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## Engines: great choice of efficient powertrains

- › The latest EVO-generation diesel engines emit up to 80 per cent less nitrogen oxide
- › OCTAVIA now also available as a plug-in hybrid or mild hybrid
- › All-wheel drive and four chassis options, including Dynamic Chassis Control with Driving Mode Select

**The fourth generation of the ŠKODA OCTAVIA is more economical and eco-friendlier than ever before. The efficient diesel engines from the latest EVO generation emit up to 80 per cent less nitrogen oxide (NO<sub>x</sub>); their CO<sub>2</sub> emissions are also lower as they consume less fuel. The petrol engines have been further optimised and some of them – making their debut at ŠKODA – have been equipped with mild hybrid technology. The OCTAVIA iV plug-in hybrid is another premiere in the range, and the line-up also includes a variant powered by natural gas (CNG) – the OCTAVIA G-TEC. There is a choice of four chassis variants, and of course, the new OCTAVIA is available with all-wheel drive.**

Christian Strube, ŠKODA AUTO Board Member for Technical Development, said, “When we developed the new OCTAVIA, our focus was on lowering fuel consumption as well as CO<sub>2</sub> and NO<sub>x</sub> emissions. In addition to the OCTAVIA G-TEC, which runs on natural gas, we now – for the first time – also offer a plug-in hybrid, the OCTAVIA iV. The OCTAVIA e-TEC features new mild hybrid technology, which helps to reduce consumption. And thanks to the application of a ‘twin dosing’ method of exhaust gas treatment, the latest generation of EVO diesel engines emit around 80 per cent less nitrogen oxide.”

The new OCTAVIA comes with advanced, modern TDI and TSI engines as well as significantly improved aerodynamics, which not only reduces fuel consumption but exhaust emissions too. The new OCTAVIA also features the new generation of the MQ281 manual gearbox, which reduces CO<sub>2</sub> emissions by 1.4 g/km in the WLTP cycle for the 1.5 TSI/110 kW, compared to the previous MQ250 gearbox. Furthermore, the CO<sub>2</sub> emissions are 2.4 g/km lower in the WLTP cycle for the 2.0 TDI/110 kW than those of the same engine when paired with the MQ350 gearbox. The engines’ power outputs range from 81 kW (110 PS) to 150 kW (204 PS).

The SCR exhaust gas treatment now featuring two catalytic converters has been further optimised, which means that nitrogen oxide (NO<sub>x</sub>) emissions generated by the diesel engines from the latest EVO generation have been reduced by up to 80 per cent. Using what is known as ‘twin dosing’, AdBlue® is specifically injected in front of the two SCR catalytic converters, which are arranged one after the other. As a result, the EVO engines fulfil the technical preconditions for the future Euro 6d emissions standard. There is a choice of three power variants for the new 2.0 TDI used in the OCTAVIA. The entry-level engine has an output of 85 kW (115 PS) and can be coupled with either a manual gearbox or a 7-speed DSG. The variant delivering 110 kW (150 PS) is also available with all-wheel drive, which – together with a 7-speed DSG – is standard for the 147-kW (200-PS) OCTAVIA. In addition to the changes to exhaust gas treatment, the TDI has been refined in other areas too. Among other things, the crankshaft assembly has been made more efficient, which reduces heat losses and thus ensures a higher combustion speed and combustion chamber temperature. Furthermore, the turbocharger now features variable vane geometry. Both of these aspects mean that the 2.0 TDI generating 85 W (115 PS) and 110 kW (150 PS) respectively



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consume up to 0.4 l less diesel per 100 km than comparable predecessor engines – all while offering more dynamic driving characteristics.

## **More efficient TSI engines**

The OCTAVIAS running on petrol now come with engines from the EVO generation too. The four cylinders of the 1.5 TSI produce 110 kW (150 PS), which is transferred to the front wheels via a manual gearbox. It is equipped with Active Cylinder Technology (ACT), which automatically shuts down two cylinders when engine load is low, thus reducing consumption. The three-cylinder 1.0 TSI has an output of 81 kW (110 PS). It also features a turbocharger with variable vane geometry and operates using the fuel-efficient Miller cycle, in which the maximum torque is available 35 per cent earlier than in conventional processes. Coated cylinder liners increase the efficiency of both engines, while an injection pressure of up to 350 bar ensures lower hydraulic losses and a reduced fuel delivery rate. The EVO engines can be fitted in a car with a 7-speed DSG as an e-TEC model featuring mild hybrid technology, which is making its debut at ŠKODA. The range-topping model among the petrol engines is the new generation of the 2.0 TSI delivering 140 kW (190 PS), and for the first time, the line-up also includes a plug-in hybrid, the OCTAVIA iV, which produces 150 kW (204 PS). Of course, the fourth-generation OCTAVIA will also come with a choice of four chassis variants, including Dynamic Chassis Control with Driving Mode Select.

## **Alternative drive systems in the new OCTAVIA**

In addition to being fitted with a classic diesel or petrol engine, the ŠKODA OCTAVIA is also available with a wide range of alternative drive systems. Following in the footsteps of the SUPERB iV, the OCTAVIA iV is the second ŠKODA to feature plug-in-hybrid drive, consisting of a 1.4 TSI petrol engine outputting 110 kW (150 PS) and an 85-kW electric motor. The total system output is 150 kW (204 PS), whilst the all-electric range is up to 60 km in the WLTP cycle. The OCTAVIA iV will be available from the Ambition trim level upwards. Two e-TEC models featuring mild hybrid technology are celebrating their premiere at ŠKODA. When fitted with a 7-speed DSG, the 1.0 TSI and the 1.5 TSI make use of a 48-volt belt-driven starter motor and a 48-volt lithium-ion battery. This makes it possible to recover energy during braking and store it in the battery, support the combustion engine by providing it with an electric boost, or coast with the engine completely switched off. This reduces fuel consumption and CO<sub>2</sub> emissions even further. The OCTAVIA is particularly environmentally friendly as a G-TEC, powered by natural gas. Compared to a car running on petrol, the OCTAVIA G-TEC produces around a further 25 per cent less CO<sub>2</sub>, significantly less nitrogen oxide (NO<sub>x</sub>) and no soot particles. The 1.5 TSI engine has an output of 96 kW (130 PS) and, fitted with three CNG tanks, has a range of up to 523 km running on natural gas.

## **Four chassis options including Dynamic Chassis Control with Driving Mode Select**

Besides the standard chassis, there are also other options available for the OCTAVIA: a 15-mm-lower sports suspension, a Rough Road chassis providing 15 mm more ground clearance, and Dynamic Chassis Control, which constantly adjusts the suspension and damping, and features Driving Mode Select. Using the slider controls within the various driving modes, the driver can now – for the first time – change individual parameters such as the suspension, damping and steering characteristics or the operation of the DSG to suit their preferences. When fitted with Dynamic Chassis Control, all variants are lowered by 10 mm; however, the plug-in-hybrid variant's ground clearance remains unchanged.



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Engine	Transmission	Max. power output		Max. torque [Nm]	Max. speed [km/h]	Acceleration 0-100 km/h [s]	Combined consumption [litres/100 km]	CO <sub>2</sub> emissions [g of CO <sub>2</sub> /km]
		[kW]	[PS]					
<b>Petrol</b>								
1.0 TSI EVO	6-speed M	81	110	200	207 (203)	10.6 (□)	□	□
1.5 TSI EVO	6-speed M	110	150	250	230 (224)	8.2 (8.3)	5.3-6.7 (5.3-6.7) WLTP	120-153 (120-153) WLTP
2.0 TSI	7-speed DSG 4x4	140	190	320	232 (234)	6.9 (□)	□	□
<b>Diesel</b>								
2.0 TDI EVO	6-speed M	85	116	300	211 (205)	10.3 (10.4)	3.9-5.1 (3.9-5.1) WLTP	102-135 (102-135) WLTP
	7-speed DSG			250	209 (205)	10.8 (□)	□	□
	6-speed M	110	150	340	228 (224)	8.9 (□)	□	□
	7-speed DSG			360	227 (222)	8.7 (8.8)	4.3-5.4 (4.3-5.4) WLTP	112-141 (112-141) WLTP
	7-speed DSG 4x4			360	217 (216)	8.8 (□)	□	□
	7-speed DSG 4x4	147	200	400	235 (236)	7.1 (□)	□	□
<b>CNG</b>								
1.5 TSI G-TEC	6-speed M	96	130	200	216 (213)	10.0 (□)	□	□
	7-speed DSG				215 (212)	9.9 (□)	□	□
<b>Mild hybrid</b>								
1.0 TSI EVO e-TEC	7-speed DSG	81	110	200	206 (201)	10.6 (□)	□	□
1.5 TSI EVO e-TEC	7-speed DSG	110	150	250	228 (225)	8.4 (□)	□	□
<b>Plug-in hybrid</b>								
1.4 TSI iV	6-speed DSG	150*	204	350	220 (220) **	7.9 (□)	□	□

( ) Applies to COMBI

□ Not yet available

\* Combined maximum power output (combustion engine and electric motor)

\*\* Maximum speed using combustion engine only



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## ŠKODA AUTO

- › is this year celebrating 125 years since the company was founded during the pioneering era of the automobile in 1895, making it one of the longest-established car manufacturers in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ and KODIAQ.
- › delivered 1.24 million vehicles to customers around the world in 2019.
- › has been part of Volkswagen Group since 1991. 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 and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs approximately 42,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer into the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.