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ŠKODA: all-wheel-drive expertise

- > Widest all-wheel-drive range within the compact and mid-size car segment: compact SUV ŠKODA Yeti; ŠKODA Octavia; ŠKODA Superb
- > Deliveries of ŠKODA all-wheel-drive vehicles tripled between 2008 and 2015
- > 17 per cent of all Octavias, Yetis and Superbs sold in 2015 were all-wheel drive
- > All-wheel-drive diversity: a total of ten 4x4 variants
- > In an all-wheel-drive class of its own: ŠKODA Octavia 4x4, Octavia Combi 4x4, Octavia RS 4x4, Octavia Combi RS 4x4 and Octavia Scout
- > All-rounder for city and off-road: ŠKODA Yeti 4x4, Yeti Outdoor 4x4 and Yeti Monte Carlo 4x4
- > Powerful flagships: ŠKODA Superb 4x4 and Superb Combi 4x4
- > Innovative: all-wheel drive with electronically controlled multi-plate clutch

Mladá Boleslav/Salzburg, January 2016 – In the course of the model campaign, ŠKODA has consistently built up its expertise in the all-wheel-drive sector over the last number of years. A total of ten ŠKODA all-wheel-drive models or model variants are currently available. In the compact SUV segment, the ŠKODA Yeti 4x4, Yeti Outdoor 4x4 and Yeti Monte Carlo 4x4 all impress with their diverse capabilities. The heart of the brand, the ŠKODA Octavia offers five variants with all-wheel drive in the compact segment: Octavia 4x4, Octavia Combi 4x4, Octavia RS 4x4, Octavia Combi RS 4x4 and Octavia Scout. In addition, the all-wheel-drive flagships, the ŠKODA Superb 4x4 and Superb Combi 4x4, are on sale. ŠKODA therefore has the most comprehensive 4x4 range currently available in the compact and mid-size car segment. In the coming years, the manufacturer will further strengthen its all-wheel-drive expertise, and develop new segments within Sport Utility Vehicles (SUV).

"The ŠKODA all-wheel-drive range is stronger than ever before," said ŠKODA CEO Bernhard Maier. "Our all-wheel-drive models play an important role in ŠKODA's success. From 2008 to 2015, we rapidly built up the brand's presence in the 4x4 sector and the sales of our 4x4 models tripled. We are now preparing for the next phase of ŠKODA's model campaign by expanding our SUV model range," said Maier.

Between the market launch of ŠKODA's first all-wheel-drive model in 1999 – the Octavia Combi 4x4 – and the end of 2015, ŠKODA delivered over 503,900 4x4 vehicles to customers. This corresponds to approximately 16 per cent of all Octavias, Yetis and Superbs sold during this period.

In 2015, ŠKODA sold 67,500 4x4 Yetis, Octavias and Superbs worldwide.

The 1999 ŠKODA Octavia Combi 4x4 was the brand's first model to feature all-wheel drive as standard. This was followed by the ŠKODA Octavia 4x4 hatchback in 2002 and





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the ŠKODA Superb 4×4 in 2008. In 2009, ŠKODA launched the Superb Combi 4×4 and the Yeti 4×4.

Between 2013 and 2015, during ŠKODA's model campaign, the brand comprehensively updated and/or redesigned as well as expanded its all-wheel-drive models. Today, ŠKODA offers a total of ten model variants with all-wheel drive.

In particular, ŠKODA is performing strongly in the all-wheel-drive estate car segment: in the six European markets of Switzerland, Norway, Austria, Poland, Spain and Finland, the brand is the market leader within the all-wheel-drive estate car class with the Octavia Combi 4×4 and the Superb Combi 4×4.

Cutting-edge all-wheel-drive technology based on an electronically controlled multi-plate clutch

All of the brand's current 4×4 models feature cutting-edge all-wheel-drive technology based on an electronically controlled multi-plate clutch. The all-wheel-drive system is electronically controlled, precise and quick. The control unit constantly calculates the ideal power distribution between the front and rear axle. Loss of traction is therefore almost impossible. When coasting or at low load, drive is via the front axle, which saves fuel.

All-wheel drive offers a wealth of advantages. Proportional power distribution between front and rear axle results in excellent traction on almost any surface. Towing capacity, particularly on smooth roads, is increased significantly – a fact that, among other things, is also appreciated by drivers towing trailers or caravans. Pulling away is easier; hill climbs are also less demanding. When accelerating, the vehicle reacts more quickly to the road conditions. In combination with assistance systems such as ABS, ESC and EDL, the car's manoeuvrability is improved in critical situations. Consequently, all-wheel-drive vehicles provide an increased level of overall safety and comfort.

ŠKODA Superb 4×4 and Superb Combi 4×4

The ŠKODA flagship, the new ŠKODA Superb is available with all-wheel drive for both the hatchback and the estate car versions. The all-wheel-drive Superb comes with a choice of the following engines: 1.4 TSI/110 kW, 2.0 TSI/206 kW, 2.0 TDI/110 kW and 2.0 TDI/140 kW. All-wheel drive combined with automatic DSG transmission is particularly attractive for the 2.0 TSI/206 kW and 2.0 TDI/140 kW engines.

ŠKODA Octavia 4×4, Octavia Combi 4×4, Octavia RS 4×4, Octavia Combi RS 4×4 and Octavia Scout

For the **hatchback** and **estate variants of the ŠKODA Octavia**, there is a choice of three 4×4 diesel engines (1.6 TDI/81 kW, 2.0 TDI/110 kW, 2.0 TDI/135 kW) and one



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petrol engine (1.8 TSI/132 kW). **The Octavia RS and Octavia Combi RS** come in combination with the 2.0 TDI/135 kW engine and automatic DSG transmission.

The ŠKODA **Octavia Scout** is only available with all-wheel drive. The model, with its rugged off-road looks, comes with a choice of three different engines: 2.0 TDI/110 kW, 2.0 TDI/135 kW and 1.8 TSI/132 kW.

ŠKODA Yeti 4×4, Yeti Outdoor 4×4 and Yeti Monte Carlo 4×4

At the end of 2013, the popular **ŠKODA Yeti** was completely revised, and since then has made an even bigger impact within the compact SUV segment. For the first time, the popular all-rounder comes in two different variants: the elegant **ŠKODA Yeti** for the city and the **ŠKODA Yeti Outdoor** ready for off-road and adventure.

The all-wheel-drive ŠKODA Yeti is on the market with the following engines: 1.4 TSI/110 kW, 2.0 TDI/81 kW and 2.0 TDI/110 kW. Both the petrol and the more powerful diesel engines can also be combined with an automatic six-speed DSG transmission.

Since 2014, the ŠKODA Yeti is also available as a sporty **Yeti Monte Carlo**. Characteristics: sporty and elegant interior and exterior design details, black 17-inch alloy wheels as well as black roof and wing mirror housings. The Monte Carlo edition is offered for the Yeti's entire all-wheel-drive range.

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The ŠKODA Octavia 4×4: in an all-wheel-drive class of its own – five model variants

- › **Strong troop:** ŠKODA Octavia 4×4, Octavia Combi 4×4, Octavia RS 4×4, Octavia Combi RS 4×4 and Octavia Scout
- › **Success:** 13 per cent of ŠKODA Octavias sold in 2015 had all-wheel drive; deliveries increased by 11 per cent
- › **The perfect combination:** all-wheel drive coupled with tried-and-tested Octavia attributes
- › **State-of-the-art 4×4 technology:** electronically controlled multi-plate clutch
- › **Octavia 4×4 and Octavia Combi 4×4:** powerful all-rounders
- › **Octavia RS 4×4 and Octavia Combi RS 4×4:** compact sportsters
- › **Octavia Scout:** adventurer for family and leisure

Mladá Boleslav/Salzburg, January 2016 – The third-generation ŠKODA Octavia has been setting benchmarks within its segment since its launch. In 2015, global deliveries of the model range increased by 11 per cent to 432,300 vehicles. The increase in sales of all-wheel-drive Octavia variants in 2015 was even as high as 4 per cent. A total of 13 per cent of Octavias delivered in the previous year were equipped with all-wheel drive.

ŠKODA offers as many as five variants of its bestseller with 4×4 technology: the Octavia 4×4, the Octavia Combi 4×4, the Octavia RS 4×4, the Octavia Combi RS 4×4 as well as the Octavia Scout. All of the models combine the high practicality of an all-wheel-drive vehicle with the Octavia's outstanding qualities.

The handling of the ŠKODA Octavia all-wheel-drive vehicles is impressive in many different driving conditions – on asphalt, as well as gradients, challenging terrain or in tricky situations. All of this is made possible by cutting-edge all-wheel-drive technology based on a latest-generation electronically controlled multi-plate clutch in combination with powerful engines and an excellent chassis.

The all-wheel-drive system, programmed via the control unit of the multi-plate clutch, is set up so that drive is mainly via the front axle during normal driving and with a light load. The control unit constantly calculates the ideal driving torque for the rear axle. Loss of traction is therefore almost impossible.

Both the front and rear axle of the ŠKODA Octavia 4×4 models are fitted with an electronic differential lock (EDL) as standard. EDL allows the car to pull away smoothly on difficult conditions, transmitting drive to both the front and rear axles.

The system facilitates smooth and comfortable starts on road surfaces with varying grip. If one wheel spins, the power is transferred to the opposite wheel. EDL slows down the



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wheel that is spinning, transferring the power to the wheel with greater traction. This has a positive side effect: less tyre wear. The electronic differential lock works at lower speeds.

The rear axle has innovative multi-link suspension with a trailing arm and three transverse links and an anti-roll bar. Finely tuned interaction between these components ensures best handling, excellent pulling-away characteristics, very good acceleration and maximum towing capacity.





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ŠKODA Octavia 4×4 and ŠKODA Octavia Combi 4×4

- > **The ideal companion for any everyday situation**
- > **The perfect combination of design, space and performance**

The current ŠKODA Octavia hatchback has been available with all-wheel drive since October 2014. Since that time, 1,400 vehicles have been delivered (as at 31/12/2015).

The latest generation of the ŠKODA Octavia Combi 4×4 was launched in mid-2013. To date, 65,500 customers have opted for the all-wheel-drive Combi (as at 31/12/2015). This equates to 17 per cent of all Octavia Combi sales during this period. In 2015, ŠKODA delivered 168,000 Octavia Combis – more than ever before. Compared to the same period in the previous year, this represents an increase of 9 per cent.

The Octavia Combi 4×4 is particularly popular in Alpine countries and in Scandinavia. In Switzerland and in Sweden, the model is actually the bestselling all-wheel-drive estate car in the compact A segment. In Switzerland in 2015, 48 per cent of Octavia Combi customers chose the 4×4 variant, in Austria 38 per cent and in Norway 73 per cent.

The ŠKODA Octavia Combi 4×4 has been a key player in the Czech manufacturer's all-wheel-drive history. Not only is it the Czech company's bestselling all-wheel-drive model, but it was also the brand's first modern all-wheel-drive vehicle in 1999. Between 1999 and 2006, ŠKODA sold a total of around 48,600 first-generation cars. Between 2004 and 2013, around 150,500 customers opted for the second-generation model, and up until now, ŠKODA has sold 66,900 third-generation cars. This means that the brand has, to date, supplied a total of 266,000 Octavia Combi 4×4s to customers.

The ŠKODA Octavia 4×4 and the ŠKODA Octavia Combi 4×4 are impressive with an excellent towing capacity and can tow up to two tonnes. The Octavia 4×4 and the Octavia Combi 4×4 are available with four different engines: three turbo diesel and one turbo petrol.

The **1.6 TDI with 81 kW (110 PS)** in the Octavia 4×4 has a combined fuel consumption of just 4.4 l/100 km; CO₂ emissions are 116 g/km (Octavia Combi: 4.4 l/100 km; 116 g CO₂/km). This variant comes with a manual six-speed gearbox. Maximum torque of 250 Nm is achieved between 1,500 and 3,000 rpm. With the entry-level engine, the Octavia 4×4 accelerates to 100 km/h in 11.3 seconds (Octavia Combi 4×4: 11.5 seconds). Top speed in the hatchback is 193 km/h (Octavia Combi 4×4: 191 km/h).

The **2.0 TDI with 110 kW (150 PS)** consumes 4.6 l of diesel per 100 km and emits 119 g of CO₂ per km: (Combi: 4.6 l/100 km and 119 g/km). This variant comes with a manual six-speed gearbox. Maximum torque of 340 Nm is achieved between 1,750 and



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3,000 rpm. The hatchback's top speed is 215 km/h (Combi: 213 km/h). Acceleration from 0 to 100 km/h takes 8.5 seconds (Combi: 8.6 seconds).

The **135 kW (184 PS)** version of the **2.0 TDI** consumes 4.9 l/100 km; CO₂ emissions are 125 g/km. The engine accelerates the Octavia 4×4 from 0 to 100 km/h in 7.1 seconds; top speed is 228 km/h.

The **1.8 TSI with 132 kW (180 PS)** is exclusively available with automatic six-speed DSG transmission. Combined fuel consumption of the Octavia hatchback 4×4 is 6.4 l/100 km (Octavia Combi: 6.4 l/100 km). CO₂ emissions are 149 g/km in both the hatchback and the Combi. The Octavia 4×4 is capable of a top speed of 229 km/h with this engine (Octavia Combi: 227 km/h). The hatchback will accelerate from 0 to 100 km/h in 7.4 seconds, the Octavia Combi in 7.5 seconds.





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ŠKODA Octavia Scout

- > **Powerful off-road look, impressive rough-road ability, great steep-slope capability and towing capacity**
- > **Three engines: 1.8 TSI/132 kW, 2.0 TDI/110 kW and 2.0 TDI/135 kW**

As a powerful crossover Combi, the ŠKODA Octavia Scout impresses with its outstanding driving performance even on rough roads, its all-wheel drive and rugged off-road look. In addition, this crossover vehicle is extremely spacious, highly practical, offers top protection, has up-to-date safety and comfort systems and represents excellent value for money.

A true 'Scout' has to earn that name at ŠKODA. The Octavia Scout has a rugged character with outstanding all-wheel and steep-slope capability, towing capacity and ground clearance. The car meets the highest technical, aesthetic and lifestyle standards. More and more customers ask for cars with individual appeal, and the new ŠKODA Octavia Scout is the answer.

The ŠKODA Octavia Scout is available exclusively based on the Octavia estate variant. The current generation was launched in 2014. Since 2007, the Octavia Scout has been an integral part of ŠKODA's model range, and between 2007 and the end of 2015, ŠKODA delivered around 76,000 Octavia Scouts to customers worldwide.

The ŠKODA Octavia Scout is a vehicle with a style all of its own – self-assured and distinctive. Its striking looks and all-wheel-drive technology are in perfect harmony. The front has a distinctive, Scout-specific bumper with black plastic moulding. The lower front panel has a silver-coloured off-road attachment. The front fog lights with their sharp, distinctive shape are an exclusive Scout design. The radiator grille bears the Scout emblem.

Black plastic door sill and wheel arch mouldings run down both sides of the vehicle and are a distinctive feature of its side view. There are also protective side strips in black plastic and aluminium-design wing mirror housings. Aluminium-effect roof rails are available as an option.

The ground clearance of the ŠKODA Octavia Scout has been raised to 171 millimetres and is 31 millimetres higher than the standard Octavia. The Rough-Road package with additional underbody protection is a standard feature, and 17-inch alloys with 225/50 R17 tyres are also fitted as standard.

There are striking bumpers at the rear of the ŠKODA Octavia Scout. The lower black-clad bumper components include a silver-coloured off-road attachment in the middle.



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The ŠKODA Octavia Scout is a real workhorse and can tow up to two tonnes. It also has excellent steep-slope capability. With a greater approach angle of 16.7 degrees and a departure angle of 13.8 degrees, the Czech scout can also negotiate steeper, more demanding terrain without difficulty. Electronic differential lock (EDL) supports stable pulling-away characteristics at low speed.

There are three engines to choose from for the ŠKODA Octavia Scout: two diesel and one petrol.

The most powerful diesel engine is the **2.0 TDI/135 kW (184 PS)** with the attractive combination of an automatic six-speed dual-clutch transmission (DSG) and all-wheel drive. Combined fuel consumption is only 5.0 l/100 km, which corresponds to CO₂ emissions of 129 g/km.

The **2.0 TDI/110 kW (150 PS)** is exclusively available with a six-speed manual gearbox. The engine consumes 4.8 l/100 km and emits 125 g CO₂ per km.

The Octavia Scout is available as a **1.8 TSI/132 kW (180 PS)** petrol engine with automatic six-speed DSG. Combined consumption is 6.6 l/100 km with CO₂ emissions of 154 g/km.

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ŠKODA Octavia RS 4×4: power, sportiness and everyday practicality

- › ŠKODA Octavia RS 2.0 TDI /135 kW with all-wheel drive and six-speed DSG transmission
- › The perfect combination of power, sportiness and everyday practicality
- › Performance: from 0 to 100 km/h in 7.6 seconds; top speed of 228 km/h

Mladá Boleslav/Salzburg, January 2016 – A first: since the end of 2015, the sporty ŠKODA Octavia RS is also available with all-wheel drive (as a hatchback or an estate). 4×4 drive is on offer for the Octavia RS 2.0 TDI /135 kW (184 PS) diesel engine combined with six-speed DSG transmission.

Whether as a hatchback or as an estate: combined with all-wheel drive, the ŠKODA Octavia RS is the perfect car for everyday life and leisure and is a real all-rounder in virtually all driving conditions. Performance, technology and practicality are impressive and acceleration values are excellent. The combination of all-wheel drive and sportiness turns both the ŠKODA Octavia RS hatchback and Combi into an impressive power pack. The third-generation Octavia RS, launched in 2013, is a real bestseller with 68,900 units sold to date (as at 31/12/2015).

The ŠKODA Octavia RS is both a sporty and extremely practical car. In addition, the top model within the Octavia range represents the brand's 115 years of successful motorsport history. In 2000, the first-generation Octavia RS was the first ŠKODA to be released to the market as a sporty RS model available for the public. Between 2000 and the end of 2015, ŠKODA delivered approximately 174,500 first- to third-generation Octavia RS vehicles to customers.

With the attractive combination of an automatic dual-clutch transmission (DSG) and all-wheel drive, the ŠKODA Octavia RS 4×4 accelerates from 0 to 100 km/h in just 7.6 seconds and reaches a top speed of 228 km/h (Combi: 7.7 seconds; 224 km/h). Maximum torque of 380 Nm is achieved between 1,750 and 3,250 rpm. Combined consumption is 4.9 l/100 km (Combi: 5.0 l/100 km). This corresponds to CO₂ emissions of 129 g/km; 131 g/km for the Combi.

Furthermore, the ŠKODA Octavia RS 4×4 impresses with all of the great qualities that the Octavia RS has to offer. Technical highlights include the sports chassis with multi-link suspension and electronic differential lock XDS+ for dynamic cornering, the innovative progressive steering as well as numerous assistance systems for the highest level of safety and optimum comfort.

Sporty design details, striking alloy wheels, a rugged extra sound providing a motorsport feel and a sporty interior design underline the car's powerful appearance. In addition,



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all Octavia RS models are equipped with the same outstanding qualities offered by the ŠKODA Octavia: the highest level of functionality, a considerable amount of space and excellent value for money.

The RS initials denote ŠKODA's successes in motorsport as well as the high performance and passion represented by the brand. ŠKODA used the abbreviation RS for the first time as a model designation in 1974: the ŠKODA 180 RS and ŠKODA 200 RS rally cars are considered to be the original RS cars. In the 1970s and 1980s, the legendary ŠKODA 130 RS was one of the most successful rally cars of its time.

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ŠKODA Yeti 4×4, Yeti Outdoor 4×4 and Yeti Monte Carlo 4×4: powerful all-rounders

- › Maximum all-wheel-drive utility coupled with tried-and-tested Yeti qualities
- › Innovative all-wheel drive: electronically controlled multi-plate clutch
- › Self-assured on difficult terrain: off-road mode at the touch of a button
- › Versatile: all-wheel-drive vehicle with three powerful engines
- › Concentrated power: towing capacity increased by 300 kg compared to front-wheel drive versions
- › Attractive: fresh design, modern technology, highly adaptable

Mladá Boleslav/Salzburg, January 2016 – The ŠKODA Yeti ranks as one of the most popular compact SUVs on the market. Since the 2013, the distinctive Yeti has been available in two variants for the first time: as the ŠKODA Yeti for the city and as the ŠKODA Yeti Outdoor ready for off-road and adventure. In mid-2014, ŠKODA also released a sporty version to the market: the ŠKODA Yeti Monte Carlo. All three of these model variants are available as 4×4 vehicles and their driving performance is impressive.

With the ŠKODA Yeti, the Czech manufacturer demonstrated the excellent ŠKODA qualities for the first time in the fast-growing SUV segment in 2009. Since then, the Yeti has developed into one of the most successful vehicles within its class. A total of 506,200 ŠKODA Yetis have been sold worldwide to date (as at 31/12/2015) and approximately 34 per cent of these were equipped with all-wheel drive.

In 2015, ŠKODA delivered around 99,500 Yetis, 22,000 with all-wheel drive. The vehicle has won more than 30 prestigious accolades, thereby demonstrating the compact SUV's market success. In Great Britain, for instance, the Yeti was named as the vehicle with the greatest customer satisfaction.

All of the 4×4 versions of the ŠKODA Yeti are impressive and possess outstanding capabilities. Whilst the 'city' Yeti 4×4 confidently negotiates the pitfalls and hazards of the urban jungle, the ŠKODA Yeti Outdoor 4×4, with its rugged off-road looks, is a particularly powerful representative within the all-terrain compact SUV squad. The ŠKODA Yeti Monte Carlo 4×4 combines power and sporty styling.

The all-wheel-drive ŠKODA Yeti impresses with the most up-to-date all-wheel-drive technology based on a latest-generation electronically controlled multi-plate clutch. In addition, there is also a special off-road mode with numerous sophisticated assistance systems specially designed for challenging situations.



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A ground clearance of 180 millimetres, an approach angle and ramp angle of almost 20 degrees each and, depending on the engine, a gradient angle of up to 39 degrees ensure optimum all-terrain capability.

All these factors add up to one thing: one of the best all-terrain compact SUVs within its class. Gradients, downhill slopes, fords, twists and turns – where many other SUVs would surrender, the new ŠKODA Yeti 4x4, whether in the city, outdoor or the Monte Carlo variant, is completely in its element.

One of its highlights is the **off-road mode**. Pressing the 'off-road' button on the dashboard activates many useful functions for the driver, facilitating manoeuvres on difficult terrain, and particularly enhancing pulling away and traction as well as braking and handling on steep downhill slopes. When it is active, an indicator lights up on the dashboard.

The ASR off-road and EDL off-road functions as well as the starting aid Launch Assist improve pulling away and traction control on the ŠKODA Yeti 4x4, the Yeti Outdoor 4x4 and the Yeti Monte Carlo 4x4. The **ASR off-road** traction control system facilitates pulling away on loose ground such as gravel or dirt roads. Using the electronic differential lock, **EDL off-road**, power is optimally distributed to all four wheels even in difficult situations. For example, off-road, with one wheel suspended in the air, braking using the control system transfers power to the opposite wheel. The electronic starting aid **Launch Assist** assists pulling away when on a steep incline or with a trailer, limiting the engine speed to 2,500 rpm at full acceleration.

The **ABS off-road** function supports safe braking on loose surfaces. ABS off-road improves braking efficiency beyond that of standard ABS. When the function is activated, the braking interval is extended, and only brief wheel locking occurs. The ABS works by pushing away loose road material (e.g. snow or dirt) and forming braking wedges in front of the wheels. This can significantly shorten the braking distance.

Safe, controlled descents on snow-covered or steep forest tracks or hills are supported by **Hill Descent Assist**, which is activated in off-road mode. It operates up to a speed of 30 km/h. From a gradient of 10 per cent, the system automatically switches on when off-road mode is activated. In this mode, the Yeti can negotiate a downhill slope practically on its own at the optimum and safest speed for the conditions. The driver is able to fully concentrate on steering their way over the off-road terrain – braking occurs automatically. If they wish to drive downhill faster, they can accelerate until the desired speed is reached which is then once more automatically maintained. Hill Descent Assist even operates when the all-wheel-drive Yeti is reversing downhill.

In order to prevent mechanical damage to the car's underbody and to stop dirt getting into the engine bay during tough driving conditions, an additional **Rough-Road package** is available for the Yeti, Yeti Outdoor and the Yeti Monte Carlo. It includes additional



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plastic coverings for important areas of the car's underbody such as engine, transmission and axle components as well as safety-relevant brake and fuel lines.

Furthermore, all of the Yeti's all-wheel-drive variants have proven themselves to be real workhorses. With the 2.0 TDI/110 kW engine, the vehicle can tow up to 2.1 tonnes (at 2.0 TDI/81 kW: 1.8 tonnes). This is 300 kg more than the respective front-wheel-drive variants can manage.

One petrol and two diesel engines for the all-wheel-drive Yeti

The ŠKODA Yeti 4x4, the Yeti Outdoor 4x4 and the Yeti Monte Carlo 4x4 are each available with three powerful and efficient engines to choose from: one petrol and two diesel engines. They all fulfil EU6 emission standards.

The **1.4 TSI/110 kW petrol engine** is exclusively available in the all-wheel-drive variant with a manual six-speed gearbox. Maximum torque of 250 Nm is achieved between 1,500 and 3,500 rpm. Combined consumption is 6.3 l/100 km with CO₂ emissions of 147 g/km. The petrol all-wheel-drive Yeti can also be ordered with an automatic six-speed dual-clutch transmission.

The top-of-the-range Yeti 4x4 **diesel engine** is the **2.0 TDI with 110 kW**, achieving maximum torque of 340 Nm between 1,750 and 3,000 rpm. This engine is available in combination with either a manual six-speed gearbox or an automatic six-speed DSG transmission. The consumption of the manual-transmission vehicle is 5.1 l/100 km and the combined CO₂ output is 134 g/km.

The entry-level diesel engine for the all-wheel-drive Yeti is the **2.0 TDI with 81 kW**. This engine, with all-wheel drive, is available in combination with a manual six-speed gearbox. The fuel consumption is 5.3 l of diesel per 100 km with a CO₂ output of 137 g/km. Maximum torque of 250 Nm is achieved between 1,750 and 3,000 rpm.

Striking sophistication

The ŠKODA Yeti is more desirable than ever. The clean design, precise edges and lines draw attention to its poised appearance. The interior is crisp and uncluttered.

The basic distinction between the urban Yeti and the Yeti Outdoor stems from select design details. Front and rear features such as bumpers, side mouldings and door sills either match the vehicle colour or – in the case of the ŠKODA Yeti Outdoor – are in black plastic. The ŠKODA Yeti Outdoor is fitted with silver-coloured wing mirrors as standard.

The **ŠKODA Yeti Monte Carlo** is the sporty version of the Yeti. The front is characterised by the black radiator grille frame as well as the striking black front spoiler. ŠKODA has treated this special model to 17-inch black alloys as well as a tinted rear



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window and rear side windows (SunSet) as standard. The roof, as well as the A-, C- and D-pillars are all black, as are the roof rails and the wing mirror housings. The door sills are also black and a black diffuser at the rear underlines the car's sporty appearance.

The sporty features continue to the interior of the ŠKODA Yeti Monte Carlo. The unique 3-spoke sports steering wheel is covered in black perforated leather and features red decorative stitching. The gear knob and handbrake lever are also covered in black leather. Red stitching adorns the gear stick sleeve and front centre armrest. Black-red-grey sports seats with grey vertical stripes provide a real visual accent. The stainless steel pedals are reminiscent of a sports car and the floor mats also feature red decorative stitching. The door sills feature plastic/aluminium decorative trims sporting the Monte Carlo logo.

The Yeti Monte Carlo comes in eight different body colours: Corrida Red, Magic Black, Candy White, Laser White, Moon White, Quartz Grey, Business Grey and Brilliant Silver.

Comfort and safety

All versions of the ŠKODA Yeti make an impression with extensive comfort and safety features, including the optional rear-view camera as well as an array of additional practical and safety-relevant assistance systems. For the first time, a ŠKODA Yeti has the latest-generation **Park Assist** feature, automatically reversing the Yeti into parallel and bay parking spaces, and out of parallel parking spaces. The automatic electronic starting and locking system, KESSY, allows the car to be locked, unlocked and started automatically.

Infotainment and connectivity also have an important role to play in the ŠKODA Yeti. The innovative solutions are based on Volkswagen Group's Modular Infotainment Matrix technology. For the first time, you can pair the ŠKODA Yeti with a smartphone and operate selected smartphone apps via the infotainment system's screen. SmartLink covers the Apple CarPlay, Android Auto and MirrorLink™ standards. SmartLink availability may vary from country to country. The SmartGate interface, developed by ŠKODA, allows certain vehicle data to be accessed and used on the user's smartphone apps.

Clever and spacious

The ŠKODA Yeti impresses with numerous 'Simply Clever' features. This includes the double-sided floor mat in the boot, already tried and tested in other ŠKODA models. The car also offers a removable LED torch in the boot, a high-vis vest compartment under the driver's seat and waste bin in the side doors.

Further optional comfort equipment includes a large panoramic sliding sunroof, a modern dual-zone Climatronic air conditioning system, heated seats, auxiliary heating, cruise control, a heated front windscreen and an electrically adjustable driver's seat.



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The VarioFlex rear seat system remains one of the Yeti's highlights. This offers unique versatility within the car's interior: the three rear seats can be individually folded down or taken out; the outer seats can be moved lengthways – or crossways, if the centre seat is removed. The Yeti can easily be changed from a five-seater into a four-seater, providing ample space for the rear passengers.

Other tried-and-tested features include the folding front passenger seat, folding tables on the back of the front seats, various storage compartments and handy drinks holders. With its securing eyelets and foldaway luggage hooks, the boot's functionality stands out.

The ŠKODA Yeti once again confirms its generous interior space: in no other compact SUV do the rear passengers have as much headroom as in the Yeti – 1,027 millimetres. The boot capacity is at least 405 litres. When the rear seats are moved forward, the luggage space extends to 510 litres. By completely removing the rear seats, the capacity increases to a generous 1,760 litres.

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ŠKODA Superb 4×4 and Superb Combi 4×4: flagships with power and elegance

- › New ŠKODA Superb 4×4: emotive hatchback with powerful ambitions
- › New ŠKODA Superb Combi 4×4: dynamic spacious car
- › Four engines combined with all-wheel drive based on an electronically controlled multi-plate clutch
- › ŠKODA flagship reaches new level in terms of design, space and technology
- › Success: ŠKODA Superb deliveries in Western Europe increased by 7 percent in 2015

Mladá Boleslav/Salzburg, January 2016 – With the new ŠKODA Superb, ŠKODA fired the starting shot for a new era of the brand in mid-2015. Whether as a hatchback or as an estate car, the elegant and spacious ŠKODA flagship is setting new benchmarks within the automotive mid-size car segment. Its emotive appearance, state-of-the-art technology and unbeatable interior space wow customers and score top marks with experts and the media. With the 4×4 drive that is available for four engines, ŠKODA is combining the new Superb's outstanding attributes with the advantages that an all-wheel-drive vehicle has to offer.

Since 2008, the ŠKODA Superb has also been available with all-wheel drive. The ŠKODA Superb Combi 4×4 was released to the market in 2009. In 2015, the new-generation models were launched for both variants. Between 2008 and 2015, ŠKODA delivered a total of around 65,200 second- and third-generation all-wheel-drive Superbs.

In terms of creativity and technology, both the new ŠKODA Superb and the new ŠKODA Superb Combi have reached a new level. The design is more modern and emotive than any of the brand's previous models. The above-average interior space has once again been improved and from a technical perspective, the flagships impress with Volkswagen Group's innovative MQB technology.

Four powerful engines for the all-wheel-drive Superbs – two petrol and two diesel

There are four engines to choose from for the all-wheel-drive versions of the Superb and Superb Combi. There is a choice of two direct-injection, turbocharged TSI petrol engines (1.4 TSI/110 kW and 2.0 TSI/206 kW) and two direct-injection, turbocharged common-rail diesel engines (2.0 TDI/110 kW and 2.0 TDI/140 kW).

The combination of powerful engines and up-to-date all-wheel drive based on an electronically controlled multi-plate clutch provides excellent driving characteristics and a wide variety of opportunities for use.



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The most powerful petrol engine in the Superb, the **2.0 TSI/206 kW**, is exclusively available with the attractive combination of a six-speed DSG transmission and permanent all-wheel drive. The four-cylinder engine produces its maximum torque of 350 Nm between 1,700 and 5,600 rpm. It reaches 100 km/h in just 5.8 seconds; top speed is limited to 250 km/h.

The **1.4 TSI/110 kW** is available with all-wheel drive coupled with a manual six-speed gearbox. This powertrain generates its maximum power output between 5,000 and 6,000 rpm. Maximum torque of 250 Nm is achieved between 1,500 and 3,500 rpm. The all-wheel-drive Superb, with this engine and a manual six-speed gearbox, has a top speed of 215 km/h and can accelerate from 0 to 100 km/h in 9.0 seconds.

For the new ŠKODA Superb, the top-of-the-range **2.0 TDI/140 kW** diesel engine is also available in the exciting combination of dual-clutch transmission and all-wheel drive. 400 Nm at 1,750 to 3,250 rpm provide the car with a lot of power and traction. Maximum power output is delivered between 3,500 and 4,000 rpm.

The **2.0 TDI/110 kW** comes with all-wheel drive and a manual six-speed gearbox. The two-litre turbo engine produces its maximum power between 3,500 and 4,000 rpm. Maximum torque of 340 Nm is achieved between 1,750 and 3,000 rpm.

The ŠKODA Superb 4×4 and the Superb Combi 4×4 with diesel engines have a towing capacity of up to 2.2 tonnes.

Superb hatchback and Superb Combi – top class in every respect

With its new, expressive **design**, the new ŠKODA Superb demonstrates the brand's emotive strength, both as a hatchback and an estate. The ŠKODA Superb sets new standards in terms of **space and comfort**. Both the hatchback and the Combi provide the most head- and legroom in the rear as well as the largest boot within the automotive mid-size car segment. At the same time, the top-of-the-range model is cleverer than ever before: up to 31 'Simply Clever' features make life easier for driver and passengers.

Adaptive Dynamic Chassis Control (DCC) including Driving Mode Select makes its debut in a ŠKODA. There are completely new air conditioning units, including the new triple-zone air conditioning available for the first time. An electric sliding and tilting panoramic glass roof is also available, as well as auxiliary heating, heated seats, a transparent foil-heated windscreen and an electric tailgate that can also be complemented with the virtual pedal. A new feature, Park Assist, parking sensors and the new rear-view camera make driving in and out of parking spaces easier than ever before. A particular highlight in terms of convenience: two umbrellas in the front doors.



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The range of **safety systems** is more extensive than ever before in the Superb and the Superb Combi. The Multi-Collision Brake comes as standard; in EU countries, Front Assist including City Emergency Brake are also standard features. Other systems available include Adaptive Cruise Control (automatic distance control), Crew Protect Assist (proactive occupant protection), Lane Assist, Traffic Jam Assist, Blind Spot Detect, Rear Traffic Alert, Emergency Assist, Driver Alert (fatigue detection), Speedlimiter, Travel Assist (traffic sign recognition), Hill-Hold Control and Electronic Tyre Pressure Monitoring. For the first time, the new Superb comes with a high-beam masking function (Smart Light Assist).

Connectivity reaches a new level of quality: the new ŠKODA Superb, both as a hatchback and as an estate, is equipped with a latest-generation infotainment system, allowing the car to be paired with modern smartphones.

SmartGate also allows you to access and use vehicle data on your smartphone and the high-speed internet connection turns the Superb into the first ŠKODA hotspot on wheels. With the new ŠKODA Media Command app and Wi-Fi hotspot, the infotainment system can be controlled for the first time from the rear, using a tablet or a smartphone.

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ŠKODA Board Members' Statements

Mladá Boleslav/Salzburg, January 2016

Bernhard Maier, CEO ŠKODA AUTO:

"The ŠKODA all-wheel-drive range is stronger than ever before. Our all-wheel-drive models play an important role in ŠKODA's success. From 2008 to 2015, we rapidly built up the brand's presence in the 4x4 sector and the sales of our 4x4 models tripled. We are now preparing for the next phase of ŠKODA's model campaign by expanding our SUV model range."

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