightweight construction plays an important role. For the body, a combination of hot-stamped metal sheets forms the ultra-strong backbone. With the entry-level TSI engine and front-wheel drive, the large SUV weighs just 1,452 kg when empty (without driver), or 1,540 kg with the 1.4 TSI engine and all-wheel drive.



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Torsional stiffness, manufacturing precision, drive comfort and crash safety are also superior. Thanks to its highly aerodynamic finesse, the large SUV achieves a c_x value of just 0.33.

Interior

The amount of space is typical of ŠKODA: the ŠKODA KODIAQ is just 38 mm longer than the ŠKODA OCTAVIA, but offers a larger-than-average interior for the SUV segment. Achieving extraordinary interior space from the exterior dimensions available once again proves the brand's excellent engineering prowess. The large SUV's interior length is 1,793 mm, elbow room is 1,527 mm in the front and 1,510 mm in the rear. Head room is 1,059 mm in the front and 1,014 mm in the rear. Rear legroom measures up to 104 mm.

The large SUV's interior is also protective and robust. The crisp exterior design carries on into the interior: the double lines – with their three-dimensional appearance – also feature on the instrument panel. The interior is characterised by bold vertical elements, such as the four large air vents. The large display splits the instrument panel into two equal sections for the driver and passenger.

The high-quality workmanship as well as the logical and easy-to-understand operation are typical of ŠKODA. The large circular instruments have a precise and clear design. The steering wheel is available in a choice of different versions – one of which is heated. The optional three-zone Climatronic, which has its own control panel for the rear seats, is another feature which is often only found in higher vehicle classes. The electro-mechanical parking brake is activated by pressing a button.

Numerous comfort features are available for the front seats. As an option, they can be heated, ventilated and adjusted electronically; the latter optional extra also includes a memory function. The ŠKODA KODIAQ's rear seats are also extremely versatile: they can be folded in a ratio of 60:40, can be moved lengthways by 18 cm as standard and the angle of the backrest is individually adjustable. Two more seats in the third row are available as an optional extra – the ŠKODA KODIAQ is the first 7-seater in the brand's recent history.

As an alternative to the standard fabric covers, a fabric/leather combination and leather or Alcantara® covers are offered. The decor is available in five designs. In darkness, the optional ambient lighting adds an individual touch to the interior. It is built into the door trims and can be set to one of ten different colours.



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Boot

With a volume of 720 to 2,065 l (with the rear seats folded down), the ŠKODA KODIAQ offers the largest boot within its class. If the optional folding passenger seat is chosen, the SUV can transport items up to 2.80 m long. An electrically operated tailgate is available as an option, and can – as an additional optional extra – also be opened and closed using foot gesture command or a button in the interior. The ŠKODA KODIAQ with the TDI/DSG/4x4 drivetrain can tow a trailer weighing up to 2.5 tonnes. An electrically retractable tow bar is available for this.

Equipment

The 'Simply Clever' features available in the ŠKODA KODIAQ are further proof that ŠKODA always offers a little bit 'more car' for your money – practical and convenient assistance in everyday life which is typical of the brand. These features include, for example, door-edge protection: thanks to preloaded springs, this deploys automatically when opening the car door and prevents the metal edge of the door from coming into contact with a garage wall or an adjacent car. When shutting the door, the trim folds itself back in. This 'Simply Clever' feature thereby prevents bumps and scratches to your own car, as well as to neighbouring vehicles. An electric child safety lock for the rear doors, In-Car-Communication, as well as sleep headrests are available as optional extras for the first time in a ŠKODA. All in all, the ŠKODA KODIAQ provides more than 30 'Simply Clever' features, seven of which are new.

Driver assistance systems

ŠKODA's large SUV takes to the roads with a wide range of driver assistance systems – many of which have, until now, only been seen in higher vehicle classes. Some systems come as standard, others are available as an option – individually, but also as a package.

An innovation for the portfolio is Tow Assist: when the ŠKODA KODIAQ is towing a trailer, the system takes over steering when reversing slowly. Additionally, while reversing, the new Manoeuvre Assist function will brake as soon as an obstacle is detected behind the vehicle. The system is controlled using an enhanced function of the rear parking sensors.

The Area View system is also a first for the brand: the surround-view cameras, which are located in the front and rear sections as well as in the wing mirrors of the ŠKODA KODIAQ, come with wide-angle lenses and allow views of the area immediately surrounding the car to be displayed on the monitor. These include a virtual, top-down view and 180-degree images of the areas to the front and rear. This makes it easier to drive in confusing situations or on rough terrain.

Front Assist including City Emergency Brake comes as standard and, using radar, can detect dangerous situations involving pedestrians or other vehicles in front of the car. If necessary, the system warns the driver and, when required, partially or fully applies the brakes. City Emergency Brake is active up to 34 km/h. Predictive Pedestrian Protection complements Front Assist.



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Adaptive Cruise Control (ACC) is also radar assisted and helps the driver to maintain the selected speed and the desired gap between the ŠKODA KODIAQ and the vehicle in front. Lane Assist, Blind Spot Detect and Rear Traffic Alert help the driver to stay in lane, make changing lanes safer using the rear radar and help when manoeuvring in reverse. If the car is fitted with Lane Assist, ACC and DSG transmission, Traffic Jam Assist comes as an additional function. It maintains speed and applies the brakes in slow-moving traffic. Additionally, the car will be kept in lane up to speeds of 60 km/h thanks to the Lane Assist function.

Driver Alert detects signs of fatigue in the driver and prompts the driver to take a break. Emergency Assist, also only in combination with DSG transmission, is a further function of the ACC and Lane Assist combination. Should a situation arise where the driver becomes unable to drive the vehicle, the system can bring the large SUV to a standstill. Crew Protect Assist, available in a choice of two variants, closes the windows and sunroof, and tensions the seat belts automatically in the event of an impending accident. If you have an accident, the Multi-Collision Brake, which comes as standard, prevents any further uncontrolled movement of the ŠKODA KODIAQ. 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 the navigation system.

ŠKODA Connect

With its infotainment and connectivity solutions, the large SUV from ŠKODA shows how an SUV can always be online. With the new, groundbreaking and innovative mobile online services, ŠKODA presents a new dimension of navigation, information and entertainment. At the same time, ŠKODA Connect helps with remote access to the vehicle as well as assistance.

ŠKODA Connect is comprised of two categories: the Infotainment Online services provide more information and real-time navigation details. Care Connect provides remote access as well as assistance.

Infotainment Online includes online traffic information, which shows traffic flow on the chosen route in real time. The Google Earth™ services (available for the Columbus system) embed the route into a topographical view from Google; Google Street View™ (available for the Columbus system) displays a street view of the destination. Map updates as well as the fuel price, parking information, online news, weather information and 'My Points of Interest' services round off the infotainment package. Infotainment Online services are provided free of charge for the first year after purchasing a new car and are available at an extra cost thereafter.

The Emergency Call after an accident is the most important feature of the Care Connect services: the Emergency Call (eCall) is sent directly to an emergency call centre when a restraint system is deployed. This comes as standard and is integrated into the Care Connect services. It also comes with a notification function for minor accidents as well as a breakdown call. Proactive Service is also included in the Care Connect services. When



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this is activated, all of the required data is sent to the garage in a timely manner before a vehicle's service. The third Care Connect service is Remote Access.

ŠKODA now also offers the ŠKODA Connect app, which can be used to access and control additional services. For example: the smartphone will alert the owner if their car is being moved by a third party in an unauthorised manner – be that too fast or outside a specified area. Using the app, the route planner can be transferred from home to the navigation system in the car.

For the first time, the SmartLink+ app also integrates SmartGate in the new ŠKODA KODIAQ SUV – alongside the existing Apple CarPlay, Android Auto and MirrorLink™ standards. All of the popular services are available in just one app: navigational data, music and news, as well as all of the relevant vehicle data via the car's infotainment system – and this is the case for every trim level.

Infotainment systems

The music and infotainment systems in the ŠKODA KODIAQ represent the latest technology. They work quickly, offer state-of-the-art functions and interfaces, and feature capacitive touch displays in a glass design – they react to the touch of a finger and not just to pressure. The basic functions are easy to operate using physical buttons and control dials.

The Swing infotainment system with its 6.5-inch screen comes as standard. It can be supplemented with a smartphone Bluetooth connection and ŠKODA SmartLink+. SmartLink+ supports the use of the Apple CarPlay, Android Auto and MirrorLink™ standards in the car. When the customer connects their phone to the USB port, the relevant setting shows on the infotainment display.

The optional Bolero infotainment system features a high-definition 8.0-inch touchscreen, including the In-Car-Communication (ICC) function. The hands-free microphone records the driver's voice, and transfers it to the back seats via the rear speakers.

The Amundsen navigation infotainment system builds on the capabilities of the Bolero system with a navigation function as well as a special display mode for driving off-road or even in narrow car parks. The top-of-the-range infotainment system, the Columbus navigation system, adds a 64-GB flash memory and DVD drive. An optional LTE module facilitates high-speed online access in the ŠKODA KODIAQ. Using a WLAN hotspot (optional), passengers can use their mobile devices to surf, stream and send emails at their convenience.

Attractive additional components round off the hardware offering in the ŠKODA KODIAQ: the Phonebox charges a smartphone inductively using the Qi standard and connects to the car aerial – both processes occur wirelessly. The Canton Sound System features ten speakers, including a subwoofer, and has a power output of 575 W. As an option, the



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ŠKODA KODIAQ can be equipped with tablet holders that can be attached to the front headrests. The devices can be charged using optional 230-V and USB sockets.

Engines

Five powertrains, two TDI and three TSI engines, make up the engine range at the launch of the ŠKODA KODIAQ. They have capacities of 1.4 and 2.0 l, and power output ranges from 92 kW (125 PS) to 140 kW (190 PS). The diesel and petrol engines feature turbocharged direct injection and fulfil EU6 emission standards. All engines also feature a Stop-Start system, brake energy recovery and a powerful thermo-management system, contributing to low consumption despite the mighty power delivery.

The 2.0 TDI is available in two versions. The first version generates 110 kW (150 PS) and 340 Nm. The top-of-the-range version delivers 140 kW (190 PS) and puts 400 Nm on the crankshaft. On average, the entry-level TDI consumes 5.0 l of diesel (131 g CO₂/km) per 100 km. The most powerful diesel engine accelerates the large SUV from 0-100 km/h in 8.6 s and reaches a top speed of up to 210 km/h.

The range of petrol engines consists of two 1.4 TSI engines and one 2.0 TSI. The entry-level version of the compact four-cylinder generates 92 kW (125 PS) and 200 Nm of torque. Its NEDC consumption is 6.0 l per 100 km, which corresponds to 140 g CO₂/km. In the more powerful version, the 1.4-litre exerts 110 kW (150 PS) and 250 Nm of torque; its ACT system – Active Cylinder Technology – shuts down the second and third cylinders when the load and engine speed are low. The top-of-the-range 2.0 TSI petrol engine features a new combustion process for high efficiency. Power output is 132 kW (180 PS), torque is 320 Nm.

Transmission

The ŠKODA KODIAQ is available with various different transmissions. Depending on the engine, there is a 6-speed manual gearbox or DSG transmissions with six or seven speeds.

The new 7-speed dual-clutch transmission is making its debut at ŠKODA. It is a variant that has been designed for powerful engines with torque of up to 600 Nm. The DSG transmission is a very compact construction and enables quick and comfortable gear changing.

The driver can operate the 7-speed DSG in the automatic D and S mode, or control it manually using the gear lever or the steering wheel paddles. When Eco mode is selected in the optional Driving Mode Select, the car is taken out of gear: as soon as the driver takes their foot off the accelerator at a speed above 20 km/h, drive is disengaged – the ŠKODA KODIAQ is coasting.

Both top-of-the-range engines – the TDI with 140 kW (190 PS) and the TSI with 132 kW (180 PS) – are coupled with the 7-speed DSG and all-wheel drive. This combination is new at ŠKODA. The manual 6-speed transmission and 6-speed DSG are the options for the 1.4 TSI with 110 kW (150 PS) and all-wheel drive; front-wheel drive



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is coupled with the 6-speed DSG. The entry-level diesel with all-wheel drive is offered with the manual 6-speed transmission or the 7-speed DSG; the front-wheel-drive version is offered solely with the 7-speed DSG. The entry-level TSI is available with manual 6-speed transmission and front-wheel drive.

The all-wheel-drive system with electronic control is available for most engine variants. It delivers a big increase in traction, stability and driving safety – even off-road.

The centrepiece of the all-wheel drive is an electronically controlled multi-plate clutch. The all-wheel-drive system works intelligently and quickly. The control unit constantly calculates the ideal driving torque for the rear axle; loss of traction is virtually eliminated due to a control system that is dependent on driving status. When in overrun or at low load, drive is provided via the front axle, which saves fuel.

Chassis

The chassis of the ŠKODA KODIAQ is also the result of concentrated expertise. The components of the MacPherson front struts consist partially of aluminium; the steel four-link rear axle absorbs the longitudinal and transverse forces separately. The power steering, using an efficient electro-mechanical drive, ensures exact contact with the road and works in close harmony with several assistance systems in the ŠKODA KODIAQ.

In the Active and Ambition trim levels, the large SUV from ŠKODA comes equipped with 17-inch wheels as standard; 18-inch wheels are standard in the Style trim level. The range of optional extras extends to burnished 19-inch wheels. The brakes – with large ventilated brake discs at the front – are strong and stable. When cornering quickly, the electronic differential lock XDS+, which is a function of the Electronic Stability Control (ESC), makes handling even smoother and safer for both front- and all-wheel drive.

As an optional extra, ŠKODA is making Driving Mode Select available in its large SUV. It allows the driver to adjust the operation of the engine and DSG management, power steering, air conditioning and other systems in Normal, Eco, Sport and Individual modes. The all-wheel-drive versions offer Snow mode on top of this, which is designed for driving on roads and does not have a speed limit. Snow mode adapts the operation of the ABS, ASR and ACC (if fitted) systems, as well as the engine management and electronically controlled, all-wheel, multi-plate clutch to slippery and snow-covered roads.

Adaptive Dynamic Chassis Control (DCC) is also available as an option, and is integrated into Driving Mode Select. Here, electric valves control the work of the shock absorbers depending on the situation. Combined with Driving Mode Select, the system adapts to the driving style of the driver and manoeuvres the driver safely on the road. Using DCC, the driver can choose between Comfort, Normal or Sport modes.

And the ŠKODA KODIAQ keeps going when the paved road ends. Off-road mode can be selected by the simple touch of a button (optional for the all-wheel-drive versions in



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combination with Driving Mode Select). Here, the chassis, engine management and brakes adjust their operation specifically to rough terrain. This mainly involves pulling away, traction and deceleration. In off-road mode, Hill Descent Assist helps the driver to safely master driving downhill over rough terrain by braking appropriately.

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Media images and footage:



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With a length of 4.70 m, up to seven seats and the largest boot within its class, the ŠKODA KODIAQ is the Czech car manufacturer's first large SUV.

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Source: ŠKODA AUTO



The new ŠKODA KODIAQ at the Paris Motor Show 2016

All of the ŠKODA KODIAQ's lines are clear, precise and clean-cut – this applies in particular to the distinctive, highly recessed shoulder line.

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The ŠKODA KODIAQ is an all-rounder: the SUV is suitable for business, as well as family and leisure use – and drives off-road with ease.

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The high-quality workmanship as well as the logical and easy-to-understand operation are typical of ŠKODA. The large circular instruments have a precise and clear design. The steering wheel is available in a choice of different versions – one of which is heated.

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Video: The new ŠKODA KODIAQ

Dynamic footage.

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ŠKODA AUTO

- > is one of the longest-established vehicle 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 models in the range: CITIGO, FABIA, RAPID, OCTAVIA, YETI, KODIAQ and SUPERB.
- > in 2015 delivered more than 1 million vehicles to customers worldwide.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, 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 through local partners.
- > employs over 26,600 people globally and is active in more than 100 markets.



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Exterior design and body

Expressive, full of character and rugged.

- › In typical ŠKODA style: a well-rounded balance of rationality and aesthetics
- › Highly precise, clear and sharp lines with crystalline elements
- › Headlights with full-LED technology as an option, LED tail lights as standard
- › Side view with short overhangs and a dominant shoulder line
- › Three trim levels and 14 exterior colours
- › Consistent lightweight construction: 1,452-kg kerb weight in the entry-level model
- › High proportion of hot-stamped steel in the extremely solid and safe passenger compartment

Discover new grounds – with the KODIAQ, ŠKODA transfers its new design language into the SUV segment, thereby strengthening the brand's emotive power. Jozef Kabaň's team has created a design for the large SUV that is expressive, extremely rugged and at the same time elegant, with the balance of rationality and aesthetics that is typical of ŠKODA. All the lines are precise, sharp and clean-cut. Through the distinctive shaping, the interplay of light and shade creates powerful effects. The ŠKODA KODIAQ has a real presence on the road.

"We are looking for beauty in simplicity and are combining functionality with aesthetics. Our lines are clear and clean-cut, and inspired by Bohemian crystal glass art. These elements can be found again on the exterior and in the interior," explained ŠKODA's Head of Design, Jozef Kabaň. "With its distinctive character and crystalline elements, the ŠKODA KODIAQ demonstrates strength and robustness combined with elegance. That makes it something very special."

Distinctive three-dimensional front

The front of the ŠKODA KODIAQ already mirrors the brand's design identity – translated into the language of an SUV. It is relatively high and steep, and distinctively three-dimensional. Double horizontal lines surround the radiator grille and headlights – the contours that they form symbolise protection and strength. In the bumper, two flat air-intake strips positioned on top of each other also create strong edges. Robust, mesh grille inserts fill them.

The radiator grille, with its 13 vertical double struts, features the trapezoid profile that is typical of ŠKODA. Above its centre line, the brand logo is located in a prominent position on the bonnet, from where two strong lines extend – yet another of the brand's design characteristics.

LED headlights as a first for the brand

With their wedge-shaped, geometric design language and high-precision contours, the headlights of the large ŠKODA SUV evoke motifs of the traditional Bohemian glass art. ŠKODA supplies them in two versions and halogen headlights come as standard. Their lower lighting units contain LED daytime running lights, which are complemented by fog



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lights in the Ambition and Style trim levels. The lower lights are drawn upwards in a striking manner.

For all three of the ŠKODA KODIAQ's trim levels – Active, Ambition and Style – there is the option of full-LED headlights – technology that is making its production debut at ŠKODA. The full-LED headlights look like little pieces of technical art. High-performance LEDs shine through three reflectors; the inner generates the full beam, the outer the dipped beam, and between the two sits the static cornering light. A narrow light-conducting strip running along the bottom edge of the main headlights emits homogenous indicator and daytime running lights. The lower units serve as fog lights and also generate adaptive lighting.

With a colour temperature of approximately 5,500 K, the light generated by the LED headlights is similar to daylight, which is gentle on the eyes. The LEDs are designed to last for the lifespan of the car and they are highly efficient. The AFS (adaptive front headlight) function, which comes as standard, controls the headlights in such a manner that they provide specially configured light beams for urban traffic, country roads, motorways and off-road driving, as well as for bad weather. ŠKODA offers the optional Light Assist for all three trim levels: it uses the front camera to detect oncoming vehicles and vehicles travelling in front, and if necessary, automatically turns full beam on or off.

Side view with short overhangs

The side view also expresses the ŠKODA KODIAQ's sporty and rugged SUV character and the long wheelbase alludes to a large interior. The corresponding short overhangs, the roofline, which slopes early and appears longer thanks to a contour in the D-pillars, and the tapered rear, make the large SUV appear as if it is moving, even when stationary.

From the tip of the headlights, a confident line starts its bold streak, running the length of the car towards the rear. Up to the A-pillar the line is formed by the gap of the high bonnet which sits on the wings. Its highly precise course demonstrates the uncompromising level of quality with which ŠKODA builds its cars. Across the doors and the side panel the groove continues as a shoulder line, parallel to the gently inclining window line. Sharply pulled out and boldly undercut, it structures and tightens the bodywork.

A strikingly shaped ledge stretches above the door sill between the wheel arches, also climbing slightly towards the rear. It borders the curved surface of the door with sharp cuts, which also create an elegant reflective surface. The wheel arches, framed by broad trims, are slightly angular – a typical design characteristic of ŠKODA's SUVs – and, as a result, the KODIAQ gives the impression of being even more powerful. The same applies to the large wing mirrors, the solid curved door handles and the boldly contoured strips below the doors.

Distinctive horizontal lines at the rear

Even at the rear of the ŠKODA KODIAQ, the horizontal path of the lines highlights the



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car's width. The edges and recesses ensure an intensive interplay of light and shade. The design concept fully integrates the narrow, raked rear lights: their upper and outer area is drawn out from the bodywork, which also improves the outline in terms of flow. The lights are divided into two – their outer section in the side panel, the inner embedded in the tailgate. Above the rear bumper sits a wide, flat contour with very low reflectors.

The rear lights are available in two versions, both of which have LED technology. Their tail lights show the ŠKODA-typical C-shape and create a strong impression of uniformity. The top-of-the-range variant, available together with the LED headlights, integrates a total of 51 LEDs. The indicator is situated inside the C-shape; the brake light sits above it on the inclined surface. In the inactive outer area of the rear lights, a delicate crystal structure shines, which is visible when viewed from the side. It is created by the combination of translucent and transparent materials in the light conductor.

The rear window of the large SUV, shaded by a roof-edge spoiler, is strongly angled and is low and sporty, without compromising the view to the rear. Towards the bottom, the bumper culminates in a trapezoid opening.

Trim levels and finishes

In each trim level the exterior of the ŠKODA KODIAQ has an individual look. In the Active trim level, the exterior mirror housings and door handles are black. The bumpers are painted to match the body; the radiator grille is made from grained plastic with an integrated chrome frame. In the Ambition trim level, the wing mirror housings and door handles match the body colour. The roof rails that come as standard are painted black (anodised silver as an option). Additionally, in the ŠKODA KODIAQ Style trim level, the side windows are surrounded by aluminium strips (an option in the Ambition trim).

14 paint finishes are available, consisting of four standard and ten metallic colours. The standard colours are Candy White, Corrida Red, Laser White and Pacific Blue and the metallic colours are Magic Black, Brilliant Silver, Business Grey, Cappuccino Beige, Jungle Green, Lava Blue, Magnetic Brown, Mato Brown, Metal Grey and Moon White.

Body

With the entry-level TSI engine and front-wheel drive, the large SUV weighs no more than 1,452 kg when empty (without a driver), or 1,540 kg with the 1.4 TSI engine and all-wheel drive. These figures are all the more impressive given its size: the Czech SUV measures 4,697 mm in length and 1,882 mm in width. Its height (with roof rails) comes to 1,676 mm. The wheelbase of 2,791 mm forms the foundation for the large interior space. The ŠKODA KODIAQ is based on Volkswagen Group's modular transverse matrix, which distinguishes itself through extreme versatility and stringent lightweight construction.

The body constitutes a central factor in the lightweight build of the ŠKODA KODIAQ and hot-stamped metal sheets account for almost 20 per cent of it. As the ultra-strong



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backbone of the passenger compartment, they are used in the transition to the front section, at the A- and B-pillars, on the interior door sills, in the transmission tunnel and in the cross member in front of the second row of seats. The large SUV is impressive thanks to increased static and dynamic torsional stiffness, superior manufacturing precision, high drive comfort and impressive crash safety.

The hot-stamped metal sheets are produced using a state-of-the-art process. A furnace heats them to approximately 1,000 degrees Celsius, immediately afterwards a water-cooled pressing tool shapes them at approximately 200 degrees. The extremely high tensile strength that the iron-carbon structure achieves through this change in temperatures allows for reduced wall thickness, which in turn leads to reduced weight.

In many of the other sections of the body, for example the frame rails, ŠKODA uses high-strength and super high-strength steel. For the outer door sills, it is a matter of cold-rolled profiles, which are produced in an ultra-modern manufacturing process. They manage with a wall thickness of 1.0 mm. The outer skin panels, like the sills and the side panels, are just 0.65 to 0.8 mm thick. This provides the sharp edges and narrow radii that characterise the design of the large SUV.

With a c_x -value of 0.33, the ŠKODA KODIAQ glides easily through the wind. This excellent value is a result of the aerodynamic basic design and of countless detailed solutions. They can be found, for example, on the wing mirrors, the rear lights or the extensively encased underbody.



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Interior

The largest amount of interior space in its segment.

- > An interior length of 1,793 mm, the best legroom among the competitors
- > Interior with protective, robust and at the same time friendly character
- > Clearly structured and easy-to-understand operating concept
- > Ambient lighting in the door trims with a choice of ten colours
- > Adjustable second row of seats with tilting backrests
- > For the first time in a ŠKODA, an optional third row of folding seats is available
- > Largest boot capacity of all its competitors, 720 l basic volume
- > Electric tailgate, optionally with virtual pedal (foot gesture command)
- > Up to 2.5 tonnes of towing capacity, electrically retractable tow bar available

Even in the interior, the large SUV is a true ŠKODA. With its external dimensions the KODIAQ is still in the compact SUV segment, exceeding the ŠKODA OCTAVIA by only 38 mm. In terms of the amount of space, however, it sits at the top end of its class – once more the developers from Mladá Boleslav have displayed their top-quality engineering skills in terms of packaging.

As a five-seater, the KODIAQ has an interior length of 1,793 mm. The elbow room in the front and the rear measures 1,527 mm and 1,510 mm respectively, whilst the headroom is 1,059 mm in the front and 1,014 mm in the rear. The legroom in the rear is dependent on the position of the adjustable seats, up to 104 mm, and leads the way in comparison to the competition.

Protective and comfortable interior design

The bold lines of the exterior continue in the interior – it comes across as protective and robust, but also welcomes the passengers with a friendly character. As with all ŠKODA models, it is kept modern and elegant, and also functional. Every detail conveys clarity and tranquillity, form and function stand together in unison.

Typical design motifs from the exterior can also be found in the interior: double lines, which create distinctive contours, surround the instrument panel. Its front is three-dimensional and divided into a higher upper and narrow lower area – a separation that is particularly clear on the large decorative areas on the passenger side. The door trims continue this design approach.

In the large ŠKODA SUV, bold vertical elements influence the design. The four large air vents sit vertically, the middle two of which flank the in-car monitor. Its edges continue along the top of the instrument panel and form a trapezium that links back to the shape of the bonnet.

Colours and materials

Not only the lines, but also the materials of the KODIAQ present a new development stage in ŠKODA's interior design. Fabric covers – with different designs depending on the



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trim level – come as standard in the large SUV from the Czech car manufacturer. In the Active trim level, it is black throughout; in the Ambition trim level there is also the additional combination of black and brown; in the Style trim level there is a choice of either black or the combination of black and beige. Alternatively, for the Ambition and Style trim levels, ŠKODA offers leather covers, a fabric/leather combination or Alcantara®, available in a choice of black or beige.

For the colours and stitching in the interior there are similar differentiations. The basic colour – and the only one available for the Active and Ambition trim levels – is black. In the Style trim level, the beige cover version is available in a black/beige combination. Depending on the trim level, chrome elements, which enhance the appearance of the interior, can be found on the frames of the air vents, the light switch, the steering wheel, the selector lever / gear knob as well as the internal door levers. The decor on the instrument panel and the doors is available in five variants.

The top-quality workmanship of the ŠKODA KODIAQ is apparent in all of the interior's details – in the choice of materials, in their craftsmanship and in the narrow, even clearances. The upper surface of the instrument panel is foam-backed and elegantly stitched. All of the buttons and controls are free of play and move easily and accurately. In the Style trim level, door sill panels in the front and rear come as standard (as an option in the Active and Ambition trim levels), for the Ambition and Style trim levels there are optional stainless steel pedals. There is a choice of two footwell lighting variants available: in the Ambition trim level, lights at the front come as standard, the Style trim level has them in both the front and rear. For the Active trim level, both variants are available as an option.

The optional LED ambient lighting provides further highlights. Along the upper edge of the four door trims sit ultra-narrow light conductors. The driver can control their brightness as well as the colour of the light emitted: white, orange, cinnamon, red, pink, purple, dark blue, azure blue, dark green and light green. When opening the car door, the ambient lighting shines at full brightness for a second; once the door is shut it dims depending on the user settings, and drops further once the ignition is started. The reading, footwell and cabin lights can be controlled in a similar manner.

Easy to operate

Typical of ŠKODA, the KODIAQ's set-up is clearly structured and easy to understand. The large round instruments showing rpm and speed, which almost look like a chronometer with their cleanly displayed white scales, can be read quickly and clearly. Between the two sits the multifunctional display (Maxi DOT in the Style trim level). It displays information from the on-board computer as well as from media, telephone and navigation (if applicable).

The slanted centre console, above which the instrument panel seems to float, integrates the air conditioning's control dials and buttons. In the Style trim level, dual-zone Climatronic comes as standard. For the Ambition and Style trim levels, triple-zone



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Climatronic is available as an option; it features a separate control panel for the rear passengers on the end of the Jumbo Box. In the storage compartment under the air conditioning unit, a Phonebox with inductive charging can be installed as an option.

The selector or gear lever comes across as bold and elegant. Behind it sit the buttons for the electric parking brake, Auto-Hold, Driving Mode Select, off-road mode and for the traction control system (ASR). The large Jumbo Box storage compartment on the centre console can be closed using the centre armrest. As an option, ŠKODA equips the large storage compartment in front of the Jumbo Box with compartments for coins and keys and this also includes two bottle holders.

The front seats in the ŠKODA KODIAQ, with their strong contours, provide very good support and provide a comfortable upright position. Heated seats – also for the outer rear seats – are available in all three trim levels, a ventilation function at the front (with perforated leather covers) is available from the Ambition trim level upwards. Lumbar supports are available as an option in the Active and Ambition trim levels, and come as standard in the Style trim level. For the Ambition and the Style trim levels, optional leather-covered sport seats are available. Electric adjustment of the driver and front passenger seat with memory function is reserved for the top-end Style trim level.

Five or seven seats

The interior of the large ŠKODA SUV is exceedingly spacious and versatile: even in the back seats, adults can sit upright and in comfort, with plenty of space – the legroom sets the benchmark amongst the competition. The rear seats can be folded in a ratio of 60:40. The two segments can be moved lengthways by 18 cm as standard, and the backrest angle can be adjusted in five increments, resulting in an angle of tilt between 17 degrees and 27 degrees.

Two more seats in the third row are available as an optional extra – the ŠKODA KODIAQ is the first seven-seater in the brand's recent history. When the seats aren't needed, they can be folded flat to the floor and sit flush with the loading sill.

720-litre boot capacity

The ŠKODA KODIAQ offers the largest boot within its class. Already in the standard layout, the five-seater has a capacity of 720 l. In the seven-seater, it is 270 l with the third row of seats set up and 630 l with them folded down. Thanks to its square-shaped layout, the almost completely flat walls and the wide-opening tailgate, the boot is easy to load. The adjustable false boot floor (optional) levels off the lip to the loading sill that exists in the five-seater. For the net partition wall, also optional, there are two installation points – behind the front seats as well as behind the second row of seats.

As an option, convenient buttons can be installed in the walls of the boot to fold down the backrests of the second row of seats. When the seats are laid flat, the boot capacity, when filled to roof height, increases to 2,065 l (in the five-seater). If chosen, the optional folding front passenger seat allows for the transportation of items up to 2.80 m long.



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On request, the ŠKODA KODIAQ rolls off the production line with an electrical tailgate. This allows it to be opened using the handle, a remote-controlled key or by using the button and – new for ŠKODA – also allows it to be closed. Even more convenience is provided by the sensor-controlled 'easy-opening' virtual pedal: a simple foot movement below the rear bumper activates opening. ŠKODA supplies this functionality in connection with the KESY keyless entry and start system, which is available in two variants. In order to initiate automatic closing, it is enough to either briefly pull the tailgate, press the relevant button on the inside of the tailgate, use the remote-controlled key, or make another brief foot movement under the rear bumper.

The large SUV from ŠKODA is a strong tow car: the TDI engines with 110 kW (150 PS) and 140 kW (190 PS) – coupled with DSG transmission and all-wheel drive – can pull 2.5 tonnes. With the electrically retractable tow bar (optional) the trailer can be attached particularly easily. It is coupled with a stabilisation system: the electronic stability control balances swerving by the use of small, targeted counter-steer movements. When folded in, the tow bar is completely concealed underneath the vehicle.



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Equipment

'Simply Clever' features and high-tech options.

- > A total of over 30 'Simply Clever' features are available, seven of which are new practical solutions, including automatic door-edge protection
- > Two umbrella compartments in the doors, up to 27 storage compartments in total
- > Heated steering wheel with multifunctional buttons as an optional extra
- > Comprehensively equipped with restraint systems, seven airbags as standard
- > Optional panoramic roof, heated windscreen and auxiliary heating

An all-rounder for business, everyday life and leisure: countless optional 'Simply Clever' features contribute to the versatility of the ŠKODA KODIAQ. 'Simply Clever' – the often simple, yet always practical solutions. More than 30 are on board the ŠKODA KODIAQ, seven of which are new.

The first of these new features is door-edge protection. It consists of a narrow plastic strip located in the edge of the door. When the door is opened, it deploys automatically and positions itself as a protector along the door edge, thereby protecting your own door – but also neighbouring vehicles – from scratches.

The second new feature is the electric child safety lock for the rear doors – it prevents children travelling with you from opening their door too soon and running into the road. The driver activates the electric child safety lock by pressing a button in the front of the passenger compartment. In the child package, ŠKODA offers the safety lock together with a waste bin in the door, sunblinds for the rear side windows and artificial leather instead of the fabric covers for the back of the front seats.

For the rear passengers there is also – as the third new 'Simply Clever' feature – a sleep package that includes two sleeping headrests and packaged blankets. The sleeping headrests can be folded out at the sides in order to prevent your head from leaning to one side. For the backrests of the front seats there are foldable tray tables. Even the safety of the smallest passengers is taken into account: Isofix child seats can be attached to the corresponding points and can be secured with an additional top strap, called the top tether fastening. On both sides of the third row of seats there is a cup holder and a phone compartment. They are the fourth new 'Simply Clever' feature in the ŠKODA KODIAQ.

The slots for tickets, coins and keys, which are located in a module on the centre console between the front seats, are another handy 'Simply Clever' feature. The module also includes a double bottle holder with one-handed opening. This makes life easier, because the bottom is shaped in such a way that the underside of a standard 0.5-litre PET bottle interlocks. This makes it possible to open or close the bottle with one hand while driving.

The sixth 'Simply Clever' feature – an innovation at ŠKODA – is called In-Car-Communication (ICC). The hands-free microphone records the driver's voice, and



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transfers it to the back seats via the rear speakers. The SmartLink+ (from the 2018 model) rounds off the array of 'Simply Clever' innovations. This new SmartLink+ integrates the well-known interfaces Apple CarPlay, Android Auto, MirrorLink™ and SmartGate into one combined platform.

In all four doors of the ŠKODA KODIAQ there is an individual small compartment for high-vis vests. From the Ambition trim level upwards, the two front doors each include an umbrella compartment. The front door panels include storage for a 1.5-litre PET bottle, a space for a 1-litre PET bottle can be found in the rear doors. In the large SUV from the Czech Republic there are up to 27 storage compartments, pockets and bottle holders, accounting for a total volume of more than 30 l.

Also among the proven and popular interior features at ŠKODA are the holder for tickets or permits and the waste bin in the door cover (at the front or rear). Misfuel protection for the TDI engines, the double-sided floor mat for the boot, the storage nets on the front seats as well as the ice scraper in the fuel filler flap are some more of the 'Simply Clever' features.

The large SUV's load cover is designed to be retractable: with a gentle push, it automatically rolls towards the front of the vehicle, opening up the loading area. Four folding hooks and the three-piece boot net set ensure a tidy boot. Flat items can be stored under the optional false boot floor.

The newly designed steering wheel with an open lower spoke is available in numerous variants. From the Ambition trim level upwards, the rim of the wheel comes with a leather cover, for the Style and Ambition trim levels there is also a sporty version with a flat rim at the bottom. Depending on the technical equipment, the steering wheel includes paddles for the DSG transmissions and multifunctional buttons on the upper spokes, which are embedded in subtle chrome frames. As a comfort option, ŠKODA offers a heated wheel for the first time.

The range of restraint systems in the ŠKODA KODIAQ is comprehensive. Driver and front passenger airbags, a knee airbag for the driver, two side airbags at the front as well as head airbags for the front and rear passengers come as standard; as an option it also comes with side airbags in the rear. An alarm system is also available, as is a personalisation function for the key. This allows all individual settings for up to three users of the vehicle to be saved, including those for Driving Mode Select.

ŠKODA has even taken the in-car climate into account. The clear panoramic sunroof, with its numerous possible settings, brings light and air to the interior. In winter, the programmable auxiliary heating can be turned on by remote control before commencing your journey, ensuring a comfortable temperature. An invisible ClimaCoat film is integrated into the heated windscreen – another option, which provides invaluable protection in strong sunlight as well as thermal protection.



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Driver assistance systems

Pioneering technology.

- › A wealth of state-of-the-art driver assistance systems for confident and safe driving
- › As standard: Front Assist with City Emergency Brake, Multi-Collision Brake
- › Optional: Adaptive Cruise Control, Lane Assist, Tow Assist, Manoeuvre Assist, Predictive Pedestrian Protection, Traffic Jam Assist, Emergency Assist, Crew Protect Assist, Travel Assist with Traffic Sign Recognition
- › Wide spectrum of parking systems including the new Area View surround-view cameras

For the ŠKODA KODIAQ, a wide range of driver assistance systems is available, which are normally only found in higher vehicle classes. They provide pedestrian protection and keep the car at a safe distance from vehicles in front. They make it easier for the driver to change lanes and stay in lane, help the driver to park, or advise the driver of important traffic signs. Some of the systems come as standard, others are individually available as an option. Some of the driver assistance systems have been newly developed by ŠKODA.

Area View

The Area View surround-view cameras, which can be found in the front and rear of the large SUV as well as its wing mirror housings, are new for ŠKODA. They display multiple views of the immediate surroundings on the in-car monitor using wide-angle lenses, including a virtual, top-down view and 180-degree images of the areas to the front and rear. The surround-view cameras are most useful on narrow driveways and in parking spaces, and when used together with Rear Traffic Alert. When driving off-road they can alert the driver to potential dangers.

Tow Assist

When the ŠKODA KODIAQ is used for towing, the driver can use the optional Tow Assist, another innovation for the brand. Firstly, the driver puts the car into 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 image from the rear-view camera is displayed on the in-car monitor with guiding lines for orientation. Now all the driver has to do is gently accelerate – Tow Assist takes control of the steering wheel and directs the car and trailer along the chosen course.

The system is controlled using an enhanced function of the rear parking sensors. If the angle between the ŠKODA KODIAQ and the trailer becomes too large, Tow Assist warns the driver, and in critical situations it will make an emergency stop.

Front Assist including City Emergency Brake

Front Assist including City Emergency Brake, which comes as standard, uses a radar sensor. Using this sensor, it detects critical situations in front of the car involving other road users. Radar capability provides a large detection zone and also works reliably in poor visibility.



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If the system recognises an impending collision, it progressively warns the driver and, if necessary, automatically begins braking up to a full application of the brakes. City Emergency Brake is active up to speeds of 34 km/h. Predictive Pedestrian Protection – which comes as standard in EU countries – complements Front Assist: at speeds between 10 and 60 km/h it performs an emergency stop if a pedestrian dangerously attempts to cross the path of the car. At speeds over 40 km/h, an additional collision warning follows.

Adaptive Cruise Control (ACC)

The radar cruise control keeps the ŠKODA KODIAQ at a chosen distance from the vehicle in front, mostly accelerating and braking automatically. Besides the speed, the driver can also progressively configure the distance as well as the dynamics of the control.

Blind Spot Detect and Rear Traffic Alert

Optional Blind Spot Detect and Rear Traffic Alert make driving in lots of situations safer and more relaxed. Above a speed of 10 km/h two radar sensors in the tailgate monitor the road behind the ŠKODA KODIAQ. If another vehicle moves into the blind spot or approaches rapidly, a warning LED lights up on the corresponding wing mirror. If the driver uses the indicator despite the warning, the LED flashes brightly and frequently. When reversing out of gaps or drives, a warning signal sounds, complemented by a visual alert on the in-car monitor, when another vehicle approaches from the side. If necessary, the ŠKODA KODIAQ brakes automatically.

Lane Assist

At speeds above 65 km/h, Lane Assist helps the driver to stay in lane using a camera in the mounting of the rear-view mirror. If the ŠKODA KODIAQ approaches a road marking without indicating, the system helps the driver to stay in lane with a gentle steering manoeuvre. Depending on the setting, this occurs either just before the car drives over the marking, or the system guides the car down the middle of the lane.

Traffic Jam Assist

If the ŠKODA KODIAQ also has in-car ACC and DSG transmissions in addition to Lane Assist, an additional function is available: Traffic Jam Assist. In slow-moving traffic on well-paved roads it can even take control of the steering at speeds of up to 60 km/h. For safety reasons, the driver's hands have to remain on the steering wheel so that they can intervene at any time.

The system uses front radar and a front camera in order to guide the car using gentle steering manoeuvres and to follow the vehicle in front. While doing so, the car is positioned relative to the lane markings and the other vehicles on the road. If Traffic Jam Assist reaches its limits – for instance when the traffic jam clears or the speed becomes too high – the driver has to take control of driving again themselves. They receive graded notifications for this.

Emergency Assist

Emergency Assist (also only with DSG transmission) is another function of ACC and Lane



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Assist. It intervenes if the driver becomes incapable of driving. If necessary, it brings the car to a standstill and activates the hazard lights. The fatigue detection system, Driver Alert, which informs the driver if it is time to take a break, is available separately.

Crew Protect Assist

Crew Protect Assist, another optional system, prepares the passengers for an imminent accident by closing the windows and sunroof, and tightening the seatbelts. As well as the basic version there is an advanced version for head-on collisions, which requires the ACC radar. In both cases, Crew Protect Assist is available in a package with rear side airbags. In the event of a collision, the standard Multi-Collision Brake intervenes – it prevents the car from continuing to proceed in an uncontrolled manner.

Travel Assist with camera-based Traffic Sign Recognition

Camera-based Traffic Sign Recognition in the Travel Assist system recognises the most common traffic signs and displays them as images on the multifunctional display. The system displays the speed limit that applies at that moment. For example, if a lower speed limit applies in wet conditions, it is shown when the car's sensors detect rain. Speed limits for certain times of the day are only displayed when relevant.

Parking systems

Various systems are available in the ŠKODA KODIAQ for ease of parking, beginning with the rear parking sensors (as standard from the Style trim level upwards), which inform the driver acoustically and visually. The next level is optional Park Distance Control (front and rear parking sensors). The system comes equipped with Manoeuvre Assist – if the sensors detect a dangerous obstacle when reversing, the car brakes automatically. A rear-view camera is also available.

The top-of-the-range system is Park Assist, which can steer ŠKODA's large SUV into parking spaces. At speeds of up to 40 km/h, its twelve ultrasound sensors detect suitable parallel or bay parking spaces, and the driver is notified accordingly. If the driver then decides to park, they are only required to select the right gear, accelerate and brake. Park Assist takes control of the steering – whether reversing into parallel parking spaces, or manoeuvring backwards and forwards into bay parking spaces, and in several manoeuvres if necessary. It can also control the way out of parallel parking spaces. If an obstacle appears when reversing, the built-in Manoeuvre Assist function brakes the car automatically.



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Infotainment

Entertainment, information and assistance.

- › Four infotainment systems, three 8-inch monitors with elegant glass appearance
- › Columbus navigation infotainment system with WLAN hotspot, optional LTE module
- › Additional components such as Phonebox with inductive charging and Canton Sound System
- › SmartLink+ for integrating Apple CarPlay, Android Auto, MirrorLink™ and SmartGate
- › Infotainment Online for information and entertainment, Care Connect for support in many situations, including the Emergency Call feature
- › ŠKODA Connect app with remote services and other mobile apps

The ŠKODA KODIAQ is a car for communicative people – it ensures you are “always online”. With its infotainment and connectivity solutions, the large SUV offers the driver and passengers a new level of information and entertainment, giving them access to the entirety of the internet. The ŠKODA Connect mobile online services are a great innovation within the brand. They offer the best information and entertainment, as well as remote vehicle access and assistance. They thereby also prove the innovative strength of the ŠKODA brand.

The infotainment systems that ŠKODA offers for its large SUV are diverse and attractive. They work quickly, offer numerous functions and interfaces, and are all fitted with capacitive touchscreens – they react to the touch of a finger and not just to pressure. There are physical buttons and control dials, which are typical of ŠKODA, for the most important functions.

Swing infotainment system

The Swing infotainment system with four speakers and 6.5-inch screen comes as standard in the ŠKODA KODIAQ. It already incorporates a radio tuner, an SD card slot, an aux-in and a USB port for the convenient operation of Apple devices. Bluetooth connection for a smartphone, a tuner for DAB digital radio, four additional speakers in the rear, Phonebox with inductive charging and SmartLink+ are available as optional extras.

SmartLink+ brings the Apple CarPlay, Android Auto and MirrorLink™ standards on board the ŠKODA KODIAQ. When the customer connects their compatible smartphone to the USB port, the relevant interface is shown on the in-car monitor. For all three applications, the apps are specially adapted for use in the car. The core of the services is online music with access to Google Play Music, Aupeo! and iTunes. In addition, it comes with various navigation functions, information and weather services. More apps will follow in quick succession.

The next development stage, SmartLink+, follows with the 2018 model year. It not only combines Apple CarPlay, Android Auto and MirrorLink™, but also SmartGate for the first time. All of the popular online services such as navigation information, music and news,



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as well as all relevant vehicle data are therefore available in just one function via the car's infotainment system – and in every trim level.

Bolero infotainment system

In the first optional system – the Bolero infotainment system – the touchscreen measures 8 inches, has a resolution of 800 × 480 pixels and a proximity sensor: as soon as a finger nears the screen, operation mode is activated, which enables swiping and scrolling. The Bolero system can read out text messages and also makes it possible to write them on the screen.

There is also a Bluetooth connection with convenient operation and control functions for telephone and MP3 player, SmartLink+ function, voice control and a total of eight speakers. The driver can use another attractive function of the Bolero system – the In-Car-Communication (ICC) function: the hands-free microphone records the driver's voice and transfers it to the back seats via the rear speakers.

Amundsen navigation infotainment system

The Amundsen navigation infotainment system offers the same functions as the Bolero infotainment system but also brings with it a navigation function with attractive graphics and a WLAN hotspot. Two tuners provide the radio reception, a third tuner is exclusively for TMC (Traffic Message Channel) news.

For Europe, ŠKODA offers the MapCare service as standard – this allows the customer to update all maps free of charge for the entire life of the infotainment system. Special displays for driving on rough terrain or even in multistorey car parks are another element of the Amundsen system. They display details such as the front wheel angle on the monitor.

Columbus navigation infotainment system

The Columbus navigation infotainment system (optional from the Ambition trim level upwards) is the top-of-the-range system. Beyond the scope of the Amundsen system, it also includes an internal 64-GB flash memory, as well as a drive for DVDs and CDs. Passengers can browse, stream and send emails on up to eight mobile devices using a WLAN hotspot. An optional LTE module establishes the incredibly fast internet connection.

Additional infotainment elements

From the Ambition trim level upwards, people buying the ŠKODA KODIAQ can order Phonebox with inductive charging, using the Qi standard. Via near-field coupling it also connects the smartphone wirelessly to the car aerial, ensuring the best possible signal reception and transmission.

The optional Canton Sound System performs with ten speakers including a subwoofer (available from the Ambition trim level and Bolero infotainment system upwards). The amplifier delivers 575 W and has a built-in digital equaliser.



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For the rear passengers, ŠKODA has developed a special 'Simply Clever' feature: robust tablet holders that can be fastened to the headrests of the front seats. There is an optional 230-V socket with a USB port for the power supply. If there is an in-car navigation infotainment system, the rear passengers can access certain media and navigation functions via the ŠKODA Media Command app on their tablet or smartphone.

ŠKODA Connect

The ŠKODA Connect mobile online services are a comprehensive addition to the ŠKODA KODIAQ's infotainment offering. They include a wide range of services, which are divided into two main categories: the new Infotainment Online services offer information and entertainment, whilst the Care Connect services offer support in various situations.

The Infotainment Online services are available for the Amundsen and Columbus systems. They are free of charge for the first year following the purchase of a new ŠKODA KODIAQ and are available in the business package at an additional cost for the next three years. In the Amundsen system, the services run via the user's connected smartphone or a USB stick, and in the Columbus system they also run via the SIM card integrated firmly within the device.

The Care Connect services are available for all infotainment systems in the ŠKODA KODIAQ because the data is also exchanged via a SIM card integrated within the vehicle.

Infotainment Online services

Online traffic information, one of the Infotainment Online services, provides real-time information on the current traffic flow. If the chosen route is clear, it appears on the display in green, whilst orange indicates heavy or slow-moving traffic, and red indicates traffic jams. In this case, the service informs the driver of the disruption and suggests a suitable alternative route. As well as motorways, online traffic information includes country roads and towns, and covers most European countries.

The fuel price service lists the cheapest or nearest petrol stations. The parking information service notifies the driver of car parks, multistorey and underground parking. Wherever possible, it states the number of free spaces and the charges. With the 'My Points of Interest' service, ŠKODA KODIAQ customers can transfer their favourite destinations lists into their car via their ŠKODA Connect portal account. Individual destinations and routes are transferred in the same way. Online news, which can be filtered to suit personal interests, and weather information complete the range of services.

The Columbus system also comes with Google Earth™ and Google Street View™. Google Earth™ embeds the maps into the interactive world atlas with its photorealistic images. The driver can click on an image of the user interface to then accept it as a destination. Google Street View™ shows a 360-degree panoramic street view of the destination and also makes it possible to search for a point of interest via the Google search engine by



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typing or speaking. Another service offered exclusively for the Columbus system is the online map update, which is available every six months.

Care Connect services

The Care Connect services offer the ŠKODA KODIAQ owner reliable assistance in a variety of situations. The Emergency Call (eCall) activates automatically following an accident if a restraint system such as an airbag has been deployed. The car establishes an audio and data connection to a special emergency call centre and communicates important information. A service team member tries to find out more details in order to initiate optimal support measures. Should the occupants be unresponsive, an emergency vehicle is sent to the accident site. The driver and passengers can also activate the emergency call manually via a button on the roof module. ŠKODA is integrating the emergency call function into the KODIAQ's Ambition and Style trim levels even before it becomes a requirement in Europe.

The driver can also report a breakdown via the roof module. The call reaches a mobility call centre which sends out a breakdown vehicle if required. In the event of an accident of low severity, the driver can establish an audio connection with the mobility call centre. The third button with the 'i' on the roof module connects to an info call. This button can also be pushed while driving to receive important information about the car from the customer call centre.

With the Proactive Service system, the ŠKODA KODIAQ sends information relevant to servicing to the garage well in advance of a scheduled service. The garage can use this information to contact the customer to arrange an appointment. Independently of that, the driver can make the car send its current status data to the ŠKODA Connect portal via the new ŠKODA Connect app, i.e. via a smartphone. The result of the analysis can then be read in the ŠKODA Connect portal (expected from autumn 2017).

In the Care Connect portfolio there are other new online services which run via the ŠKODA Connect app. With the vehicle status service, the customer can find out remotely whether windows and doors are open or closed, mileage, fuel level, cruising range and other aspects. They can also send the navigation destinations to the car via the app.

If the large SUV is in a city, the parking position function proves useful: the driver can be directed to the car and also see how long it has been parked for. In a large car park, the 'honk & flash' function makes it easier to find the car by activating the horn and indicator.

Area Notification, another service on the ŠKODA Connect app, is activated if the car leaves or drives into a specified area. The online anti-theft alarm notifies the owner if an alarm has been activated and Speed Notification informs them if the car is being driven too fast by a third party. With Trip Statistics, the owner can access the driving statistics on their smartphone.



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Other ŠKODA apps

SmartGate can transfer certain vehicle data, such as fuel consumption or completed journeys, from the vehicle to the smartphone via WLAN. The information saved there can then be used on the go or analysed in the ŠKODA Drive Portal.

There are also the following apps for SmartGate:

- > ŠKODA Drive: display of fuel consumption for completed journeys, average speed, journey costs and further information; suggestions for improving driving behaviour; display of route driven on the map; useful statistics and graphic representations in the ŠKODA Drive Portal.
- > ŠKODA Service app: advice for certain emergency situations
- > ŠKODA G-Meter: display of acceleration, speed, brake activation, gas pedal pressure and similar.
- > ŠKODA MFA-Pro: expanded in-car computer functions and uses of the multifunctional display.
- > ŠKODA Performance: tracking, representation and storage of journey information such as speed, rpm, acceleration, gas pedal pressure and braking duration.
- > ŠKODA MotorSound: engine sound simulation based on acceleration or engine speed data; three engine sounds available.
- > ŠKODA Smart Racer: racing game for in-car entertainment. The speed of the virtual car is adjusted to the real speed of a ŠKODA KODIAQ.
- > ŠKODA LittleDriver: educational game for children and adults; children imitate their parents driving the car on their tablets or smartphones during the journey.





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Engines

Powerful performance, low fuel consumption.

- > All powertrains with turbocharger, direct injection, Stop-Start system and brake energy recovery
- > 1.4 and 2.0 l of capacity, power output ranging from 92 kW (125 PS) to 140 kW (190 PS)
- > 2.0 TDI in two stages, fuel consumption from 5.0 l of diesel per 100 km (131 g CO₂/km)
- > 1.4 TSI in two variants, more powerful version with ACT cylinder management
- > 2.0 TSI with new combustion process, power output of 132 kW (180 PS), 0-100 km/h in 7.8 s

Powerful driving performance with low fuel consumption: the ŠKODA KODIAQ engine range includes five engines, two diesel and three petrol engines at launch. They have capacities of 1.4 and 2.0 l, and power output ranges from 92 kW (125 PS) to 140 kW (190 PS). All of the engines feature turbocharged direct injection and fulfil EU6 emission standards. They work with a Stop-Start system and a brake energy recovery system. Their sophisticated thermo-management system also contributes to efficiency. It quickly brings the engines to operating temperature after a cold start. The phase of increased friction loss is reduced and the interior quickly becomes warm.

The installation position is also the same for all powertrains: their inlet side is at the front; the vertical axis is tilted towards the rear by 12 degrees. This solution, which stems from Volkswagen Group's modular transverse matrix, together with the compact engine dimensions, leads to great advantages. The designers were able to place the front axle right at the front of the ŠKODA KODIAQ, which benefits the crash behaviour, design and axle load distribution.

Highly efficient: the 2.0 TDI

The four-cylinder TDI, with a cylinder capacity of 1,968 cc, is one of the Czech car manufacturer's bestsellers. It will be available in two stages in the ŠKODA KODIAQ. The top-of-the-range version delivers 140 kW (190 PS) and puts 400 Nm on the crankshaft between 1,750 and 3,250 rpm. The second version delivers 110 kW (150 PS) and 340 Nm between 1,750 and 3,000 rpm.

The top-of-the-range TDI, which only comes in combination with all-wheel drive and 7-speed DSG, offers a sporty performance: it accelerates the large SUV from 0-100 km/h in 8.6 s and reaches a top speed of 210 km/h. Fuel consumption: 5.7 l per 100 km (150 g CO₂/km). The key figures for the 110-kW engine version with all-wheel drive and 7-speed DSG are as follows: 0-100 km/h in 10.0 s, a top speed of 194 km/h, 5.6 l of diesel per 100 km (147 g CO₂/km).

The 2.0 TDI has numerous high-tech features. It has low internal friction and the two balancing shafts in the crankcase ensure smooth running performance. The oil pump



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operates in two stages. The crankcase and the cylinder head have separate coolant circuits, each with its own pump; only the head circuit is active during the warm-up phase. The valve system forms an independent, firm and lightweight module and the camshafts can be freely adjusted up to 50 degrees. The common-rail system works with a maximum pressure of 2,000 bar.

The turbocharger has adjustable guide vanes that are pneumatically operated. The intercooler is integrated into the induction tract – this provides short gas ducts, high control quality and high levels of efficiency. The high- and low-pressure exhaust gas recirculation is located close to the engine; it is also very compact and designed for low loss of flow. Together with the SCR (selective catalytic reduction) system that is fitted as standard, it ensures low exhaust emissions. The SCR tank, that holds the additive for the transformation of the nitrogen oxide, is filled using a fast-fill system.

High-tech with four cylinders: the 1.4 TSI

The 1.4 TSI, with a cylinder capacity of 1,395 cc, is available in three versions. In the more powerful version it delivers 110 kW (150 PS) and 250 Nm of torque, the latter between 1,500 and 3,500 rpm. 9.4 s to complete the standard sprint and a top speed of 199 km/h (with 6-speed DSG and front-wheel drive): the compact four-cylinder allows for a very lively driving performance. Its NEDC consumption is just 6.1 l per 100 km, corresponding to 141 g of CO₂/km. Depending on transmission, the powerful 1.4 TSI is available with or without the ACT (Active Cylinder Technology) system that deactivates two cylinders when coasting.

In the entry-level version, the 1.4 TSI has a power output of 92 kW (125 PS). It only comes in combination with front-wheel drive and a 6-speed manual transmission, and provides 200 Nm of torque between 1,400 and 4,000 rpm. The 0-to-100-km/h sprint takes 10.7 s and the car has a top speed of 190 km/h. Its NEDC consumption is just 6.0 l per 100 km (140 g CO₂/km).

Both versions of the 1.4-litre engines are high-tech. Its crankcase, made from die-cast aluminium, weighs just 18 kg. The crankshaft and the connecting rods are also very light and friction is low. The 1.4 TSI uses intricate needle bearings in some areas of the camshaft. The inlet camshaft can be adjusted by up to 50 degrees for improved cylinder charging, the ACT version has an additional exhaust camshaft phasing unit. The oil pump is pressure controlled.

Another efficiency component is the exhaust manifold integrated within the cylinder head. It quickly heats the coolant up to the operating temperature after a cold start and only then starts to cool the crankcase. At peak load, the cooling jacket reduces the temperature of the exhaust gas; the mixture does therefore not need to be enriched for cooling which reduces consumption. The turbocharger uses an electric wastegate actuator – it works particularly quickly and accurately. The compact intercooler, which is integrated into the intake manifold, accelerates the build-up of manifold pressure.



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However, the most attractive system is ACT – Active Cylinder Management – in the top-of-the-range version. At loads up to 100 Nm and when coasting, it deactivates the second and third cylinder when the torque is between 1,500 and 3,500 rpm. Within milliseconds, electromagnetic extending pins move the cam units – sleeves that each hold two different cam profiles – on the camshafts. When the zero-stroke profiles rotate over the valves, they do not activate them, the valve springs keep them closed. Injection and ignition are deactivated.

Before shutdown, the combustion chambers are once again filled with fresh air, in order to reduce the cylinders' internal pressure. In the active cylinders one and four, the operating points shift to higher loads, thereby increasing efficiency. Even in two-cylinder operating mode, the 1.4 TSI ACT runs quietly and with low vibration. When the driver presses hard on the accelerator, the cam units are moved back and the hibernating cylinders become active again. ACT reduces consumption, especially at moderate speeds.

Innovative combustion process: the 2.0 TSI

The most powerful petrol engine for the ŠKODA KODIAQ is the 2.0 TSI with a 1,984 cc cylinder capacity. It has a power output of 132 kW (180 PS) and puts 320 Nm of torque on the crankshaft between 1,400 and 3,940 rpm. The two-litre engine accelerates the large SUV from 0 to 100 km/h in 7.8 s and has a top speed of 206 km/h. However, its NEDC consumption is just 7.3 l per 100 km and CO₂ emissions are only 168 g/km. Thanks to its new combustion process, the 2.0 TSI offers the fuel efficiency of a small-capacity engine, without having its disadvantages when driving in a sporty manner.

The new combustion process with a shortened compression phase and increased compression has been specially designed for partial-load operation, which is the most common operation by far. The inlet valves close a lot earlier than is usual, long before the bottom dead centre of the piston. This and the high pressure in the intake manifold, which is produced by the turbocharger, reduce the throttling losses during induction.

The relatively small fresh air load ensures that the compression phase begins at a later stage; the reduced risk of idling has allowed the designers to increase the compression ratio from 9.6 to 11.7:1. During compression, the large four-cylinder only compresses as much air as the 1.4 TSI – the work that the pistons have to do is correspondingly low. Another equally positive effect is on the combustion: here, the high compression ratio means a high pressure level and high efficiency during expansion.

To ensure that the intake swirls sufficiently, despite the short intake time, the new 2.0 TSI's combustion chambers, piston cavities and inlet ducts, as well as the supercharger are finely tuned to the new combustion process. At higher loads, a variable valve control system ensures that the inlet valves close at a later stage, whilst also increasing their capacity. This leads to a higher charging level, resulting in excellent power delivery and torque development.



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The new 2.0 TSI's technical refinements include the exhaust manifold in the cylinder head, the highly versatile rotary slide module for thermo-management, the turbocharger's electric wastegate as well as the dual injection. In partial-load operation, an indirect intake-manifold fuel injection complements the direct injection, which builds up to 250 bar of pressure.

The TDI engines

- > 2.0 TDI/110 kW (150 PS), 7-speed DSG; all-wheel drive with 6-speed manual and 7-speed DSG
- > 2.0 TDI/140 kW (190 PS), all-wheel drive with 7-speed DSG

The TSI engines

- > 1.4 TSI/92 kW (125 PS), 6-speed manual
- > 1.4 TSI/110 kW (150 PS) ACT, 6-speed DSG, all-wheel drive with 6-speed manual and 6-speed DSG (without ACT)
- > 2.0 TSI/132 kW (180 PS), all-wheel drive with 7-speed DSG



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Power transmission

Tailored to any customer needs.

- › Manual 6-speed gearbox, DSG direct shift transmission with six or seven speeds
- › Wide gear spread for sporty acceleration alongside lower fuel consumption
- › DSG transmission control either automatic or using the gear lever or the steering wheel paddles
- › All-wheel-drive system with a new, electronically controlled multi-plate clutch for the powerful engine variants

The right transmission for any customer need – the ŠKODA KODIAQ comes onto the market with very diverse technology. The key highlight is a newly developed, highly robust 7-speed DSG.

Both top-of-the-range engines – the TDI with 140 kW (190 PS) and the TSI with 132 kW (180 PS) – only come in combination with the new 7-speed DSG and all-wheel drive. As all-wheel-drive model, the mid-range, 110 kW (150 PS) petrol engine is available with the 6-speed manual transmission or the 6-speed DSG. Front-wheel drive is exclusively available with the 6-speed dual-clutch transmission.

The entry-level 92 kW (125 PS) petrol engine comes only in combination with a manual 6-speed gearbox and front-wheel-drive. The manual gearbox is also available for the 110 kW (150 PS) entry-level diesel and all-wheel drive. Alternatively, the new 7-speed DSG is available with the front-wheel-drive.

Gearboxes

All transmissions available for the ŠKODA KODIAQ have a wide spread – the short ratios of the lower gears provide sporty acceleration whilst the long ratio of the top gear reduces fuel consumption. The manual gearbox has a magnesium casing, it is precise and easy to operate with a short shift path.

The new 7-speed, dual-clutch transmission being used in the ŠKODA KODIAQ is a first for the brand. The clutch is suitable for all-wheel drive operation and for high engine torques – it is designed for 600 Nm and, despite this, is 8 mm narrower than the 6-speed DSG.

The DSG transmissions transfer the engine torque over three shafts, an input shaft and two output shafts – a layout that allows for an extremely compact design. They consist of two separate transmissions, and two multi-plate clutches operate the gears. The large, outer K1 clutch transfers the engine torque over a solid shaft to the cogs of the 1st, 3rd, 5th and 7th gears (only in the 7-speed DSG). The smaller K2 clutch sits inside the K1 clutch sits. It is connected to a hollow shaft, which encloses the solid shaft and drives the cogs of the 2nd, 4th and 6th gears, as well as reverse gear.

When driving, only one separate transmission is always force-locked to the engine, although both are permanently active. For example, when the driver accelerates in third



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gear, the second separate transmission has already pre-selected fourth gear. Because of the change from one clutch to the other, the shift operation is extremely quick and smooth – within hundredths of a second and without causing a noticeable reduction in traction.

The ŠKODA KODIAQ's driver can control the DSG transmission manually using the gear lever or the optional steering wheel paddles. In automatic S mode, the speed level is somewhat higher, whilst the D mode prioritises longer gear ratios. Interacting with the optional Driving Mode Select, Eco mode has a function where the car is taken out of gear, further reducing consumption: when the driver takes their foot off the accelerator, the drive is disengaged – the large SUV is coasting.

All-wheel drive

All-wheel drive is the ideal technology for customers who also occasionally want to take the ŠKODA KODIAQ off-road or tow a particularly heavy trailer. Its centrepiece is an electronically controlled multi-plate clutch. Its metal friction rings run in an oil bath and are positioned behind one another in pairs. One ring in the pair is firmly interlocked with the clutch basket, which rotates with the drive shaft. The other ring in the pair is interlocked with the output shaft to the rear axle differential. For good axle load distribution, the compact clutch sits immediately in front of the differential i.e. at the end of the drive shaft.

The all-wheel-drive system works quickly and intelligently and its control unit constantly calculates the ideal driving torque for the rear axle; loss of traction is virtually eliminated due to a control system that is dependent on driving status. A piston compresses the disc pack together in a controlled manner; an electrical pump builds up the necessary oil pressure that can reach approximately 40 bar. In normal operation, particularly with a light load and when decelerating, the multi-plate clutch sends almost all of the engine's power to the front wheels to preserve energy.



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Chassis

Elaborately constructed and well-balanced.

- > Four-link rear axle for all engine variants
- > Electro-mechanical parking brake
- > 18-inch wheels standard in the Style trim level, optional burnished 19-inch wheels
- > Optional Driving Mode Select with four modes – Normal, Sport, Eco and Individual
- > Adaptive Dynamic Chassis Control (optional) with three modes for shock absorbers
- > All-wheel-drive version with off-road button for even better driving performance on rougher terrain

Elaborately constructed and well-balanced: the ŠKODA KODIAQ's chassis sets standards and gives the large SUV real 4x4 capabilities. As an optional extra, Driving Mode Select and adaptive Dynamic Chassis Control are available. Both systems provide a wide range of driving profiles, from comfortable to sporty.

Front axle

The front axle is set well forward which is a key factor for the ŠKODA KODIAQ's well-balanced axle load distribution. It is a MacPherson strut with lower triangular control arms and a steel subframe. The track width is 1,586 mm; as in the rear axle, a stabiliser is used.

Four-link rear axle

The four-link rear axle is mainly manufactured from high-strength steel and has a track width of 1,576 mm. The sword-shaped trailing arms take in the drive and braking forces and their mountings have a relatively soft set-up for increased driving comfort. The three control arms constantly hold the wheel in the optimum position on the road, thereby guaranteeing accurate lane guidance. The shock absorbers and the compact coil springs are separate from each other, allowing a sensitive response as well as a large boot capacity. The wheel mounts are aluminium.

Electro-mechanical power steering

The ŠKODA KODIAQ's electro-mechanical power steering ensures intensive and precise contact with the road. As it does not use any energy when moving in a straight line, it is highly efficient. Its ratio is 13.9:1. The amount of support reduces as the speed increases and the electro-mechanical power steering works closely with several driver assistance systems.

Brakes

The ŠKODA KODIAQ's brakes are powerful and the pedal feel is firm and precise. The diameter of the ventilated front brake discs is 312 or 340 mm, depending on the engine, whilst the rear discs all measure 300 mm. The electro-mechanical parking brake, with both of its electric motors, is integrated within the rear axle braking system. It includes an Auto-Hold function, which prevents unintended rolling and also acts as an emergency brake.





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The electronic differential lock XDS+ comes as standard in the ŠKODA KODIAQ – both in the front-wheel drive and all-wheel drive versions. As a sub-function of the Electronic Stability Control (ESC), it makes the handling even more agile, stable and accurate when cornering quickly. When the load on the inner front wheel (front-wheel drive) or on both inner wheels (all-wheel drive) is reduced, the XDS+ gently slows these wheels so that they do not slip. The difference between the forward forces ensures that the car turns easily into the bend, which helps the driver.

Wheels

The new ŠKODA SUV is riding high: even in the Active trim level, it drives on 17-inch 'Borneo' wheels with an outer diameter of 725 mm. The Ambition trim level features 'Ratikon' alloy wheels as standard, whilst the 'Triton' wheels in the Style trim level have an 18-inch diameter.

ŠKODA offers a wide range of options. The burnished 'Triglav' and 'Sirius' 7 J x 19 wheels, with 235/50 tyres, are top of the range and are available for the Ambition and Style trim levels. Tyre pressure monitoring and a breakdown kit come as standard; a spare or emergency wheel are available as an optional extra.

Driving Mode Select

Driving Mode Select is available for all of the ŠKODA KODIAQ variants, making the driving experience even more varied and attractive. In the basic version, the system links the throttle position, power steering, DSG transmission, air conditioning and other systems. The driver can change the operation of these components between Normal, Eco, Sport and Individual modes using a button; in Individual mode these are freely configurable within specified limits.

The all-wheel-drive versions also offer Snow mode, which is designed for driving on roads and does not have a speed limit. Snow mode adjusts the ABS, ASR, ACC (where present) systems, the engine management and the electronically controlled all-wheel-drive multi-plate clutch to the specific conditions of the snow-covered or slippery road.

Adaptive Dynamic Chassis Control (DCC)

Within the Ambition and Style trim levels, adaptive Dynamic Chassis Control (DCC) is available as an option for all engines – it can also be linked to Driving Mode Select. DCC allows the driver to set the damping characteristics in Comfort, Normal and Sport modes to suit their driving style. An electrically operated valve controls the flow of oil into the piston, a fast control unit operates the valve depending on the road condition, the driving style and the selected mode. A large cross section allows the car to ride comfortably; a small cross section holds the large SUV to the road in a sporty and streamlined manner.

Off-road qualities

The ŠKODA KODIAQ also feels at home on rougher terrain. 187-mm ground clearance means the car even goes over larger bumps with ease. It has a ramp angle of 19.7 degrees, the approach and departure angles – 19.2 and 15.3 degrees respectively –



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are very impressive thanks to the short vehicle overhangs. There is also an off-road driving package with underbody engine protection.

When the road ends, the driver can select off-road mode simply by pressing a button (available as an option for the all-wheel-drive versions in combination with Driving Mode Select). The optional DCC shock absorbers change their mode of operation accordingly; the throttle response is somewhat slower. The ABS anti-lock braking system permits a certain amount of slip in order to create a wedge effect in front of the wheels. In order to improve traction in off-road mode, ASR allows a greater amount of slip, and electronic differential lock (EDL) reacts more quickly. When required, the Hill-Hold Control and Hill-Descent Control functions are activated – the latter maintains the car's speed at the level at which the driver enters the slope.

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ŠKODA AUTO

- > is one of the longest-established vehicle 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 models in the range: CITIGO, FABIA, RAPID, OCTAVIA, YETI, KODIAQ and SUPERB.
- > in 2015 delivered more than 1 million vehicles to customers worldwide.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, 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 through local partners.
- > employs over 26,600 people globally and is active in more than 100 markets.