



# Press Release

, Page 1 of 7

## New ŠKODA Fabia Combi: simply fabulous

- > The new ŠKODA Fabia Combi seamlessly drives ŠKODA's model campaign forward into 2015
- > The most successful Combi within its class, sets standards in terms of functionality, technology and design
- > Best in class: boot now has a capacity of 530 litres; interior is longer and wider
- > Emotionally rich: crisp design, customisable interior
- > Perfectly connected: new ŠKODA Fabia Combi with MirrorLink™, Apple CarPlay and Android Auto functionality\*
- > SmartGate technology connects the car with ŠKODA's own apps
- > 'Simply Clever': up to 17 practical solutions, 10 of which are new
- > Top-level safety and comfort based on modern MQB assistance systems
- > Environment: up to 17 per cent more efficient; lowest CO<sub>2</sub> emissions of 82 g/km
- > Bestseller: market leader in its segment – since 2000, over 1.1 million ŠKODA Fabia Combis have been sold worldwide
- > Market launch will begin in the middle of January

Mladá Boleslav/Nice, January 2015 – With the new ŠKODA Fabia Combi, the Czech car manufacturer makes its mark early on in the 2015 new car year. Just a few weeks after the debut of the ŠKODA Fabia hatchback edition, the brand is firing up the next stage in their current model campaign. In the third-generation model, the ŠKODA Fabia Combi once again sets new standards in terms of space. The new design has a striking, emotionally-rich design language, coupled with state-of-the-art MQB-based vehicle technology from Volkswagen Group. This includes innovative safety, comfort and infotainment systems that are usually seen in higher-class vehicle segments or the completely new engine technology with EU6-compliant emission values. A highlight: with the MirrorLink™ function (as soon as made available by the manufacturers, also via Apple CarPlay and Android Auto\*) and the SmartGate system, the car can be paired with a smartphone. The new ŠKODA Fabia Combi will be available in Europe from mid-January 2015.

"The new ŠKODA Fabia Combi is the perfect combination of space, functionality, technology and emotionally-rich design," says ŠKODA CEO Prof. Dr. h.c. Winfried Vahland. "A modern, fresh car that stands for ŠKODA's best brand values. It has the largest interior space in the small estate car segment and extensively meets the increased requirements for connectivity and customisation," says Prof. Dr. Vahland.

The new Fabia Combi will be available in the first European market in mid-January. With this new edition, the Czech manufacturer is continuing the success of its popular all-rounder. Since 2000, the small car has been a success story of ŠKODA's model range. To date (as of 31.12.2014) ŠKODA Fabia has



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# Press Release

, Page 2 of 7

1.1 million ŠKODA Fabia Combis to customers. This makes the ŠKODA Fabia Combi the best-selling model within its class.

Since its introduction, the ŠKODA Fabia Combi has embodied all good ŠKODA qualities: lots of space within compact outer dimensions, many practical solutions, low fuel consumption, well-engineered technology and excellent value for money. This combination makes it a bestseller in its category.

## Excellent space: the largest boot capacity in its segment

Compact on the outside, the new ŠKODA Fabia Combi sets new standards in terms of **interior space**. It provides **plenty of space** for up to five occupants and their luggage. The passenger compartment has gained in both width (increase of 21 mm) and length (increased by 8 mm).

The 530 litre boot capacity (1,395 litres with the back seat folded down) is the **largest in its segment**. The basic volume has been increased by 25 litres compared to its predecessor.

The Fabia Combi is more flexible than before. The rear seats can be folded down in two stages: the seat is folded first and then the backrest. This increases the flexibility of the interior. Items up to 1.55 m long can fit into the car. The loading area is 960 mm wide, 2 mm wider than in the previous model. The tailgate is set lower down than before. Therefore the loading sill is only 611 mm high, in comparison to the second-generation model it is 26 mm lower. The tailgate opens to 1,900 mm high and is 1,028 mm wide.

## Emotion: a crisp, dynamic design

The new emotionally-rich design of the new ŠKODA Fabia Combi is the perfect addition to its outstanding functionality. As the hatchback model, the new Fabia Combi captivates with elements from the ŠKODA VisionC show car, sporty proportions and modern, crisp design language. In short: pure dynamism.

Precise lines and sharp edges are evidence of high-quality manufacturing and accurate workmanship. In addition, the car features a distinctive interplay of light and shade and the use of crystalline shapes.

The new ŠKODA Fabia Combi is 10 mm longer, 90 mm wider and 31 mm lower than its predecessor. The **front** is identical to the new Fabia hatchback model and appears more assured and imposing thanks to the added width and strong emphasis on horizontal lines. Distinctive elements are the razor-sharp, wide headlights, the crystalline glass cut, the characteristic slatted grille and the brand's logo on the bonnet's (nose). The designers highlighted the graphic unity of the grille and the lights, precise edges such as in the two distinctive swage lines running fi inside of the bonnet.



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# Press Release

, Page 3 of 7



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# Press Release

, Page 4 of 7

The **side view**. The car's sleek silhouette is as if it were made from one piece, the whole side view is extremely dynamic. An effect created by a crisp tornado line and the wing line marking the side of the car as well as the slim pillars, the interplay of light and shade, the gently rearward sloping roof line and the completely new, attractive range of wheels.

The **rear** of the ŠKODA Fabia Combi is clean, tidy and unmistakable with yet another emphasis on horizontal lines. The tail lights in the typical ŠKODA C-shape have contrasting dark edging and intricate detail in the style of Czech glass-making tradition.

The new ŠKODA Fabia Combi has ample scope for individual configuration. The car's all-new **interior** impresses with quality, precise workmanship, an emphasis on horizontal lines and a wide array of colours and colour combinations.

## Connectivity at its best with MirrorLink™, CarPlay and Android Auto\* as well as SmartGate

The new ŠKODA Fabia Combi has completely new infotainment systems. The technology is based on Volkswagen's Modular Infotainment Matrix (MIB) allowing a whole series of attractive uses which are ground-breaking for the small car class. A touchscreen display with swipe operation is available for the first time. Customers can choose between four infotainment systems, also including the integrated Amundsen radio navigation system.

Thanks to MirrorLink™ technology, the new ŠKODA Fabia Combi can easily be connected to a smartphone, allowing the driver to run and display selected smartphone applications (apps) on the screen of the Bolero and Amundsen infotainment systems. As soon as the relevant interfaces are available from the manufacturers, Apple devices (via Apple CarPlay\*) and Android smartphones (via Android Auto\*) will also be able to be connected.

The new ŠKODA Fabia Combi also comes with the SmartGate function, enabling display, storage and use of certain vehicle data in some apps. ŠKODA's newly-designed Drive App, for instance, can show drivers how efficient their driving style has been for any trip they have taken. The MFA Pro App lets users display on-board computer functions and multifunction display (MFA) content on their smartphones. Further apps complete the range.

## New benchmarks in terms of efficiency and emissions: CO<sub>2</sub> output from 82 g/km

The new Fabia Combi is more environmentally friendly than ever before with fuel consumption reduced by up to 17 per cent compared to the second generation model. Fuel consumption is now, at its best, down to 3.1 l/100 km and 82 g/km in the ŠKODA Fabia Combi GreenLine (available in the



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## Press Release

, Page 5 of 7

These significant improvements are the result of a completely new generation of petrol and diesel engines, radical weight reduction down to 1,004 kg and improved aerodynamics.

These excellent results are due to Volkswagen's innovative MQB technology. In total, the ŠKODA Fabia Combi is available in three petrol and three diesel engines. All six engines comply with **EU6 emission standards** and come with a Start-Stop System and brake energy recovery. Power output in the petrol engines ranges from 55 kW (75 PS) to 81 kW (110 PS). The new three-cylinder diesel range offers between 55 kW (75 PS) and 77 kW (105 PS). Transmissions are modern manual or automatic DSG gearboxes.

Special attention has been placed on developing a **comfortable chassis**. Finely-adjusted interplay between the new electro-mechanical steering, the new engines and the redesigned engine mounting has enabled designers to noticeably improve the chassis setup. Driving comfort and ride stability reach a new level of quality.

The model benefits not least from a 30 mm wider front track (rear track by 31 mm) and a 5 mm longer wheelbase. The vehicle design of the new ŠKODA Fabia Combi is based on a modular concept, drawing for the most part on Volkswagen's MQB technology, including new engines, electro-mechanical steering, a large part of the electrics (such as control units), the instrument cluster as well as infotainment and assistance systems.

Despite additional technology and comfort, the new ŠKODA Fabia Combi's weight is significantly reduced compared to the second-generation model, weighing by **up to 61 kg** less (depending on vehicle configuration). The ŠKODA Fabia Combi with a 1.0 MPI three-cylinder engine has a kerb weight (without the driver) of just 1,004 kg.

### **MQB technology for active and passive safety; systems from higher vehicle classes**

The new ŠKODA Fabia Combi impresses with its high level of safety. Thanks to Volkswagen Group's MQB technology, the model has safety systems from higher vehicle classes. The optional **Front Assistant** with integrated **Emergency Braking Function**, which automatically brings the vehicle to a complete stop, reduces the risk of rear-end collisions. The **Multi-Collision Braking System** will automatically slow the car down after an accident to prevent a follow-on collision.

The **Driver Activity Assistant** will detect fatigue of the driver, while the new **Speedlimiter** can prevent the car from exceeding a pre-set speed. **Hill-Hold Control** will help drivers start on a gradient. Also, the new Fabia Combi comes with an **electronic tyre pressure monitor** as standard in EU countries.

The new ŠKODA Fabia Combi has the enhanced electronic diffi as standard, which maximises traction when cornering.



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# Press Release

, Page 6 of 7

Passive safety elements include **six airbags**, which come as standard in EU countries, for finely adjusted interaction with the car's three-point seatbelts.

## Innovative comfort systems

The third-generation ŠKODA Fabia Combi offers a new level of comfort. A first in the model is **KESY (Keyless Entry Start and Exit System)**, the automatic locking and starting system. Front and rear parking sensors also make a debut in Fabia. Previously, this technology was only available for the rear of the Fabia.

The **Rain/Light Assistant** ensures optimum visibility with integrated sensors for rain and ambient light. The rain sensor automatically controls the windshield wipers' frequency, while the **light sensor** switches the low beams on and off depending on light conditions.

Making its debut in the ŠKODA Fabia Combi is the new **C-EPS (Column Electric Power Steering)**, which saves weight as well as fuel, and replaces the electro-hydraulic power steering used previously.

For the first time, customers can order the ŠKODA Fabia Combi with a large **panoramic glass roof** which adds to the 'feel-good' factor on board.

The **latest-generation air conditioning** with control on an MQB basis also offers optimum comfort. Both manual air conditioning and fully-automatic Climatronic climate control are available. In comparison to the technology used in previous Fabia variants, this new Climatronic system is considerably more efficient.

## Up to 17 'Simply Clever' solutions

The new ŠKODA Fabia Combi not only has plenty of space but is also more practical and clever than ever before. Up to **17 'Simply Clever' solutions** make life that little bit easier in the Fabia Combi, ten of them are new in this model.

The new ŠKODA Fabia Combi is available with an **adjustable false boot floor** as an optional extra. The new **MirrorLink™ technology** brings smartphone apps including navigation to the infotainment system's display. With the **SmartGate** function and using specially designed applications (apps), certain vehicle data can be displayed, saved and accessed on the user's smartphone.

The new ŠKODA Fabia Combi now features an **ice scraper** in the fuel filler flap as standard and also has a new **multimedia device cradle** in the cup holder located in the centre console. The **high-vis vest** has a convenient **dedicated storage compartment** in the driver's door. A **waste bin** is available for the side door **inside edges of the front seats** will hold miscellaneous sma



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# Press Release

, Page 7 of 7

The new model offers more **room for drinks bottles**. Both rear doors will now hold a **0.5-litre bottle**. An additional **1.0-litre bottle** will fit in the **glove compartment**.

The new ŠKODA Fabia Combi also offers new 'Simply Clever' features that proved themselves invaluable in the car's second generation. The new ŠKODA Fabia Combi has a **removable cover with a practical retractable function** for the boot. Also available in the boot are two **bag hooks**. In the Fabia Combi, the optional **Net Programme** comprises of three storage nets (2 vertical, 1 horizontal) to keep the boot space tidy. In addition, an optional **flexible storage compartment** for the boot is offered. The driver can insert a parking ticket into the standard **ticket holder** situated on the inside of the left-hand A-pillar. Another 'Simply Clever' feature is the **corner light function** of the fog lamps.

\*The future availability of CarPlay and Android Auto technology is generally at the discretion of Apple and Google. The release dates and communications regarding these issues are subject to regional variation.

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## ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed afterwards with the production of motorbikes and cars.
- > currently has seven passenger car models: Citigo, Fabia, Roomster/Praktik, Rapid, Octavia, Yeti and Superb.
- > delivered around 920,800 vehicles to customers worldwide in 2013.
- > has belonged to Volkswagen since 1991. The VW 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 25,800 people globally and is active in more than 100 markets.



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# Press Release

, Page 1 of 5

## Precision-cut

- › **Exciting:** new ŠKODA Fabia Combi in a new, expressive design
- › **Balanced proportions:** ŠKODA Fabia Combi now lower and wider
- › **Character:** clear edges, distinctive interplay of light and shade, crystalline shapes
- › **Innovative:** fresh interior concept with attractive colour combinations
- › **Revised wheel range** with eight distinctive designs from 14 to 17 inches

**Mladá Boleslav/Nice, January 2015 – The new ŠKODA Fabia Combi is beautifully spacious. Its new appearance is grander, sportier, more striking and more emotionally-rich. Balanced proportions, crystalline shapes and clear-cut lines characterise the new model generation. The Fabia Combi is a dynamic, 'crisp' estate, a car with lots of character that is as functional as it is passionate – modern and with lots of scope for customisation.**

"The design of the new ŠKODA Fabia Combi demonstrates the evolution of the ŠKODA design language," says Dr. Frank Welsch, ŠKODA Board Member for Technical Development. "With design features from the VisionC show car as well as sporty proportions and dynamic shapes, the Fabia Combi has a modern and fresh appearance. The Fabia Combi has never been so full of emotion," says Dr. Welsch.

"Linearity and precision combined with sharp edges, convex and concave surfaces, crystalline shapes, three-dimensional features and a distinctive interplay of light and shade – the new ŠKODA Fabia Combi has character. New, smoother proportions also provide the vehicle with a grand appearance: the car is 90 mm wider, 31 mm lower and 10 mm longer. In addition, the new model features an all-new interior concept with attractive colour combinations and lots of scope for customisation.

### Distinctive front

From the **front**, the ŠKODA Fabia Combi appears more imposing than ever before. The front is identical to the Fabia hatchback model. It expresses the core elements of the new ŠKODA design language: a clear geometric radiator shape, the ŠKODA logo on the sloping front end of the bonnet ('nose') and the crystalline design of the headlights. The silver logo, mounted at a vantage point on the nose, is the starting point for a distinctive overall design with an emphasis on the horizontal.

The ŠKODA Fabia Combi refines these elements by giving them a new edge. The result is a car that will catch anyone's eye with its presence and sophistication. The grille and the headlights fuse into a single optical unit, much more than before. The grille, with its distinct vertical bars, is now elegantly differentiated by a chrom

The distinctive, wide headlights that hug the grille have dark u the integration between the two and creating an intriguing cor the front. These surfaces have been intentionally separated by clearly accentuated, influencing the interplay of light and shad appearance.



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# Press Release

, Page 2 of 5



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# Press Release

, Page 3 of 5

Two lines with a strong character contour the bonnet's edges, its outer swage lines now running slightly inward from the A-pillars to the transition between headlights and grille. This trajectory yet again emphasises the logo's central position, at the same time enhancing the optical width of the Fabia Combi. The first time ŠKODA showed this design feature was in the 'ŠKODA VisionC' study.

The wide, clean-cut headlights boast distinctive contours and sharp edges; with their crystalline finish, the designers are once again paying tribute to the Czech glass-making tradition, emphasising the origins of the small car. For the first time, customers can opt for LED daytime running lights integrated into the headlights.

The width is also emphasised in the lower part of the car's front. The distinctive air inlet features horizontal black synthetic bar trims. Wide fog lamps are available as an option. The front bumper is colour coded.

## Dynamic side view

The side view of the ŠKODA Fabia Combi conveys pure dynamism. A 31 cm reduction in height enhances its **dramatic silhouette**, as does the roof, which slightly slopes off at the rear, the precise tracing of all of the lines, the slender pillars and an attractive, fully revised range of wheels.

The new ŠKODA Fabia Combi is 4,257 mm long (previously 4,247 mm), offering even more functionality. The front overhang is 847 mm, 13 mm less than the predecessor's. In the Combi, the rear overhang has increased by 18 mm (940 mm now, 922 mm before).

The car's high, sharply drawn **tornado line** stretches along the vehicle and creates a contrast-rich interplay of light and shade on the side of the car. With the **wing line**, which runs in a slight wave just below the tornado line, the designers created dynamism additional in the side flow. Starting at the headlights, it accentuates the wings, adding contrast and contouring to the side sections.

A **direct light surface** starting at the front bumper adds colour to the lower side of the car.

The clear **outline of the side windows** is defined by straight lines and forms a self-contained unit. The B-pillars are gloss-black. The three-window outline ends sharply at the D-pillar.

The roof slopes gently rearward, the rear window slants slightly more than before; both details enhance the car's dynamic appearance. The wheel arches have bold contours, the wings are emphasised. The doors now sport newly designed bracket-shaped handles.

Characterising the distinctive appearance of the new ŠKODA F **range of wheels**, including eight designs that boast high pre-contrasting features. Customers can choose from four wheel s 14 and 17 inches (steel or aluminium).





# Press Release

, Page 4 of 5

Developers and designers have achieved an impressive result in marrying the new dynamic appearance of the ŠKODA Fabia Combi with ŠKODA's typical spaciousness and interior functionality: the boot capacity has increased by 25 litres to 530 litres. Interior length has increased slightly (plus 8 mm) as has the width (21 mm more at the front, 2 mm more at the rear).

## Rear with strong character

Even from the rear, the car exudes new strength and assurance. The surfaces below the tailgate's edge have a distinctive inward (negative) slant, enhancing the contrast between **light and dark shades** and adding optical width – an effect emphasised by the clean disposition of the individual elements and the clear, horizontal arrangement of the rear.

The **rear lights** are particularly impressive. Designers have let themselves be inspired yet again by the Czech glass-making tradition. The C-shaped tail lights frame the element encompassing indicator and reverse lights, which stands out slightly and charms with its clean crystalline finish. The tail lights' distinctive C shape is accentuated by a black perimeter strip.

The arrangement of the brand name (left), logo (centre) and the model name (right) on the tailgate achieves a perfect balance. The new ŠKODA Fabia Combi features characteristic ŠKODA styling: two clean-cut triangles at the rear of the vehicle visually connect the tail lights and the tailgate. For increased practicality, the Fabia Combi's loading sill is just 611 mm (26 mm lower than the predecessor's).

15 **body colours** are available for the new Fabia Combi, including the metallic colours Rio Red, Race Blue, Magic Black, Metal Grey, Denim Blue, Brilliant Silver, Cappuccino Beige, Moon White, Rally Green and Topaz Brown. Special colours available (non-metallic) are Laser White, Sprint Yellow and Corrida Red. Standard non-metallic colours are Pacific Blue and Candy White.

In familiar ŠKODA fashion, the Fabia Combi is available with three trim levels: Active, Ambition and Style. They offer a choice of wheels, interior colours, trim and individual levels of comfort, functionality and infotainment. The particularly environmentally-friendly Fabia Combi GreenLine will be available in the course of 2015.

## All-new interior concept: a new level of diversity

The ŠKODA Fabia Combi's completely revised interior shines with high-end materials, precision, top workmanship and a wide array of colours and colour combinations. Compared to its predecessor, the new concept is virtually a brand new design. An array of options in both colour and equipment provide customers with more choice than before when customising the car's interior to suit their person.

At the same time, the second-generation ŠKODA Fabia Combi has improved in several respects.



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## Press Release, Page 5 of 5

The interior is tidy and features high precision with great attention to detail. All controls are in the right place for intuitive operation. Interior designers have placed a distinct emphasis on horizontal lines, making the interior of this small car appear extremely spacious and self-assured.

The instrument cluster now has a new look; all gauges are easy to read. All controls, levers and switches have been redesigned, as have the door handles.

The elegant centre console is more slender than before and is now visually separate from the dashboard, making it appear lighter.

The infotainment system is sitting in the middle of the centre console. Customers have three choices: Blues, Swing and Bolero. The top-of-the-range Bolero comes with the MirrorLink™ function.

The dashboard in the new ŠKODA Fabia Combi has a much more dynamic look than before, an effect which the designers achieved by, among other things, positioning the central air inlets higher up and providing the upper part of the dashboard with more distinctive contours. In addition, the dashboard is now divided horizontally and is available in different colour combinations.

The new Fabia Combi comes with all-new three-spoke steering wheels adjustable in height and reach. Depending on the trim level, customers can choose from up to nine steering wheel styles, differing in materials (PUR, PUR with chrome, leather with chrome, with or without trim strip in Piano White or Black) and functionality (with or without controls for the multifunction display and, depending on spec, controls for the radio and telephone).

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# Press Release

, Page 1 of 3

## Spacious, practical, clever

- > New ŠKODA Fabia Combi: small car that's big on the inside
- > Perfect companion for everyday life: reliable, practical and agile
- > Largest boot in segment: 530 litres; adjustable false boot floor
- > 'Simply Clever': up to 17 features for more convenience

Mladá Boleslav/Nice, January 2015 – The new ŠKODA Fabia Combi is more practical and cleverer than ever before. Compact on the outside, the new model offers lots of space for five occupants and their luggage, making it a family car that is as practical as it is agile. Its boot is the largest in the small car segment. In addition, the new ŠKODA Fabia Combi boasts up to ten new 'Simply Clever' details, impressing with up to 17 'Simply Clever' features in total.

"The new ŠKODA Fabia Combi is the clever spacious giant in its class – the ideal vehicle for people who value a practical and yet emotionally-rich car," says Dr. Frank Welsch, ŠKODA Board Member for Technical Development.

### Lots of space

The new ŠKODA Fabia Combi offers even more room for occupants and their luggage. The passenger compartment is slightly longer and wider than before and the car's boot is the largest in its segment. Nevertheless, the new ŠKODA Fabia Combi remains an agile and nimble small car thanks to its compact outer dimensions.

The **interior length** of the new ŠKODA Fabia Combi has been increased by 8 mm to its current length of 1,674 mm. Elbow room is also greater at 1,401 mm (plus 21 mm) at the front and 1,386 mm (plus 2 mm) at the rear.

**Boot capacity** of the new ŠKODA Fabia Combi is top in its segment. The luggage compartment holds 530 litres, 25 litres more than its predecessor. With the back seats folded down, loading capacity increases to 1,395 litres.

A spacious rear access width of 1,028 mm, the tailgate that swings open to 1,900 mm and the low sill height (611 mm) make loading easier. The loading area is 960 mm wide, which is 2 mm wider than the previous generation.

### Good thinking – 17 'Simply Clever' features, ten of them new

For ŠKODA, 'Simply Clever' is much more than just a part of the brand's slogan. ŠKODA engineers work on smart solutions from the very beginning of a car's development. All ŠKODAs possess a range of clever features that make life easier for passengers.



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## Press Release, Page 2 of 3

The new ŠKODA Fabia Combi perfectly lives up to this claim. Whether it is the pairing of smartphone and infotainment system, the false boot floor, mesh net storage, lots of holders and storage areas or the brand's clever ice scraper, the third generation of the ŠKODA Fabia Combi is cleverer than ever before.

Depending on spec and customer preference, up to **ten new 'Simply Clever' features** can be found in the new ŠKODA Fabia Combi.

**MirrorLink™ technology** brings smartphone apps including navigation to the infotainment system's display. With the **SmartGate** function and using specially designed applications, certain vehicle data can be displayed, saved and accessed on the user's smartphone.

As an option, the new ŠKODA Fabia Combi is available with an **adjustable false boot floor**. This is a removable shelf which divides the boot into two horizontal compartments, allowing two-storied storage. Simply sliding the shelf into two slots will hold it in its upper position. For easy loading and unloading, the shelf can also be locked at an angle. To use the boot without a partition, simply slide the shelf into its lower position.

The **ice scraper** in the fuel filler flap now is a standard feature. No more having to hunt for this item on cold winter days. The ice scraper slides into a slot on the inside of the fuel filler flap, ready for use at any time.

A mobile phone, smartphone or an iPod can be stored in the new **multimedia device cradle** in the cup holder on the centre console. The **high-vis vest**, now mandatory in many countries, has a convenient **dedicated storage compartment** in the driver's door.

A **rubbish bin** is available for the side door. **Storage nets on the inside edges of the front seats** will hold miscellaneous small items.

The new ŠKODA Fabia Combi provides more **room for drinks bottles**. Both rear doors will now hold a **0.5-litre bottle**. An additional **1.0-litre bottle** will fit in the **glove compartment**. Therefore, the vehicle now offers space for up to seven bottles: one 1.5 litre bottle in each of the front doors, one 0.5-litre bottle in both rear doors, one 0.5 litre and one 0.4-litre bottle in the centre console and one 1.0-litre bottle in the glove compartment.

There are further 'Simply Clever' features in the new ŠKODA Fabia Combi that proved themselves valuable in the car's second generation.

The new ŠKODA Fabia Combi has a **removable retractable cover** for the boot. It comes with a convenient push function: pressing the edge of it **cause it to roll up**. Two **bag hooks** are available in the boot



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## Press Release, Page 3 of 3

The optional **Net Programme** comprising of three storage nets (2 vertical, 1 horizontal) keeps the boot space tidy. In addition, an optional **flexible storage compartment** for the boot will hold miscellaneous objects in place.

The standard **parking ticket holder** on the inside of the left-hand A-pillar lets the driver insert a ticket for easy display. Another 'Simply Clever' feature is the optional **corner light function** of the fog lamps.

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### ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. Since 1895, the Czech headquarters in Mladá Boleslav has seen the production firstly of bicycles and then, shortly afterwards motorbikes and cars.
- > currently has seven passenger car models: Citigo, Fabia, Roomster/Praktik, Rapid, Octavia, Yeti and Superb.
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Since 2008, all evaluated ŠKODA models have received a 5-star safety rating from Euro NCAP.







# Press Release

, Page 1 of 5

## Connectivity at its best

- › New ŠKODA Fabia Combi for the first time with MirrorLink™, Apple CarPlay and Android Auto\* for pairing of car and smartphone
- › SmartGate sends vehicle data to the smartphone
- › All-new infotainment systems based on innovative MIB technology
- › Comfort: integrated Amundsen navigation system for the Fabia model range

Mladá Boleslav/Nice, January 2015 – The new ŠKODA Fabia Combi comes with all-new infotainment systems. In response to numerous customer requests, an integrated infotainment navigation system is also available. The new equipment is based on state-of-the-art MIB technology from Volkswagen Group. MirrorLink™, Apple CarPlay and Android Auto\* functionality for pairing smartphones is available for the first time in the Fabia Combi. The ŠKODA SmartGate function allows vehicle data to be evaluated by ŠKODA's own apps.

Four all-new infotainment systems are available for the new ŠKODA Fabia Combi. Their innovative technology is based on the second generation of Volkswagen Group's MIB, the Modular Infotainment Matrix (Modularer Infotainment-Baukasten). Highlights of its top-of-the-range models are the optional display of smartphone content via MirrorLink™, Apple CarPlay and Android Auto\* as well as the networking of the vehicle with ŠKODA's own apps via SmartGate. In addition, further comfort features are available such as DAB digital radio, zoom and swipe smartphone-style operation, Bluetooth connection for phones or the high-performance ŠKODA Surround sound system. In response to numerous customer requests, ŠKODA has extended the infotainment offering for the Fabia model range with the integrated Amundsen navigation system.

**Blues**, the entry-level model, features a round TFT monochrome display. Besides its basic radio functions including RDS, Blues offers a USB and an aux-in jack for connections to devices such as MP3 players. An SD card slot is also available. A total of four loudspeakers in the front doors ensure a balanced sound.

The **Swing** system boasts a 5-inch TFT colour touchscreen with a resolution of 400 × 240 pixels. Swing has an FM/AM radio with RDS, four speakers in the front door panels, aux-in and USB jacks, and an SD card slot. Three buttons on either side of the display control the radio, media, phone, setup, sound and car menus, the latter for specific car settings and display of additional information. Customisable functions include Front Assistant, parking distance control, the on-board computer, lights, windscreen wipers or the tyre pressure monitor (TPM). Optional upgrades for the system include Bluetooth/hands-free, DAB radio as well as ŠKODA Surround (see below).

The **Bolero** infotainment system has a 6.5-inch TFT colour display offering an impressive resolution of 800 × 480 pixels. The system includes a radio including RDS, a JPEG viewer, Bluetooth convenient telephony, screen display of SMS text messages. With MirrorLink™ (see below), smartphone applications can be displayed on the touchscreen, allowing the smartphone to be used on all levels.

Four loudspeakers in the front of the vehicle and two additional speakers in the rear, as well as the ŠKODA Surround system with virtual sound enhancement, ensure a listening enjoyment.



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# Press Release

, Page 2 of 5



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## Press Release, Page 3 of 5

The new Fabia Combi is also available with an optional integrated navigation system including voice control function. The **Amundsen** radio GPS system boasts a 2.5 D graphics with a resolution of 800×480 pixels. The MapCare programme comes as standard in Europe always displaying up-to-date maps. In the first three years after purchase, the customer can update the maps up to six times for free. Alongside the navigation function, the Amundsen system is equipped with virtually the same features, options and technical specifications as the Bolero system.

### MirrorLink™ turns the new ŠKODA Fabia Combi into a smartphone on wheels

Based on MIB technology, the new ŠKODA Fabia Combi's Bolero and Amundsen infotainment systems offer for the first time an elegant connection between car and smartphone. This is possible thanks to **MirrorLink™** functionality. As soon as the relevant applications are available from the manufacturers, Apple CarPlay (for iOS devices) and Android Auto\* (for Android devices) interfaces will also be offered.

MirrorLink™ on the Bolero infotainment system will allow compatible smartphones to display and control applications on-screen. This adds a new dimension, for instance, to the use of navigation software or to the enjoyment of personal music. Connecting is quick and easy: plugging a USB cable into the smartphone and the Bolero system and activating MirrorLink™ mode on the radio is all it takes for the phone's MirrorLink™-certified applications (apps) to be mirrored on the infotainment system's screen.

Whether you select and listen to music on your smartphone, get turn-by-turn directions or browse your contacts, all of this is mirrored on the infotainment system's screen. For safety reasons some apps' functions will only be available if the vehicle is stationary. Contacts and music, however, can be browsed whilst the car is in motion.

At the new ŠKODA Fabia Combi's launch, the following MirrorLink™ apps will be available: Sygic (navigation), Weather Pro! (weather forecast), AUPEO! (personal radio), Audioteka (audio books), and Parkopedia (information on parking spaces). More applications will follow.

From its launch, the new ŠKODA Fabia Combi with MirrorLink™ will be compatible with smartphone operating systems that support the MirrorLink™ version 1.1.

Another very useful function is **SmartGate**, permitting the transfer of certain vehicle data to specific applications on a smartphone for storage and mobile use. Data transfer is wireless via WiFi technology.

ŠKODA's newly-designed Drive App, for instance, can show a driver how efficient his/her driving style has been for any trip he/she has taken. In addition, the app will display values for each trip such as fuel consumption, average speed, just a few. Users can also review their journey on a map, as well as share it to Facebook.

A ŠKODA Drive Portal provides useful statistics, graphic displays for other users, based on data transferred to the portal. A feature in some situations is the new ŠKODA Service App.



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# Press Release

, Page 4 of 5

## Also available are apps such as:

- › G Meter: display of acceleration (G value), speed, braking activity, brake pedal pressure etc.
- › MFA Pro: enhanced on-board computer functions and applications of the multifunctional display (MFA).
- › Performance: tracking, display and storage of trip information such as speed, rpm, acceleration, gas pedal pressure and braking duration.
- › Little Driver: a game for children and parents, including a car configurator to build your own ŠKODA vehicle, virtual driving learning games and other features. This game is only for tablets.
- › SmartRacer: racing game for in-car entertainment. The speed of the car in the game is altered to match the real speed of the ŠKODA Fabia Combi.

## ŠKODA Surround sound system

Available for the first time in the ŠKODA Fabia Combi is the **ŠKODA Surround sound system**, optional in the Swing radio, standard in Bolero.

The system applies Digital Sound Processing with no latency or loss in quality.

Its software creates two additional virtual loudspeakers and yet again improved sound quality. It also simulates a virtual subwoofer for lower bass frequencies. The result is a **brilliant three-dimensional** sound via six loudspeakers (four front, two rear).

\*The future availability of CarPlay and Android Auto technology is generally at the discretion of Apple and Google. The release dates and communications regarding these issues are subject to regional variation.

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, Page 5 of 5

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# Press Release

, Page 1 of 5

## ŠKODA Fabia Combi with all-new engine range

- > MQB technology: new EU6-compliant engines; Start-Stop function and brake energy recovery as standard
- > Up to 17 per cent more economical
- > Impressive figures for the Fabia Combi GreenLine: 3.1 l/100 km; 82 g CO<sub>2</sub>/km
- > Reduction in weight: Fabia Combi 1.0 MPI weighs just 1,004 kg

Mladá Boleslav/Nice, January 2015 – The new ŠKODA Fabia Combi sets new standards in terms of fuel consumption, emissions and weight, and is kind to both the environment and the wallet. Compared with its predecessor, emissions have been reduced by up to 17 per cent. The all-new range of engines (three petrol and three diesel) complies with EU6 emission standards. The new Fabia Combi weighs just 1,004 kg, up to 61 kg less than the previous model, thanks to cutting-edge MQB (Modularer Querbaukasten, i.e. Modular Transverse Matrix) technology with modern engines, electro-mechanical steering and new electronics. In conclusion: the new ŠKODA Fabia Combi is the most environmentally friendly, economical and lightest Fabia Combi ever.

"The new ŠKODA Fabia Combi is proof once more of the high level of efficiency of ŠKODA cars," says Dr. Frank Welsch, ŠKODA Board Member for Technical Development. "For each new development, reducing consumption, emissions and weight are at the very top of our product brief. I believe our engineers have once again effectively addressed this challenge for the new ŠKODA Fabia Combi by using innovative MQB technology. Fuel consumption from 3.1 l/100 km, emissions from 82 g/km or the weight reduction of up to 61 kg are the results. Never before has the Fabia Combi been so environmentally friendly and economical as this new generation," says Dr Welsch.

In Europe, the new ŠKODA Fabia Combi comes with all-new engines that are particularly fuel-efficient. Including the GreenLine variant, three petrol and three diesel engines are available. All engines comply with the new EU6 emission standards and have both Start Stop function and brake energy recovery as standard. The gearboxes are manual or automatic DSG double-clutch.

At their most efficient, the petrol engines consume just 4.7 l/100 km. Amongst the diesel engines, the GreenLine version stands out with absolute top efficiency, boasting fuel consumption of just 3.1 l/100 km.

### Three new petrol engines from 55 kW up to 81 kW (75 PS to 110 PS)

Petrol engines available in Europe are new three- and four-cylinders from the EA211 series, based on MQB technology. The 1.0 MPI three-cylinder injection, the four-cylinders are 1.2 litre turbo-charged TSIs. 16 valve technology and belt-driven camshafts. The power range 55 kW (75 PS) and goes up to 81 kW (110 PS), which is 4 kW generation Fabia Combi.



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## Press Release, Page 2 of 5

The new Fabia Combi with the entry-level **55 kW (75 PS) 1.0 MPI** petrol engine has fuel consumption values of 4.8 l/100 km and emits 109 g CO<sub>2</sub> per km. Maximum power is 55 kW at 6,200 rpm. Maximum torque is an unchanged 95 Nm at 3,000 to 4,300 rpm. The 55 kW 1.0 MPI comes with a manual five-speed gearbox.

The completely newly developed direct-injection **66 kW (90 PS) 1.2 TSI** also comes with a manual five-speed gearbox. Maximum power is reached between 4,400 rpm and 5,400 rpm. The combined consumption of this four-cylinder engine is 4.7 l/100 km, with CO<sub>2</sub> emissions of 107 g/km. Maximum torque is 160 Nm at 1,400 to 3,500 rpm.

The most powerful petrol engine in the new ŠKODA Fabia Combi is the **81 kW (110 PS) 1.2 TSI**. Maximum power is between 4,600 rpm and 5,600 rpm. With this engine and a manual six-speed gearbox, the car's average fuel consumption is 4.8 l/100 km and CO<sub>2</sub> emissions are 110 g/km. This is 6 per cent less than the second-generation Fabia Combi powered by the strongest 77 kW 1.2 TSI engine with the Green tec package. Alternatively, this engine can be combined with an automatic DSG seven-speed transmission. Maximum torque is 175 Nm, achieved between 1,400 and 4,000 rpm. The ŠKODA Fabia Combi with this engine and a manual gearbox has a top speed of 199 km/h.

### Three new three-cylinder diesel engines from 55 kW to 77 kW (75 PS to 105 PS)

ŠKODA equips the Fabia Combi with three new 1.4 litre direct-injection turbo-charged common-rail diesel engines (EA288 series). The three-cylinder engine block is aluminium alloy. As in the second-generation Fabia Combi, the power range is from 55 kW to 77 kW, though this is now achieved with a 1.4 litre, rather than the previous 1.6 litre capacity. Start-Stop function and brake energy recovery are standard.

The most efficient ŠKODA Fabia Combi will be available in the second half of 2015, the **55 kW (75 PS) 1.4 TDI ŠKODA Fabia Combi GreenLine**. Thanks to its Start-Stop function, brake energy recovery, tyres optimised for low-rolling resistance and improvements to aerodynamic details, the new ŠKODA Fabia Combi GreenLine's fuel consumption will be just 3.1 l/100 km, with CO<sub>2</sub> emissions of just 82 g/km.

Together with the ŠKODA Fabia GreenLine, this will make the ŠKODA Fabia Combi GreenLine the most environmentally friendly ŠKODA with a conventional engine, surpassed only by the CNG-powered ŠKODA Citigo G-TEC.

The **66 kW (90 PS) 1.4 TDI** engine also delivers impressive emission values. Combined with a manual five-speed gearbox, this engine consumes just 3.4 l/100 km, with CO<sub>2</sub> emissions as low as 89 g/km. Compared with the previous 66 kW 1.6 TDI engine with Green tec package, this is an improvement of about 11 per cent. At the same time this engine impresses with its performance, achieving maximum 230 Nm between 1,750 and 2,500 rpm. The engine accelerates Fabia Combi from 0 to 100 km/h in 11.3 seconds, while its top engine is also available with automatic DSG seven-speed transmission.



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## Press Release

, Page 3 of 5

The top diesel engine for the new ŠKODA Fabia Combi is the **77 kW (105 PS) 1.4 TDI** with a manual five-speed gearbox, which consumes 3.5 l/100 km and has emissions of just 92 g CO<sub>2</sub> per km. It achieves maximum torque of 250 Nm at just 1,750 to 2,500 rpm, accelerating the ŠKODA Fabia Combi from 0 to 100 km/h in 10.2 seconds. Top speed is 196 km/h.

### Engineering highlights in the EA211 and EA 288 engines

Compared with the engines used previously, the **petrol engines** in the new ŠKODA Fabia Combi are significantly more efficient and also lighter.

The design of the TSI engines is more compact than in their EA111 predecessors: 50 mm narrower, allowing more space for the interior. The engines are now positioned with their exhaust side backward and tilted at an angle of twelve degrees for a more efficient fit.

Amongst other things, the new 1.2 TSI engines have a completely new cylinder head with 16-valve technology as well as variable inlet valve control and a timing belt for the valve gear. The system works with an injection pressure of up to 200 bar, while the previous engine generation had a maximum injection pressure of 125 bar.

The EA211 TSI petrol engine features a modern double-circuit cooling system, where the basic engine is cooled by a high-temperature circuit with a mechanically driven coolant pump. At the same time, a low-temperature circuit flows through the intercooler and turbocharger housing. The cylinder-head circuit is heating the car's interior. The exhaust manifold is integrated in the cylinder head. As a result, the engine will warm up to optimum temperature faster and provide sufficient warmth for heating the passenger compartment sooner. The coolant lowers the exhaust gas temperature in the cylinder head, reducing fuel consumption, particularly at high-engine speeds.

The new generation's especially efficient **diesel engines** are part of the **EA288** series. Compared to their predecessors, fuel consumption is up to 0.7 l/100 km lower. Exhaust-relevant components such as the injection system, the turbocharger and the intercooler have been improved. Components for exhaust treatment such as the four-way catalytic converter and the diesel particulate filter now sit closer to the engine. To reduce friction inside the engine, piston rings now have less pre-tension, and the camshaft's bearings are also especially low in friction.

The new generation of diesel engines boasts improved fuel consumption and emission values, but it also runs very quietly and with low vibrations. The key to these improvements lies in the modified engine mountings, a new countershaft and a twin-mass flywheel. The new engine cover and a dedicated sump baffle also contributed to reduce acoustic emissions. In addition, fuel is also injected at higher pressure than in the Fabia Combi's previous 1.6 TDI engine. The new diesel has an increased injection pressure of up to 2,000 bar; maximum of 1,600 bar in the previous 1.6 TDI.



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# Press Release

, Page 4 of 5

## Up to 61 kg lighter

The new ŠKODA Fabia Combi is a lot slimmer, now weighing 1,004 kg at its leanest. This makes the new generation up to 61 kg lighter than the previous model (depending on configuration). The entry-level ŠKODA Fabia Combi with a 1.0 MPI three-cylinder diesel has a kerb weight (without the driver) of just 1,004 kg.

The new 1.4 TDI diesel engine has lost 33 kg, making it approximately twenty per cent lighter than its 1.6 TDI predecessor.

For the first time, the new Fabia Combi features an MQ 100 gearbox for the three-cylinder petrol engines (previously MQ 200). Advantages: reduced weight and low oil consumption. The new gearbox weighs just 26.6 kg – approximately 7 kg less than the MQ 200 gearbox – and only requires 1.2 l gearbox oil for lubrication.

Other weight savings have resulted from adjustments to the car's **body structure**. Using high-tensile steels in the body increased torsional stiffness whilst reducing its weight.

## New chassis for improved driving comfort

The car's new rigid body improves the ride, as does the **new chassis**. A 30 mm wider track at the front and rear compared to its predecessor and a lower body have made the new ŠKODA Fabia Combi more agile and sporty. The wheelbase is 5 mm longer than in the predecessor.

The new Fabia Combi's construction makes comprehensive use of elements from Volkswagen Group's MQB technology, such as engines, the electro-mechanical steering and a large portion of the electrics (electrical architecture, including control units, instrument cluster, infotainment and assistance systems). The chassis was specifically optimised to harmonise better with the new engines, the new steering and the widened track.

The new Fabia Combi's front axle is a MacPherson strut with triangular wishbones. The complete front axle construction was specifically improved with regards to handling and driving comfort as well as more safety and more steering precision. Driving stability has been particularly improved through widening the track by 30 mm. Slightly moving the front wheels forward by 5 mm facilitated lengthening the wheelbase.

The car's rear axle is a torsion beam crank design. New trailing links increased track at the rear by 30 mm, which has positive effects on ride stability. The suspension was also optimised for a more comfortable ride.

A new feature in the ŠKODA Fabia Combi is **electro-mechanical C-EPS** (Column-Electric Power Steering), replacing electro-hydraulic. Instead of hydraulics, C-EPS uses a programme-controlled electric steering column to aid a driver's steering actions. The hydraulic system including servo pump and hydraulic fuel lines, has gone. The r



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# Press Release

, Page 5 of 5

faster and uses less space; it also means a weight reduction of 2.5 kg and lower fuel consumption. Another advantage: thanks to more direct, sportier steering, the driver needs less steering input whilst improving steering precision. The number of steering wheel turns from lock to lock is only 2.6, opposed to 2.9 turns compared to the second-generation Fabia Combi. This corresponds to figures of the former Fabia RS.

The third-generation ŠKODA Fabia Combi comes with an electronic differential lock (EDS) and its **XDS+** enhancement as standard. EDS and XDS+ are driving dynamics functions integrated into the Electronic Stability Control (ESC).

EDS and XDS+ are active on the front axle. XDS+ ensures neutral vehicle behaviour in corners even with a dynamic driving style. Overall, the intended use of the technology feature widens. At lower cornering speeds, it will be activated at a lateral acceleration of 0.15 G. When the system is switched on, gently slowing down the inner wheel increases torque to the outer wheel. In corners, the inner wheel is not just slowed down when accelerating, but also when braking or decelerating. The resulting yaw momentum induces controlled oversteer, ensuring both quick and safe passage through corners. XDS+'s impact increases with the speed of the vehicle in a corner.

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# Press Release

, Page 1 of 4

## A new dimension in safety

- › **MQB technology:** new ŠKODA Fabia Combi comes with state-of-the-art safety systems from higher car segments
- › **Innovative:** ESC with Multi-Collision Braking System, Front Assistant with Emergency Braking Function, fatigue detection, Speedlimiter
- › **New chassis with wider track, XDS+ standard**
- › **Passive safety elements:** six airbags as standard in EU countries

Mladá Boleslav/Nice, January 2015 – Thanks to the use of modern MQB (Modularer Querbaukasten, i.e. Modular Transverse Matrix) technology, the new ŠKODA Fabia Combi comes with safety innovations that were previously reserved for higher car segments. A new chassis with a wider track also enables performance with unrivalled active driving safety. The Multi-Collision Braking System, six airbags and a perfectly-tuned safety package protect occupants in an accident.

“With new, innovative assistance systems based on MQB technology, the new Fabia Combi has a level of safety that is new to this segment and which no small car outside Volkswagen Group can offer,” says Dr. Frank Welsch, ŠKODA Board Member for Technical Development.

### Modern assistance systems: innovation for all

The optional **Front Assistant with integrated Emergency Braking Function** is making its debut in the new ŠKODA Fabia Combi. A radar sensor integrated into the car's front end permanently monitors distance to traffic ahead. As soon as this distance becomes insufficient, the Front Assistant intervenes at one of four levels to prevent a collision. The shorter the distance becomes, the stronger the intervention.

Level one is an optical warning. Level two consists of an optical and an acoustic warning of an approaching obstacle, and a conditioning of the brakes. At the third level, a braking impulse provides added warning as automated partial braking sets in. Eventually, level four as the highest 'escalation step' switches the brake assistant to maximum response and triggers emergency braking if the driver does not react.

An integral element of the Front Assistant is the **Emergency Braking Function**. This system activates itself at speeds between 5 and 30 km/h. In case of an impending collision with a car or obstacle ahead, and in case of the driver not responding, the Emergency Braking Function will intervene with incremental strength, from brake preparation to an automatic emergency braking.



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## Press Release

, Page 2 of 4

The third generation of the ŠKODA Fabia Combi is the first to be fitted with a **Multi-Collision Braking System**, which reduces the risk of the vehicle becoming involved in a subsequent collision following an accident. The system automatically actuates the brakes if it detects a primary collision even if the driver does not brake. This prevents a follow-on collision or at least reduces the speed at which this collision occurs. When the Multi-Collision Brake is activated, it automatically switches on brake lights and hazard lights. Automatic braking is available down to a remaining speed of 10 km/h. The driver can override the system at any time by accelerating or initiating emergency braking him /herself.

The Multi-Collision Braking System is a feature of ESC (Electronic Stability Control), which is now standard in the ŠKODA Fabia Combi. ESC will activate in critical driving situations and purposely prevent the car from swerving in corners.

The **Driver Activity Assistant** (fatigue detection) warns the driver of impending fatigue, available for the first time in the ŠKODA Fabia Combi. The system will detect deviations from normal driving behaviour indicating diminishing concentration of the driver. 15 minutes after the engine has been started, the Driver Activity Assistant will begin to analyse steering behaviour and store the results as long as driving speed is above 65 km/h. If the system detects a marked deviation from characteristic steering behaviour, it will sound a warning signal in the instrument cluster coupled with an optical message: "Fatigue detected – please take a break". If the driver does not stop for a pause within the next 15 minutes, the system will repeat the warning.

Another function making its debut in the ŠKODA Fabia Combi is the **Speedlimiter**. If the Speedlimiter is activated, the car will not exceed the preset speed. The limiter is activated via a lever mounted on the left side of the steering column. For safety reasons, a kick-down will deactivate the Speedlimiter.

The new Fabia Combi also benefits from **Hill-Hold Control** (HHC) which assists drivers when starting on an incline. The system becomes active from a gradient of five per cent and permits a comfortable start uphill even without using the handbrake as HHC prevents the car from rolling backwards.

In EU countries, the ŠKODA Fabia Combi is fitted with an **electronic tyre pressure monitor** as standard, informing the driver, should tyre pressure drop.

In addition, ŠKODA's new small car is available with **LED daytime running lights** as an optional extra, which significantly improves the car's visibility by day. Additionally, its optional fog lamps can be equipped with a **corner function**, which automatically switches on the left or right fog lamp depending on which direction the car is going to turn.



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# Press Release

, Page 3 of 4

## New chassis, wider track and XDS+ for maximum driving stability

The new ŠKODA Fabia Combi features a modified chassis. A wider **MacPherson front strut** with triangular wishbones and a torsion stabiliser provides maximum driving stability. At the rear, the new ŠKODA Fabia Combi uses an improved, widened **twist beam axle**.

For the first time, the third-generation ŠKODA Fabia Combi comes with the enhanced electronic differential lock function **XDS+** as standard. XDS+ is integrated into the ESC (Electronic Stability Control) and ensures neutral vehicle behaviour in corners even with a dynamic driving style, both on acceleration and on braking. At lower cornering speeds, it will be activated at a lateral acceleration of just 0.15 G. The system's electronics will activate the brake on the inside wheel in a corner, therefore increasing drive momentum on the outside wheel. The resulting yaw momentum induces controlled oversteer, ensuring both quick and safe passage through corners. The system's impact increases as the car is driven faster around a corner.

The ESC system comes with a prefill function, which increases pressure in the brake lines when the brake pedal is abruptly released, thus better preparing the braking system for a possible emergency stop.

Contributing hugely to the on-road stability of the ŠKODA Fabia Combi is its **wider track** and lower body. Compared with its predecessor, the track is 30 mm wider. The 81 kW/1.2 TSI and 77 kW/1.4 TDI models come with track enhancements of 40 mm.

## Improved passive safety

Should an accident occur despite all of the safety systems included in the car, occupants of the new ŠKODA Fabia Combi will be shielded by a comprehensive and finely-tuned passive safety package.

Passive safety is based on body stiffness as well as on the arrangement of the body's crumple zone. The new Fabia Combi body is lighter yet stiffer than its predecessor's. The proportion of hot-formed body steel has been increased by 29 per cent. These components are up to six times stronger than common deep-drawing steels and up to four times stronger than conventional high-strength steels. Advantage: lighter components can be manufactured that will still meet high crash requirements. Hot formed steels are particularly used for the A-pillar and B-pillar areas. In addition, the share of high-tensile and ultra-high-tensile steels has almost doubled in the new Fabia Combi. □

Six **airbags** work in conjunction with five three-point seatbelts to protect occupants in a collision. Two head airbags are designed to inflate from inside the front seats to cover the entire side window area. Two side airbags in the front seats protect the pelvis and chest areas. In a head-on collision, driver and front passenger airbags inflate to protect driver and front passenger. The passenger airbag is deactivated when a rear-facing baby seat is used on the passenger seat.



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# Press Release

, Page 4 of 4

Three-point safety belts on all five seats restrain occupants in an accident. The front belts are adjustable in height and fitted with tensioners, which will tighten the fastened belts within fractions of a second, while belt force limiters prevent excessive strain on occupants' chests. If front-seat occupants' belts are not fastened, a warning signal will sound. If rear-seat occupants do not buckle up, an optical message will display in the instrument cluster. Isofix for baby and child car seats are available, as are TopTether anchors on the two outer rear seats.

In an emergency, the new ŠKODA Fabia Combi's brake lights will switch on automatically. If the driver makes an emergency stop from a speed of over 60 km/h, the brake lights will flash to warn traffic behind. If speed is less than 10 km/h after an emergency stop and the brake pedal remains pressed, the hazard lights will switch on automatically.

Inflating the airbags will automatically cut off the engine's fuel and electricity supply, reducing the risk of fire. The central locking system will open all door locks and the interior lighting will switch on automatically.

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## ŠKODA AUTO

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# Press Release

, Page 1 of 2

## Comfort in the Combi

- > **Invaluable:** cutting-edge MQB assistance systems for safety and comfort
- > **Well-tempered:** new air conditioning for the new ŠKODA Fabia Combi

Mladá Boleslav/Nice, January 2015 – The new ŠKODA Fabia Combi offers top-level comfort for both the driver and passengers. In addition, the new small car is endowed with a wealth of new comfort features that were previously distinguishing higher-segment vehicles. This is made possible by the use of modern MQB technology. An array of new comfort assistance systems is available for the first time in the ŠKODA Fabia Combi. The car's new chassis and its wider track also provide a significant increase in riding comfort.

**KESSY** (Keyless Entry Start and Exit **SY**stem), the automatic locking and starting system, is new to the ŠKODA Fabia Combi. You can open and close the car without the keys in hand. The KESSY control unit will recognise the car's key within a 1.5 metre radius. When the driver touches the handle on the door or the boot, the car automatically unlocks. The engine will start at the push of a button. To lock the car, you only have to touch a sensor on the driver's door handle.

The new Fabia Combi is also available with the **Easy Start** feature. Easy Start combines remote control of the central locking system via a folding key with push-button start.

**Front and rear parking sensors** are available for the first time as an optional extra in the ŠKODA Fabia Combi. In the previous Fabia Combi, this feature was limited to just the rear of the vehicle. The system assists a driver when parking, the audible signals warn of insufficient distance to an obstacle or another car both at the front and the rear; the closer the obstacle, the higher the frequency of the signal. When the distance is less than 30 cm, a continuous signal will sound. A Fabia Combi equipped with a Swing or Bolero infotainment system will also have visual signals.

The **Rain/Light Assistant** is also a first for the Fabia Combi. It features integrated sensors to detect rain and light. The **rain sensor** will automatically switch the wipers on and off and regulates wiping frequency depending on rain intensity. Sensitivity can be controlled manually via a switch.

The **light sensor** automatically switches on the low beam when surrounding light drops below certain thresholds, such as at dusk or on entering a tunnel. The Rain/Light Assistant has 'Tunnel Light', 'Coming Home' and 'Leaving Home' functions, which enhance active safety and provide added convenience.

In addition to the rain/light sensor, the new ŠKODA Fabia Combi offers automatic switching on and off the light – with the **Easy**



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# Press Release

, Page 2 of 2

The new **panoramic glass roof** for pleasant ambient lighting in the car is available as an optional extra. With its size of 1,834 mm × 1,090 mm, and a transparent area of 1.135 mm × 760 mm, the glass roof lets plenty of light into the car and provides an unobstructed view of the sky for passengers.

## More comfort with the new-generation air conditioning

The new Fabia Combi features the newest-generation air conditioning based on MQB. Both manual air conditioning and fully-automatic Climatronic climate control are available. Modern technology guarantees desired temperature in the car's interior and the best possible air conditioning whatever the driving and weather conditions. This noticeably improves comfort for passengers on board.

The highest standards of comfort are met by the newest generation of electronically-controlled and fully-automatic Climatronic air conditioning. In comparison to the technology used in previous Fabia Combi variants, this new Climatronic is considerably more efficient. The electronic control captures all the important influences and variables such as the intensity of the sun and the external temperature, and automatically adjusts the flow of cool air to suit. Climatronic not only regulates the air temperature but also the intensity and direction of the air flow.

The climatic conditions inside the Fabia Combi are not only analysed by sun and temperature sensors but, for the first time, also by a special humidity sensor located at the base of the rear-view mirror. The ideal humidity level inside the vehicle is always guaranteed, which amongst other things, significantly reduces or even prevents fogging up of windows. Thanks to the humidity sensor, appropriate operation of the air conditioning compressor is possible. The Climatronic will turn off the compressor automatically when needed, thus saving fuel.

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# Press Release

, Page 1 of 2

## Statements from ŠKODA Board Members

Mladá Boleslav/Nice, January 2015

**Prof. Dr. h. c. Winfried Vahland, ŠKODA AUTO CEO:**

"The new ŠKODA Fabia Combi is the perfect combination of space, functionality and emotionally-rich design. A modern, fresh car that stands for the best brand values of ŠKODA with the largest interior space in the small estate car segment. At the same time it extensively meets the increased requirements on connectivity and customisation."

**Dr. Frank Welsch, ŠKODA Board Member for Technical Development:**

"The design of the new ŠKODA Fabia Combi demonstrates the evolution of the ŠKODA design language. With design features taken from the VisionC show car, as well as its sporty proportions and dynamic shapes, the ŠKODA Fabia Combi has a modern and fresh appearance and has never been so full of emotion."

"The new ŠKODA Fabia Combi is the clever, the most spacious car within its class – the ideal vehicle for people who value a practical and yet emotionally-rich car."

"The new ŠKODA Fabia Combi is proof once more of the high level of efficiency of ŠKODA cars. For each new development, reducing consumption, emissions and weight are at the very top of our product brief. I believe our engineers have once again effectively addressed this challenge for the new ŠKODA Fabia Combi by using innovative MQB technology. Fuel consumption from 3.1 l/100 km, emissions from 82 g/km or the weight reduction of up to 61 kg are the results. Never before has the Fabia Combi been so environmentally friendly and economical as this new generation."

"With new, innovative assistance systems based on MQB technology, the new Fabia Combi has a level of safety that is new to this segment and which no small car outside Volkswagen Group can offer."



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# Press Release

, Page 2 of 2

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## ŠKODA Fabia Combi

## Diesel engines

Technical specifications	1.4 TDI/66 kW	1.4 TDI/66 kW (A)	1.4 TDI/77 kW
<b>Engine</b>			
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	3	3	3
Displacement [cm <sup>3</sup> ]	1422	1422	1422
Bore × Stroke [mm × mm]	79.5 × 95.5	79.5 × 95.5	79.5 × 95.5
Max. engine performance/revs [kW at rpm]	66/3000-3250	66/3000-3250	77/3500-3750
Max. torque/revs [Nm at rpm]	230/1750-2500	230/1750-2500	250/1750-2500
Compression ratio	16.2 : 1	16.2 : 1	16.2 : 1
Emission limit	EU 6		
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system		
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	diesel		
<b>Transmission</b>			
Wheel drive	front wheel drive		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free
Transmission	manual 5-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 5-speed fully synchronized
Transmission ratio	I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72	I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60
Axle ratio	3.389	4.438/3.227/4.176	3.389
<b>Chassis</b>			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	compound link crank-axle		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	drum brakes		
Parking brake	manual, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		
Wheels	5J×14"		6J×15"
Tyres	175/70 R14		185/60 R15
<b>Body</b>			
Body	5 door, two compartment, 5 seater		
Drag coefficient c <sub>w</sub>	0.302		0.306



## ŠKODA Fabia Combi

## Diesel engines

Technical specifications		1.4 TDI/66 kW		1.4 TDI/66 kW (A)		1.4 TDI/77 kW	
Outside dimensions							
Length	[mm]	4257					
Width	[mm]	1732					
Height (at kerb weight)	[mm]	1467					
Wheel base	[mm]	2470					
Clearance (at kerb weight)	[mm]	135					
Height of the loading sill (at kerb weight)	[mm]	611					
Track front	[mm]	1463				1457	
Track rear	[mm]	1457				1451	
Inside dimensions							
Width of front seats	[mm]	1401					
Width of rear seats	[mm]	1386					
Headroom in front seats	[mm]	1021					
Headroom in rear seats	[mm]	967					
Storage capacity	[l]	530					
Storage capacity with rear seats folded down	[l]	1395					
Weights							
Kerb weight – incl. driver**	[kg]	1180		1210		1189	
Payload – incl. driver**	[kg]	530					
Total weight	[kg]	1635		1665		1644	
Max. roof load	[kg]	75					
Max. trailer load w/o brakes	[kg]	590		600		590	
Max. trailer load with brakes – 12%	[kg]	1100					
Max. trailer load with brakes – 8%	[kg]	1200					
Max. nose weight	[kg]	50					
Liquids							
Tank capacity	[l]	45					



## ŠKODA Fabia Combi

## Diesel engines

Technical specifications	1.4 TDI/66 kW	1.4 TDI/66 kW (A)	1.4 TDI/77 kW
<b>Performance/consumption</b>			
Maximum speed [km/h]	184	184	196
Acceleration 0-100 km/h [s]	11.3	11.3	10.2
Fuel consumption (1999/100/EC)			
Consumption – urban [l/100 km]	4.0	4.0	4.0
Consumption – extra-urban [l/100 km]	3.1	3.4	3.3
Consumption – combined [l/100 km]	3.4	3.6	3.5
CO <sub>2</sub> emissions [g/km]	89	94	92
Turning circle diameter [m]	10.4		

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





## ŠKODA Fabia Combi

## Petrol engines

Technical specifications	1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Engine				
Engine type	petrol engine, in-line, liquid cooling system, DOHC, transverse in front	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	3	4	4	4
Displacement [cm <sup>3</sup> ]	999	1197	1197	1197
Bore × Stroke [mm × mm]	74.5 × 76.4	71.0 × 75.6	71.0 × 75.6	71.0 × 75.6
Max. engine performance/revs [kW at rpm]	55/6200	66/4400–5400	81/4600–5600	81/4600–5600
Max. torque/revs [Nm at rpm]	95/3000–4300	160/1400–3500	175/1400–4000	175/1400–4000
Compression ratio	10.5 : 1	10.5 : 1	10.5 : 1	10.5 : 1
Emission limit	EU 6			
Fuel injection system	electronic multipoint fuel injection MPI	electronically controlled direct injection		
Ignition	control unit controlled electronic ignition system			
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95 (91)*	unleaded petrol min. RON 95		
Transmission				
Wheel drive	front wheel drive			
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free			two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized		manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.64 II-1.95 III-1.27 IV-0.96 V-0.80 R-3.62	I-3.77 II-1.95 III-1.28 IV-0.93 V-0.74 R-3.18	I-3.62 II-1.95 III-1.28 IV-0.93 V-0.74 VI-0.61 R-3.18	I-3.76 II-2.37 III-1.58 IV-1.11 V-1.14 VI-0.94 VII-0.78 R-4.28
Axle ratio	4.812	3.625	3.933	4.105/3.120/3.900



## ŠKODA Fabia Combi

## Petrol engines

Technical specifications	1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Chassis				
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle	compound link crank-axle			
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted			
Brake - front	disc brakes with inner cooling, with single/piston floating caliper			
Brake - rear	drum brakes		disc brakes	
Parking brake	manual, on rear wheels			
Steering system	direct rack and pinion steering with electro mechanic power steering			
Wheels	5J×14"		6J×15"	
Tyres	175/70 R14		185/60 R15	
Body				
Body	5 door, two compartment, 5 seater			
Drag coefficient c <sub>w</sub>	0.304	0.307	0.309	
Outside dimensions				
Length	[mm]	4257		
Width	[mm]	1732		
Height (at kerb weight)	[mm]	1467		
Wheel base	[mm]	2470		
Clearance (at kerb weight)	[mm]	135		
Height of the loading sill (at kerb weight)	[mm]	611		
Track front	[mm]	1463	1457	
Track rear	[mm]	1457	1451	
Inside dimensions				
Width of front seats	[mm]	1401		
Width of rear seats	[mm]	1386		
Headroom in front seats	[mm]	1021		
Headroom in rear seats	[mm]	967		
Storage capacity	[l]	530		
Storage capacity with rear seats folded down	[l]	1395		



## ŠKODA Fabia Combi

## Petrol engines

Technical specifications		1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Weights					
Kerb weight – incl. driver**	[kg]	1079	1133	1153	1178
Payload – incl. driver**	[kg]	530			
Total weight	[kg]	1534	1588	1608	1633
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	530	560	570	580
Max. trailer load with brakes – 12%	[kg]	800	1000	1100	
Max. trailer load with brakes – 8%	[kg]	1000	1100		
Max. nose weight	[kg]	50			
Liquids					
Tank capacity	[l]	45			
Performance/consumption					
Maximum speed	[km/h]	175	185	199	199
Acceleration 0–100 km/h	[s]	14.9	11.0	9.6	9.6
Fuel consumption (1999/100/EC)					
Consumption – urban	[l/100 km]	5.8	6.0	6.1	5.8
Consumption – extra-urban	[l/100 km]	4.2	4.0	4.0	4.1
Consumption – combined	[l/100 km]	4.8	4.7	4.8	4.8
CO <sub>2</sub> emissions	[g/km]	109	107	110	110
Turning circle diameter	[m]	10.4			

\* Using low-octane fuel may affect engine performance.

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



## ŠKODA Fabia

## Diesel engines

Technical specifications	1.4 TDI/66 kW	1.4 TDI/66 kW (A)	1.4 TDI/77 kW
<b>Engine</b>			
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	3	3	3
Displacement [cm <sup>3</sup> ]	1422	1422	1422
Bore × Stroke [mm × mm]	79.5 × 95.5	79.5 × 95.5	79.5 × 95.5
Max. engine performance/revs [kW at rpm]	66/3000-3250	66/3000-3250	77/3500-3750
Max. torque/revs [Nm at rpm]	230/1750-2500	230/1750-2500	250/1750-2500
Compression ratio	16.2 : 1	16.2 : 1	16.2 : 1
Emission limit	EU 6		
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system		
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	diesel		
<b>Transmission</b>			
Wheel drive	front wheel drive		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free
Transmission	manual 5-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 5-speed fully synchronized
Transmission ratio	I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72	I-3.78 II-1.94 III-1.19 IV-0.82 V-0.63 R-3.60
Axle ratio	3.389	4.438/3.227/4.176	3.389
<b>Chassis</b>			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	compound link crank-axle		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	drum brakes		
Parking brake	manual, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		
Wheels	5J×14"		6J×15"
Tyres	175/70 R14		185/60 R15
<b>Body</b>			
Body	5 door, two compartment, 5 seater		
Drag coefficient c <sub>w</sub>	0.316		0.321



## ŠKODA Fabia

## Diesel engines

Technical specifications		1.4 TDI/66 kW	1.4 TDI/66 kW (A)	1.4 TDI/77 kW
Outside dimensions				
Length	[mm]	3992		
Width	[mm]	1732		
Height (at kerb weight)	[mm]	1467		
Wheel base	[mm]	2470		
Clearance (at kerb weight)	[mm]	133		
Height of the loading sill (at kerb weight)	[mm]	659		
Track front	[mm]	1463	1457	
Track rear	[mm]	1457	1451	
Inside dimensions				
Width of front seats	[mm]	1401		
Width of rear seats	[mm]	1386		
Headroom in front seats	[mm]	1021		
Headroom in rear seats	[mm]	963		
Storage capacity	[l]	330		
Storage capacity with rear seatback folded down	[l]	1150		
Weights				
Kerb weight – incl. driver**	[kg]	1156	1186	1165
Payload – incl. driver**	[kg]	530		
Total weight	[kg]	1611	1641	1620
Max. roof load	[kg]	75		
Max. trailer load w/o brakes	[kg]	570	590	580
Max. trailer load with brakes – 12%	[kg]	1100		
Max. trailer load with brakes – 8%	[kg]	1200		
Max. nose weight	[kg]	50		
Liquids				
Tank capacity	[l]	45		



## ŠKODA Fabia

## Diesel engines

Technical specifications	1.4 TDI/66 kW	1.4 TDI/66 kW (A)	1.4 TDI/77 kW
<b>Performance/consumption</b>			
Maximum speed [km/h]	182	182	193
Acceleration 0-100 km/h [s]	11.1	11.1	10.1
Fuel consumption (1999/100/EC)			
Consumption – urban [l/100 km]	4.0	4.0	3.9
Consumption – extra-urban [l/100 km]	3.1	3.4	3.3
Consumption – combined [l/100 km]	3.4	3.6	3.5
CO <sub>2</sub> emissions [g/km]	88	94	90
Turning circle diameter [m]	10.4		

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



## ŠKODA Fabia

## Petrol engines

Technical specifications	1.0 MPI/44 kW	1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Engine					
Engine type	petrol engine, in-line, liquid cooling system, DOHC, transverse in front		turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	3	3	4	4	4
Displacement [cm <sup>3</sup> ]	999	999	1197	1197	1197
Bore × Stroke [mm × mm]	74.5 × 76.4	74.5 × 76.4	71.0 × 75.6	71.0 × 75.6	71.0 × 75.6
Max. engine performance/revs [kW at rpm]	44/5000–6000	55/6200	66/4400–5400	81/4600–5600	81/4600–5600
Max. torque/revs [Nm at rpm]	95/3000–4300	95/3000–4300	160/1400–3500	175/1400–4000	175/1400–4000
Compression ratio	10.5 : 1	10.5 : 1	10.5 : 1	10.5 : 1	10.5 : 1
Emission limit	EU 6				
Fuel injection system	electronic multipoint fuel injection MPI		electronically controlled direct injection		
Ignition	control unit controlled electronic ignition system				
Lubrication	force-feed lubrication with through-flow oil filter				
Fuel quality	unleaded petrol min. RON 95 (91)*		unleaded petrol min. RON 95		
Transmission					
Wheel drive	front wheel drive				
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free				two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized			manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.64 II-1.95 III-1.21 IV-0.92 V-0.76 R-3.62	I-3.64 II-1.95 III-1.27 IV-0.96 V-0.80 R-3.62	I-3.77 II-1.95 III-1.28 IV-0.93 V-0.74 R-3.18	I-3.62 II-1.95 III-1.28 IV-0.93 V-0.74 VI-0.61 R-3.18	I-3.76 II-2.37 III-1.58 IV-1.11 V-1.14 VI-0.94 VII-0.78 R-4.28
Axle ratio	4.812	4.812	3.625	3.933	4.105/3.120/3.900





## ŠKODA Fabia

## Petrol engines

Technical specifications	1.0 MPI/44 kW	1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Chassis					
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser				
Rear axle	compound link crank-axle				
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs				
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted				
Brake - front	disc brakes with inner cooling, with single/piston floating caliper				
Brake - rear	drum brakes			disc brakes	
Parking brake	manual, on rear wheels				
Steering system	direct rack and pinion steering with electro mechanic power steering				
Wheels	5J×14"			6J×15"	
Tyres	175/70 R14			185/60 R15	
Body					
Body	5 door, two compartment, 5 seater				
Drag coefficient c <sub>w</sub>	0.320		0.316	0.325	
Outside dimensions					
Length	[mm]	3992			
Width	[mm]	1732			
Height (at kerb weight)	[mm]	1467			
Wheel base	[mm]	2470			
Clearance (at kerb weight)	[mm]	133			
Height of the loading sill (at kerb weight)	[mm]	659			
Track front	[mm]	1463		1457	
Track rear	[mm]	1457		1451	
Inside dimensions					
Width of front seats	[mm]	1401			
Width of rear seats	[mm]	1386			
Headroom in front seats	[mm]	1021			
Headroom in rear seats	[mm]	963			
Storage capacity	[l]	330			
Storage capacity with rear seatback folded down	[l]	1150			



## ŠKODA Fabia

## Petrol engines

Technical specifications		1.0 MPI/44 kW	1.0 MPI/55 kW	1.2 TSI/66 kW	1.2 TSI/81 kW	1.2 TSI/81 kW (A)
Weights						
Kerb weight – incl. driver**	[kg]	1055	1055	1109	1129	1154
Payload – incl. driver**	[kg]	530				
Total weight	[kg]	1510	1510	1564	1584	1609
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	520		550	560	570
Max. trailer load with brakes – 12%	[kg]	800		1000	1100	
Max. trailer load with brakes – 8%	[kg]	1000		1100		
Max. nose weight	[kg]	50				
Liquids						
Tank capacity	[l]	45				
Performance/consumption						
Maximum speed	[km/h]	160	172	182	196	196
Acceleration 0–100 km/h	[s]	15.7	14.7	10.9	9.4	9.4
Fuel consumption (1999/100/EC)						
Consumption – urban	[l/100 km]	5.7	5.8	6.0	6.1	5.8
Consumption – extra-urban	[l/100 km]	4.1	4.2	4.0	4.0	4.1
Consumption – combined	[l/100 km]	4.7	4.8	4.7	4.8	4.7
CO <sub>2</sub> emissions	[g/km]	106	108	107	110	109
Turning circle diameter	[m]	10.4				

\* Using low-octane fuel may affect engine performance.

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