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First ŠKODA model based on MQB-A0 platform

- › A generous amount of space despite compact dimensions thanks to a long wheelbase measuring 2,649 mm
- › SCALA impresses with an excellent drag coefficient (c_d) from 0.29

Mladá Boleslav / Split, 2 April 2019 - The new SCALA is the first ŠKODA model to be based on Volkswagen Group's modern MQB-A0 platform. This uniform yet variable platform allows a wealth of different vehicles to be produced in an extremely flexible and efficient manner. The MQB-A0 platform thus allows numerous innovative assistance systems from higher vehicle segments to also be offered in the compact car segment.

For all cars built based on Volkswagen Group's modular transverse matrix (MQB), the installation position of the transverse engines, which are tilted slightly forward, and the distance from the middle of the front wheels to the pedals are the same. This allows for uniformity in the front end and plenty of space in the interior's front section. In contrast, other dimensions such as wheelbases, track widths, wheel sizes and seat positions are variable. Steering and chassis components as well as the latest engines and transmissions can all be combined in a modular way. Modern designs and the use of high-strength steels significantly reduce the weight. The large number of models built based on the MQB platform make it possible to offer innovative assistance and safety systems such as Adaptive Cruise Control (ACC) or proactive occupant protection system Crew Protect Assist not only in higher vehicle segments, but also in more compact models.

Specially adapted MQB platform for the ŠKODA SCALA

For the new SCALA, ŠKODA has extensively modified the MQB platform – choosing the largest possible wheelbase and rear overhang, for example. The result is a typical ŠKODA: a compact vehicle with plenty of space for passengers and luggage. This is predominantly thanks to the long wheelbase of 2,649 mm. The total length of the SCALA is 4,362 mm. The new compact car has a width of 1,793 mm; its height is 1,471 mm.

Great aerodynamics thanks to numerous details

By using the modular transverse matrix and many details in the exterior design, ŠKODA has made the SCALA a car with great aerodynamics and an excellent drag coefficient (c_d) which can be as little as 0.29. This has a positive effect on driving performance and fuel consumption. Like other ŠKODA models based on the MQB platform, the new SCALA also comes with the majority of its underbody covered to direct the air flowing underneath the vehicle as efficiently and as streamlined as possible. The large air-guiding parts optimise cooling of the engine and their effect is balanced in such a way that they improve the car's aerodynamics too.

The extensive collaboration between aerodynamics engineers and designers can be seen in the streamlined bodywork of the SCALA, for example, which has been developed using advanced numerical simulations and a virtual wind tunnel. To improve its aerodynamics, the body has been made slightly narrower and slimmer at the rear – aiming to achieve a so-called boat tail – and yet, the SCALA still offers outstanding head and elbow room in the rear. With a lot of refinement and using numerous details, ŠKODA has significantly reduced drag even further. Some of these details immediately catch the eye, such as the Air Curtains in the front bumper and the optional Aero alloy



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wheels. The Air Curtains direct air through the sides of the front bumper as well as through the front wheels in a controlled manner and reduce air vortices and unwanted airflow. This effect is supported by the special, newly developed 16-inch Hoedus, 17-inch Propus and 18-inch Vega Aero wheels. Their spokes have been widened using aerodynamically optimised vanes that provide smoother airflow along the outside of the wheels whilst the vehicle is in motion.

Other measures are not immediately noticeable; however, they emphasise just how much attention to detail has been paid to this field of technology. The roof spoiler has been stretched and comes with finlets that are also used in aeronautical engineering, for example. Both of these features improve the car's aerodynamics and specifically split the air behind the vehicle. That also applies for the special separation edges incorporated into the tail lights. Intelligently designed and discreet water channels on either side of the windscreen, which allow the rainwater to drain optimally, also contribute to the lowest amount of drag possible.

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ŠKODA AUTO

- › was founded during the pioneering days of the automobile in 1895, making it one of the longest-established automobile companies in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ and the SUPERB.
- › delivered more than 1.25 million vehicles to customers around the world in 2018.
- › has been a part of Volkswagen Group since 1991. The Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 39,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.