



ŠKODA
SIMPLY CLEVER

ŠKODA OCTAVIA RS

Technical specifications	2.0 TSI/180 kW	2.0 TSI/180 kW (A)	2.0 TDI/147 kW (A)	2.0 TDI/147 kW 4×4 (A)
Engine				
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front		turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders	4			
Displacement [cm ³]	1984		1968	
Bore × Stroke [mm × mm]	82.5 × 92.8		81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	180/5250–6500		147/3600–4100	
Max. torque/revs [Nm at rpm]	370/1600–4300		400/1750–3500	
Compression ratio	9.6 : 1		15.5 : 1	
Emission limit	EU 6 AP			
Fuel injection system	electronically controlled combined (direct and port) injection		electronically controlled high-pressure direct injection – common-rail system	
Ignition	control unit controlled electronic ignition system		-	
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95		diesel	
Transmission				
Wheel drive	front wheel drive			four-wheel drive with automatic torque distribution
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated		
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing		
Transmission ratio	I-3.769 II-2.087 III-1.481 IV-1.088 V-1.097 VI-0.912 R-4.549	I-3.400 II-2.750 III-1.767 IV-0.925 V-0.705 VI-0.755 VII-0.635 R-2.900	I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 R-2.900	I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 R-2.900
Axle ratio	3.450/2.760	4.167/3.125	4.471/3.304	4.471/3.304



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Chassis					
Front axle		MacPherson suspension with lower triangular links and torsion stabiliser			
Rear axle		multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser			
Springs		telescopic shock absorbers with coil springs, in the rear outside the springs			
Braking system		hydraulic diagonal dual-circuit braking system, electromechanical servo assisted			
Brake – front		disc brakes with inner cooling, with single/piston floating caliper			
Brake – rear		disc brakes			
Parking brake		electromechanical, on rear wheels			
Steering system		direct rack and pinion steering with electro mechanic power steering			
Body					
Body		5 door, two compartment, 5 seater			
Drag coefficient c_w		0.262		0.254	0.255
Outside dimensions					
Length	[mm]	4702			
Width	[mm]	1829			
Height (at kerb weight)	[mm]	1457			1456
Wheel base	[mm]	2681			
Clearance (at kerb weight)	[mm]	129			128
Height of the loading sill (at kerb weight)	[mm]	684			683
Track front	[mm]	1541			
Track rear	[mm]	1550			
Inside dimensions					
Width of front seats	[mm]	1463			
Width of rear seats	[mm]	1444			
Headroom in front seats	[mm]	1040			
Headroom in rear seats	[mm]	970			
Storage capacity	[l]	600			
Storage capacity with rear seatback folded down	[l]	1555			



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Weights					
Kerb weight – incl. driver*	[kg]	1489–1598	1520–1629	1516–1625	1602–1711
Payload – incl. driver*	[kg]	512–594	518–602	515–597	529–628
Total weight	[kg]	1985–2040	2023–2080	2015–2070	2125–2197
Max. roof load	[kg]	75			
Max. trailer load w/o brakes	[kg]	740	750		
Max. trailer load with brakes – 12%	[kg]	1600			2000
Max. trailer load with brakes – 8%	[kg]	1600			2000
Max. nose weight	[kg]	80			
Liquids					
Tank capacity	[l]	50			55
Performance/consumption					
Maximum speed	[km/h]	250	250	249	243
Acceleration 0–100 km/h	[s]	6.8	6.7	7.4	6.8
Fuel consumption (NEDC)					
– urban	[l/100 km]	9.3–9.4	9.0	5.6	6.4
– extra-urban	[l/100 km]	5.1–5.2	5.0–5.1	3.6	4.2
– combined	[l/100 km]	6.7–6.8	6.5	4.4	5.0
CO ₂ emissions	[g/km]	153–155	148–150	115	131
Fuel consumption (WLTP)					
– combined	[l/100 km]	–	–	–	–
CO ₂ emissions	[g/km]	–	–	–	–
Turning circle diameter	[m]	10.4			

The technical data is valid for the basic version.

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

– The technical data are not available on the press deadline.

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC.

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We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

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