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The new ŠKODA Superb: a new era

- > The ŠKODA flagship: new claim in the automotive mid-class segment
- > Character: expressive, modern and full of emotion – new ŠKODA Superb revolutionises ŠKODA design
- > Upgrade: space giant with the largest interior and boot of its class
- > Comfort: new Superb – first ŠKODA with adaptive suspension (DCC)
- > Top MQB technology: optimum safety, impressive emission values and innovative connectivity
- > Performance: state-of-the-art EU6 engines, up to 30 per cent less consumption; Superb GreenLine with only 95 g CO₂/km
- > Driving dynamics: up to 20 per cent more powerful; 206 kW / 280 PS top-of-the range engine; new chassis; XDS+ as standard; up to 75 kg lighter; drag coefficient down to 0.275
- > Typical ŠKODA – ‘Simply Clever’: 29 practical solutions which make life easier
- > Twice as good: two easy-to-reach umbrellas for driver and passenger in the doors
- > Success story: more than 700,000 ŠKODA Superbs sold since 2001
- > Start: model launch of the third generation in June 2015

Mladá Boleslav/Prague, 17 February 2015 – The name alone is a commitment: a ŠKODA Superb has to be something special. In accordance with this task, the ŠKODA designers and developers have taken the new ŠKODA Superb to a new level in terms of creativity and technology. The ŠKODA Superb is driving the brand forward with its new, modern and emotionally-rich design, its above-average spaciousness has once again been improved and it benefits technically from Volkswagen Group’s innovative MQB technology. Generous dimensions, innovative assistance systems for safety, environment and comfort, powerful EU6-compliant engines and ‘Simply Clever’ details, typical of ŠKODA, move the brand’s flagship to the upper end of the automotive mid-class segment. In short, the new Superb is the best ŠKODA of all time and is the highlight of ŠKODA’s largest-ever model campaign.

The ‘Superb’ name has to be earned by a ŠKODA. Never before have such enormous demands been placed on the design of a ŠKODA, never before has so much new technology been incorporated into the design of a new model. Never before have there been so many ‘Simply Clever’ concepts and never before have the ŠKODA engineers managed to deliver so much space for driver, passengers and their luggage. A whole ‘phalanx’ of new assistance systems from higher vehicle classes is available for more safety, the environment and comfort. The third-generation Superb is more powerful than ever and yet it is up to 30 per cent more economical thanks to new EU6 engines.

Connectivity attains a new quality: the new ŠKODA Superb has a new-generation infotainment system which automatically connects to a smartphone via SmartLink.



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SmartLink includes MirrorLink™, Apple CarPlay and Android Auto*, which provide easy access to many apps from your personal smartphone on the car's display. In addition, the SmartGate function enables accessing vehicle data via your smartphone and using it intelligently with your own apps. The high-speed internet connection also turns the Superb into the first ŠKODA hotspot on wheels. It is clear that the new ŠKODA Superb with its new and modern ŠKODA design will be rolling towards the customers.

"ŠKODA is demonstrating the brand's new standards in the automotive mid-class segment with the new ŠKODA Superb, its design and technical qualities and its unbeatable space," said ŠKODA CEO Prof. Dr. h.c. Winfried Vahland. "ŠKODA's experience and passion from almost 120 years of car making have been incorporated into the development of the third-generation model. The new ŠKODA Superb is impressive evidence of the brand's engineering and design competence. As an important pillar of our growth strategy, the new ŠKODA Superb points to the brand's future and will attract new private and business customers to the company. ŠKODA is entering a new era with this car," said Prof. Dr. Vahland.

The ŠKODA Superb has been at the top of ŠKODA's model range since 2001. To date, the car manufacturer has delivered more than 700,000 first- and second-generation ŠKODA Superbs, making the model one of the most popular vehicles in the automotive mid-class segment.

Customers have always valued the vehicle's overall package: extremely generous space, a timelessly elegant design, modern, tried-and-tested technology, top comfort, maximum safety, optimum functionality and very good value for money.

The third-generation model is expected to write another chapter in the ŠKODA Superb's success story. "With the new ŠKODA Superb, we have developed a car that will wow our customers," said Dr. Frank Welsch, ŠKODA Board Member for Technical Development. "With its expressive and emotionally-rich design, even more space and comfort, innovative safety technology, top consumption values, sophisticated dynamics and top-class workmanship, the new ŠKODA Superb takes ŠKODA qualities to a new level," said Dr. Welsch.

A dynamic and elegant design revolution

The ŠKODA Superb's new design demonstrates the emotional power of the brand. ŠKODA cars have always convinced with a high degree of functionality, reliability and excellent value for money. With the new Superb, ŠKODA is now underlining these qualities with a modern, expressive and emotionally-rich design. The new ŠKODA design language demonstrates assurance, dynamic elegance, balanced proportions and a striking design language. With this, the new ŠKODA Superb brings the exciting design language of the 'ŠKODA VisionC' show car into production.



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“The completely redeveloped third-generation ŠKODA Superb is an exciting saloon full of spirit, class and passion. It has a powerful, poised yet emotionally-rich appearance. The wheelbase is 80 mm longer and at the same time, the front vehicle overhang is 61 mm shorter than before. This new architecture lends the vehicle elegance and dynamism,” said ŠKODA’s Head of Design Jozef Kabaň. “From the front to the back, from the large wheels to the gently rearward sloping roof line, the new model impresses with clear geometry, striking contoured surfaces, sculptural shapes, purist precision and elegant lines,” said Kabaň. Crystalline elements run in detail through the exterior and interior in equal measures, like a common theme. At the same time, the new Superb offers even more space and improved functional virtues. Form and function combine to create a perfect car.

At first glance, the **front** conveys strength and self-assurance. The wide grille, the wide and distinctive headlights and the cleanly structured, deeply drawn front-end architecture are all designed for increased optical width. At the same time, the striking front mask with radiator grille and brand logo centrally positioned on the bonnet’s nose focuses the expression on the centre of the vehicle’s front. The bonnet is strongly contoured. Two lines running inwards strengthen the powerful impression.

The new Superb’s **side view** conveys dynamic elegance. The razor-sharp, high tornado line visually stretches the car and works in combination with additional lighter surfaces to achieve effective contrasts between light and shade. The wing line running underneath it accentuates the effect of the tornado line. The car’s narrow pillars, precise and sharp window line and gently sloping roofline with its elegant transition into the large rear window give the car a coupé-like and high-quality impression. The large wheels and striking wheel arches emphasise its exclusive appearance.

The new ŠKODA Superb’s **rear** is self-assured and powerful. There is also strong emphasis on the horizontal, and the lines are streamlined and clear. The two-part, broad and narrow taillights shine as standard with LED technology and sharply intensify the C-shaped lights that ŠKODA is well known for. At the same time, the taillights benefit from additional brilliance due to crystalline elements. The tailgate’s sharp, horizontal seam gives added spice to the rear.

The completely new **interior** continues the essential design details of the car’s exterior. This includes the emphasis on horizontal lines, which allow the already extremely spacious interior to appear even more generous and airy. Clear shapes, precise workmanship and the use of new, premium materials lend the interior new quality.

Upgrade – comfort and space in a new dimension

The generous amount of space and the high level of comfort have been some of the ŠKODA Superb’s specific strengths from the very beginning. The third-generation model sets new standards in this respect.





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Compared to the already generous space of the previous model, the **spaciousness** of the new Superb has increased again. The use of MQB has especially contributed to this, enabling a longer wheelbase and wider track and meaning the interior can be used more effectively.

The result is significantly more space in the front and rear. Driver and passenger can enjoy 39 mm more elbow room and more headroom. The space in the rear is almost 'princely'. **Rear legroom (157 mm)** is nearly twice as much as the nearest competitor and **headroom** (980 mm) is more than in any other model in the segment. Elbow room in the rear has increased by 69 mm. The **boot capacity** is a record in the segment: at 625 litres, it is 30 litres bigger than in the second-generation Superb.

With an array of completely new comfort solutions, the new ŠKODA flagship fulfils the highest demands. The new ŠKODA Superb is the brand's first model to offer **Dynamic Chassis Control (DCC)** including **Driving Mode Select**. Completely new air conditioning, including for the first time, the new top-version **three-zone air conditioning**, ensures an optimal temperature and the best air quality on board. The new ŠKODA Superb is available with an optional **electric panoramic glass roof** for more comfort and a feel-good factor in the interior. For the colder times of the year, there are **auxiliary heating**, **heated seats** (front and rear), a **wireless heated windscreen** and **heated washer jets**. The **rain/light sensor** automatically switches the windscreen wipers on and off and automatically switches between daytime running light and dipped beam depending on light conditions.

ŠKODA further improved the umbrella comfort feature in the side door. Instead of one umbrella in the rear left-hand door, there is now **an umbrella in each of the two front doors**. The new **electric tailgate** can be complemented with a **virtual pedal**. This is particularly convenient, as it enables the boot to be opened by moving the foot in the area of the rear bumper. The electric tailgate and virtual pedal work in combination with the **KESSEY** automatic locking and starting system.

Driving in and out of parking spaces will be more convenient than ever before in the new ŠKODA Superb. The model has the newest generation of **Park Assist** for automatic parking. Furthermore, the ŠKODA flagship has a **rear-view camera** for the first time. The classic handbrake has been replaced with a standard **electric parking brake** in the new Superb.

Connectivity at its best

The topic of connectivity makes its entrance in the third edition of the new ŠKODA Superb. In total, there are **four completely new infotainment systems** based on Volkswagen Group's modular infotainment matrix technology (MIB). Compared to before, the new generation of equipment is much faster, with consistently high-resolution touchscreen displays and offering more functions and new interfaces.



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The top-of-the-range Columbus system has the option of integrated **high-speed internet access** based on the LTE standard. This is a first for ŠKODA.

The ŠKODA Superb can be connected to a smartphone for the first time and selected apps can be operated from the infotainment system's screen. SmartLink includes MirrorLink™, Apple CarPlay and Android Auto*.

The **SmartGate** interface, developed by ŠKODA, allows certain vehicle data to be accessed on the user's own smartphone apps.

The new **ŠKODA Media Command app** allows the infotainment system to be controlled remotely from the rear seats for the first time. Passengers sitting in the rear of the car can access its functions via their tablet using the new ŠKODA app and Wi-Fi hotspot built into the Columbus infotainment system.

The 12-speaker **Canton sound system** with its 610 W output turns the new ŠKODA Superb into a concert hall on wheels.

Simply Clever in a new dimension

The new ŠKODA Superb is the cleverest ŠKODA ever. **29 'Simply Clever' features** make life easier for driver and passengers. 23 solutions appear in the Superb for the first time, ten of which are completely new features for the brand.

Alongside both umbrellas in the front doors and new options relating to connectivity and comfort, the following new and incredibly practical 'Simply Clever' solutions are available: a manually retractable towing device, a tablet holder in the rear, a tablet storage compartment in the Jumbo Box in the front, a USB port and 230 V socket in the rear, single-handed opening for a 0.5-litre bottle and an extra hi-vis vest storage compartment in all four doors. Both of the front and rear doors have space to store a 1.5-litre bottle. The interior's versatility is increased by the option to fold down the back seats from the boot. The passenger seat can also be folded down. New cargo fasteners secure loose objects in the boot. The Superb now comes with an ice scraper in the fuel filler flap as standard. In addition, there are new storage nets on the inside edges of the front seats, a removable LED torch in the boot and misfuel protection.

Highest efficiency

The new ŠKODA Superb's new engines offer a maximum of **up to 30 per cent lower consumption values and emissions**. The ŠKODA Superb GreenLine, consumes just 3.7 l/100 km and emits 95 g CO₂ per km. Alongside innovative engine technology, the reduction in vehicle weight of up to 75 kg and the improved aerodynamics also contribute to the low consumption values.



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The combination of a performance that is increased by up to 20 per cent, reduced air resistance and a reduction in weight also leads to impressive driving dynamics.

The new ŠKODA Superb has modern, direct-injection turbocharged engines based on MQB technology (five TSI petrol, three TDI common-rail diesel). All powertrains meet the EU6 emission standards and come with stop-start technology and brake energy recovery as standard. The petrol engines produce between 92 kW (125 PS) and 206 kW (280 PS). The power output of the diesel engines ranges from 88 kW (120 PS) to 140 kW (190 PS).

With the exception of the entry-level petrol engine, all powertrains are available with dual-clutch transmissions. Four powertrains (1.4 TSI/110 kW, 2.0 TSI/206 kW, 2.0 TDI/110 kW and 2.0 TDI/140 kW) are available with state-of-the-art all-wheel drive based on the Haldex 5 clutch.

Safety without compromises

The new ŠKODA Superb wows with a level of safety that has not previously been seen as standard for vehicles in this segment. The new Superb is fitted as standard with Electronic Stability Control including **Multi-Collision Brake**. In EU countries, the following safety features are fitted as standard: **Front Assist with City Emergency Brake**, electronic **Tyre Pressure Monitoring**, **seven airbags**, five three-point automatic seat belts with fastening alerts as well as safety headrests. Rear side airbags are available as an option. XDS+, an enhanced function of the electronic differential lock, also comes as standard. Speedlimiter is available as standard from the Ambition trim line upwards.

Innovative optional assistance systems are also available. At a pre-set speed, **Adaptive Cruise Control (ACC)** keeps the vehicle at a safe distance from the vehicle ahead. With the enhanced **Crew Protect Assist**, driver and passenger are 'prepared' for an impending collision. **Lane Assist** helps the vehicle stay in lane on motorways and country roads. **Traffic Jam Assist**, a first for the model and brand, increases safety and comfort in traffic and during stop-and-go. The new **Emergency Assist** intervenes if the driver becomes incapable of driving, automatically bringing the vehicle to a standstill.

The completely new **Blind Spot Detect** system supports the driver in changing lanes safely by detecting any vehicles in the blind spot. A key component of Blind Spot Detect is the **Rear Traffic Alert** function, a first for the model and brand. **Driver Alert** (fatigue detection) prevents the driver from becoming overtired. **Travel Assist with Traffic Sign Recognition**, available for the first time in the ŠKODA Superb, continually informs the driver of upcoming road signs.

Innovative lighting systems significantly increase safety at night. The front headlights are fitted with halogen technology or with bi-xenon lamps including AFS function and LED daytime running lights. As an option, the high beam can be controlled electronically – via **Light Assist** or the advanced **Smart Light Assist** function (masked high beam).





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Striking **LED lights** shine at the rear of the new Superb as standard and there are also two reflectors on both sides of the rear bumper.

The new Superb's completely **redeveloped chassis** with MacPherson front struts and multi-link rear axle offers maximum ride stability in challenging situations.

*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 in 2014 for the first time in one year more than 1 million vehicles to customers worldwide.
- > 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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The new ŠKODA Superb: dynamic, elegant, full of emotion

- > **Strong appearance:** new ŠKODA Superb is more expressive and self-assured than ever
- > **The power of shapes:** ŠKODA flagship with new, emotionally-rich ŠKODA design language
- > **Elegance:** balanced proportions, fine flowing lines, coupé-like silhouette, distinctive play of light and shade
- > **Precision:** clear-cut edges, perfect radii, subtle transitions, crystalline lights
- > **Character:** powerful front, sculptured shapes, expressive rear, large wheels
- > **Upgrade:** perfect package based on MQB technology - longer wheelbase, wider track for more space for passengers and their luggage
- > **Interior:** high quality, precise, stylish and generous; the first ŠKODA with ambient lighting

Mladá Boleslav/Prague, 17 February 2015 – ŠKODA vehicles have always convinced with a high degree of functionality, reliability and excellent value for money. With the new Superb, ŠKODA is now underlining these qualities with a powerful, expressive and emotionally-rich design. The new ŠKODA Superb brings the exciting design language from the 'ŠKODA Vision C' design study into production. The result is a real head-turner with a sharp and muscular cut – more poised, expressive and emotionally-charged than ever before. At the same time, the brand's new flagship offers ŠKODA's core virtues of spaciousness and practicality that have once again been improved.

"The design of the new ŠKODA Superb has reached a new dimension. This has been made possible by altering its proportions," said Dr Frank Welsch, ŠKODA Board Member for Technical Development. "Its appearance is significantly more emotionally charged, powerful and, at the same time, elegant. The Superb sets a new benchmark in its segment," said Dr Welsch.

By using MQB technology, the ŠKODA designers were able to balance out the new Superb's proportions. The third generation is 28 mm longer and 47 mm wider than the previous model. The height has increased slightly by 6 mm. This results in a harmonious relationship between width, height and length.

The car's appearance is more powerful overall, as a result of the wheelbase, which is 80 mm longer than before, and the front vehicle overhang, which is 61 mm shorter. Thanks to the wider track (front: increased by 39 mm, rear: increased by 54 mm), the front and rear wheels have moved further outwards. At the same time, the new Superb features once again improved functionality and even more space. Form and function combine to create a perfect car.



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"The new ŠKODA Superb has a real presence on the road," said ŠKODA's Head of Design, Jozef Kabaň. "The poised and emotionally rich overall impression is the result of balanced proportions and a very clear and precise design language," said Kabaň.

The design language captivates with clear geometry, striking contoured surfaces, sculptural shapes, purist precision and elegant lines as if made from one piece. Crystalline elements run like a thread through the exterior and interior. The new Superb's outer surfaces have been shaped with great attention to detail. The interplay between convex and concave surfaces is unexpected, with clear edges, precise radii and crisp lines. The horizontal lines set the tenor. The significant expressions of the exterior continue consistently into the vehicle's interior.

A distinct and powerful front

The striking front view with its wide radiator grille and centrally positioned logo, the razor-sharp wide headlights and front fog lights as well as the new and dynamically contoured bonnet characterise the front view of the new ŠKODA Superb. Sharp embossing gives the car an extremely powerful expression. Precise lines and the car's wide and deeply-drawn 'nose' make the overall expression appear visually stronger in the middle. At the same time, all of the front elements blend into one horizontal unit.

MQB technology and the completely new MQB engines have allowed the design of the front section to be shorter and the bonnet to be slightly lower visually. The front graphic is deeper, giving the car a more prominent stance on the road.

Compared to the previous model, the new ŠKODA Superb's **radiator grille** is lower and wider with a significantly more three-dimensional shape. The vertically positioned slats have a black finish with a glossy front or come as narrow chrome strips (Ambition trim level and above). Additional character is provided by the precise elegant chrome edging that surrounds the grille.

Where the vehicle is fitted with a front radar system, the radar unit is discreetly integrated within the radiator grille. In order to maintain the grille's unanimous design, the cover of the front radar unit is given a ribbed design. In the chrome-slatted front grille version, this is effected on the radar cover using Indium strips.

The bonnet of the new Superb gains visual emphasis, dynamism and has a strong three-dimensional design. The polished ŠKODA logo, encased in chrome and black, rests prominently on the wide nose that ŠKODA is known for.

This, in turn, is flanked on both sides by feature surfaces that have a sculptural quality to them. As well as the powerfully shaped contours, the bonnet is impressive due to its sharply drawn lines. In the process, the designers have taken inspiration from the ŠKODA 'VisionC' design study. Two elegant swage lines run in a gentle curve from





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the A-pillars inwards towards the grille, putting even more emphasis on the front mask and the logo. This design feature also accentuates the width of the new Superb.

A further technical design detail provides particular finesse. The gap between the bonnet and bodywork runs laterally in the wings and transitions elegantly into the tornado line. This implementation provides scope for a bonnet design that is emotionally richer without any distracting gaps: a high-quality solution that reveals much about the brand's design aspirations and production capabilities.

The new ŠKODA Superb's wide, razor-sharp and steeply angled **headlights** have been developed with the highest degree of precision. The headlights have dark underlays which emphasise the car's optical width. The precise cut, the use of geometric triangular shapes and the three-dimensional contours create a striking brand individuality that reflects the Bohemian art of glass making, rich in tradition. A parallel inclined edge including light surface runs below the headlights, placing additional emphasis on the shape and structure of the headlights.

The headlights hug the radiator grille harmoniously. This formal coherence once again emphasises the car's horizontal lines and provides an effective contrast to the streamlined lighter surfaces.

When fitted with bi-xenon headlights and LED daytime running lights, the LED lights form a refined and wide 'L'. This 'L' also functions as an indicator.

The lower part of the front end shows the front fog lights and a wide air intake as characteristic elements. The placement and shape once again underline the car's horizontal lines. The sharply drawn fog lights and the wide, lower air intake with flow-optimised honeycomb structure form a graphic unity, giving the front of the vehicle additional optical width. From the Ambition specification upwards, a fine chrome trim provides the car with an additional visual accent.

Dynamic side view, full of elegance

The new ŠKODA Superb's **side view** appears dynamic and elegant. The increased vehicle length, long wheelbase, shortened front overhang, short roof with drawn-out rear window and high tornado line deliver a sporty, coupé-like impression.

The straight-lined, linear look with fewer, albeit sharper lines and counter-running light surrounds is characteristic. The 'undercuts' strengthen the lines' precision.

All of the surface and volume architecture has been logically structured. The precise, highly-set **tornado line** accentuates the formal dynamism, allowing a powerful gradation on the side and achieving an effective contrast between light and shade.





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This effect intensifies what is referred to as the **'wing line'** which stretches gently between both wings, running underneath the tornado line. The 'wing line' also exposes the striking wheel arches and places even more emphasis on the organic body of the car.

The door surfaces, which have a slightly convex design, are aligned below. The lower side closure forms a further, strong **light surface** which runs around the car. This design feature creates a distinct surface contrast in the lower side of the vehicle and makes the Superb appear lighter, almost delicate.

The low, **gently rearward sloping roofline** merges elegantly into the slanted, very narrow C-pillar. In spite of the exceptionally dynamic lines, there is no reduction in headroom or luggage space. On the contrary: the boot space has in fact increased by 30 litres and the 625-litre boot capacity is the best in its class; another example of ŠKODA's design expertise and perfect harmony between emotion and functionality.

The **outline of the side windows** is clean and precision-cut as if made from one piece. Three-dimensionally shaped chrome strips (Ambition trim level and above) frame the windows. Characteristic for ŠKODA is the lower side window line which slopes gently rearwards and ends by pulling upwards like a 'fin' in the side window of the rear door. The striking side mirrors have a new, triangular shape with a razor-sharp cut. In the higher Style and L&K trim levels, the wing mirrors have downward-facing LED boarding spots fitted as standard.

The new ŠKODA top model is also more distinctive thanks to its larger wheels. The tyres have a higher aspect ratio than before and ŠKODA has developed a completely **new range of wheels** for the new Superb. A total of ten different wheel designs is available, in four sizes (16" to 19"). The design captivates with its fascinating surface twists, which produce interesting light effects whilst the vehicle is in motion. With the exception of the basic version, all wheels are alloys.

Strong rear end

The rear design of ŠKODA's new flagship has an expressive appearance. The rear impresses with its clear layout, formal clarity, high degree of precision and superior power. With its pronounced horizontal lines, the interplay between convex and concave surfaces and the razor-sharp, wide LED rear lights, the car also creates an extremely striking impression from behind. The increased vehicle width and wider track also have a particular impact on the vehicle's rear presence.

The new ŠKODA Superb's two-part **tail lights** gleam with LED technology as standard for the first time. The lights are narrower than before. One element of the tail lights is located in the body and another in the tailgate. This is a clearly visible reference to the 'VisionC' design study.





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As a result of the newly interpreted shaping, the C-shape of the LED lights is neater and more modern. The wide 'C' is represented by a fine LED strip of light, which extends through both parts of the tail lights in the higher Style and L&K trim versions. Precisely incorporated, crystalline elements give the lights additional originality and luminosity.

Each outer section of the tail light houses the tail light, braking and reversing light functions, as well as the indicator. The rear fog light is positioned in the inner segment of the light in the tailgate, as is the tail light on higher trim levels.

The tailgate opens including the large rear window. The clean trailing edge is particularly striking, running across as a sharp seam between the headlight elements and achieving a clear horizontal structure for the boot lid. The button to open the boot, the lighting for the number plate and the optional rear-view camera are in the seam. The ŠKODA logo shines forth centrally in the upper part of the boot lid. In the lower part, the ŠKODA brand name is positioned on the left with the model name on the right. The number plate space is positioned between the two.

The lower bumper comes with a further lit edge that has very narrow reflectors (cats' eyes) within it. The black rear diffuser element with the optional integrated parking sensors rounds off the lower part of the rear.

A total of **14 body colours** is available for the new ŠKODA Superb. There are four standard colours: Candy White, Pacific Blue, Corrida Red and Laser White. There are also ten metallic colours: Magic Black Pearlescent, Brilliant Silver, Rosso Brunello, Jungle Green, Lava Blue, Metal Grey, Cappuccino Beige, Magnetic Brown, Moon White and Business Grey.

High-quality interior, completely new design

The completely new interior continues the essential design details of the car's exterior and achieves a new level of quality with an optimal mix of materials as well as a sophisticated visual appearance and surface feel. The passenger compartment is high quality and generous, offers even more space, and sets new standards in terms of contemporariness, timeless elegance, functionality and comfort.

The interior layout has an emphasis on the horizontal, giving an airy and tidy effect. Every detail conveys clarity and precision. There are also distinctive dynamic shapes. The passenger compartment thereby impressively confirms the overall impression of a sophisticated and elegant vehicle, which fulfils high customer demands.

The interior is fitted out to a high quality with moulded plastic, sensitive switches and operating buttons, as well as modern displays. Everything is stylishly designed, interpreted in a modern shape and precisely crafted with great attention to detail.





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The clear arrangement of the control elements with no 'frills' is proof of its superior, timeless qualities. Form and function are in perfect harmony.

As with the exterior, horizontal lines also emphasise the passenger compartment. The wide and cleanly structured **dashboard**, as well as the targeted use of corresponding design elements, ensures maximum impact and an unbeatably generous feeling of spaciousness. The sharp, trapezoid air intake underlines this effect. In addition, the dashboard 'reaches' positively into the side door panels.

The interior is flooded with light and the panoramic view is excellent, thanks to the narrow vehicle pillars and large window surfaces.

The design of the **central console** is lightweight, dynamic and elegant. The designers have placed a lot of emphasis on ergonomic features for the whole dashboard. All control elements are conveniently positioned in the right place and can be used intuitively. The functions are self-explanatory.

The newly developed **infotainment systems** are located in the middle of the central console with the associated menu buttons and controls. The infotainment unit appears to float in the air and is an elegant extension of the dashboard. All systems benefit from modern touchscreens. The top-of-the-range Columbus system is fitted with an 8" touchscreen with a proximity sensor.

The **instrument panel** is designed in such a way that the passenger can also see the instruments. All displays are impressive with brilliant sharpness. The instrument cluster has a clear and modern appearance. The multifunction Maxi DOT display in the middle of the instrument panel can be ordered in colour.

The **new seats** are excellent to sit on and mean that longer journeys can also be completed in comfort. Heated seats in the front and rear are available as an option. The designers have put a great deal of passion into the new design of the seat covers and four different materials are available: fabric, leather, perforated leather and Alcantara.

The new ŠKODA Superb is exclusively fitted with **three-spoke steering wheels**, the height and length of which can be adjusted. Already at market launch – depending on trim level – up to four types of steering wheel are available, which are differentiated by material (PUR with chrome, leather with chrome) and functionality (with or without control buttons for the multifunction display as well as controlling the radio and phone).

Emotional diversity

The new ŠKODA Superb is available in a total of **three trim levels: Active, Ambition and Style**. In addition, the **top-of-the-range Superb Laurin & Klement** is also





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available from market launch. The editions vary according to interior colours, infotainment, comfort and safety features.

There is a choice of **four colour combinations** for the interior: black, black-grey, black-beige and black-brown (for L&K).

The choice of **trim strips** for the dashboard and door covering has been reinterpreted. In total, there are four trim variants: metallic grey, light aluminium-look, dark aluminium-look and Piano Black.

This offers great variety with up to 152 possibilities for optional extras. A highlight is **ambient lighting**, available for the first time in a ŠKODA. This means that the interior light effects are adjusted atmospherically in different ways according to the vehicle's status.

Opening the vehicle switches the interior lighting to 'welcome mode'. Bright 'design lights', fibre optic elements surrounding the dashboard and in the door trims as well as illuminated door handles, seats and footwells provide a unique lighting mood as soon as you enter. After start-up of the engine, the light intensity automatically switches to 'driving mode'. The 'design lights', which are variably adjustable in intensity via the infotainment system, create a discretely lit ambience during your journey.

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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 in 2014 for the first time in one year more than 1 million vehicles to customers worldwide.
- > 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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New ŠKODA Superb: top class

- > **Space-shuttle: increased interior space sets new records in its segment**
- > **Class winner: best rear headroom and legroom, largest boot capacity**
- > **'Lounge on wheels': top comfort with new assistance systems**
- > **Four specifications: Active, Ambition, Style and Laurin & Klement**

Mladá Boleslav/Prague, 17 February 2015 – In terms of space, the ŠKODA Superb has been moving in a league of its own since its market launch. The 'space giant' of the automotive mid-class segment impressively confirms this exceptional status with its third-generation model. The already generous interior of its predecessor has been improved once again in the new edition. In addition, the third-generation model sets new standards of comfort with adaptive suspension and innovative assistance systems. The third-generation ŠKODA Superb enables more comfortable, relaxing and stylish travel than ever before.

An upgrade for passengers and their luggage: with regards to spaciousness, the ŠKODA Superb has come up trumps yet again. Compared to the already ample proportions of the previous generation, the relevant interior dimensions of the ŠKODA Superb have increased again. The improvements in terms of its interior are in particular a result of the new ŠKODA Superb's enhanced package. The technical advantages of the MQB basis have allowed the extension of the wheelbase by a whopping 80 mm to 2,841 mm. The track has been widened to 1,584 mm at the front and 1,572 mm at the rear. These improvements markedly improve the interior space for the passenger and luggage compartments.

"Consistent comfort – this was our aspiration when developing the new Superb," said Dr Frank Welsch, ŠKODA Board Member for Technical Development. "The result is convincing: the new Superb offers even more space for passengers and luggage than its predecessor and an ambience that provides a sense of well-being. Controls and switches are clearly visible and easy to reach, as is the large touchscreen. In addition, there are extensive comfort features: ranging from three-zone air conditioning to Dynamic Chassis Control to a large tailgate, as you would expect from ŠKODA, which can be opened using a virtual pedal. Let's not forget our practical 'Simply Clever' features and of course the many new assistance systems," said Dr Welsch.

An upper-class level of space

Driver and passenger can enjoy plenty of space. **Front elbow width** has increased in the new ŠKODA Superb by a considerable 39 mm to 1,507 mm. The headroom for driver and passenger has increased slightly by 3 mm to 991 mm – also a top figure.

The new ŠKODA Superb demonstrates its space strengths in the rear of the car and in the boot. The new-generation model again tops its predecessor's already good values. An impressive, almost 'stately' space prevails in the rear, going beyond the boundaries of the class. Even tall people can sit extremely comfortably and in a relaxed way.





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The **rear legroom** is absolutely 'superb': at 157 mm, it is a record in its segment by a long stretch – around twice as much as the next-best competitor. **Headroom in the rear** sets a new benchmark, increasing by 25 mm to 980 mm. At the same time, **elbow room in the rear** has increased by 69 mm to 1,520 mm. This means even three adults have enough space to sit comfortably on the rear seats.

The new ŠKODA Superb also offers the qualities of a real chauffeur car by providing the option to **electrically adjust the passenger seat, even from the rear**. The setting can be found on the inside of the passenger seat and is therefore easy to use from the rear as well. The passenger seat can be moved forwards and backwards to individually adjust the legroom for the space behind. The height and incline of the passenger seat can also be altered from the rear.

Lounge Step comfort floor mats with integrated footrests can also be found in the rear.

ŠKODA has again increased the **boot capacity** of the new Superb. A whopping 30 litres more to a volume which is now 625 litres: this is the top value in the automotive mid-class segment. Folding down the rear seats increases the boot capacity to an impressive 1,760 litres. This can be done with ease from the boot using an optional release button.

The large **tailgate opening** is 1,167 mm long and 1,082 mm wide, meaning even larger items can be loaded easily, not least because it opens 1,868 mm high. The loading sill has a height of 711 mm – the same value as before.

Longer items can also be stored in the new ŠKODA Superb without any problems. To do this, the backrest of the passenger seat is simply folded down, allowing objects up to 3.1 m long to fit in the car.

Comfort giant – new assistance systems

The new Superb is not only bigger and more spacious than ever before, but it also offers new comfort features, turning it into a 'lounge on wheels'. A vehicle that allows all passengers, including those sitting in the back, to travel in a relaxed manner even over longer distances and many hours of driving.

For the first time at ŠKODA, **Dynamic Chassis Control (DCC)** including driving mode selection has been used in the new model Superb. DCC allows the driver to individually adjust the vehicle's driving characteristics to their preferences: standard, sport or comfort – a sort of 'à la carte' chassis setup. The setting is altered using a button in the central console.

The standard mode provides a balanced programme for day-to-day use. Comfort-oriented tuning for driving on rough stretches of road or for long journeys is available in the comfort mode. The sport mode enables dynamically tuned driving performance with improved road-holding and tighter steering.





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The mode is selected by pressing a button in the central console. The electrically adjustable dampers, electro-mechanical power steering and other settings then adapt automatically. DCC constantly reacts to different driving situations and takes braking, steering and acceleration into account.

Combined with DCC, the **driving mode selection** also offers an Eco and an Individual mode. In **Eco mode**, the engine management system, air conditioning and other auxiliary units are optimally controlled to save fuel. 'Coasting' is also possible in eco mode. Automatic DSG transmissions automatically shift into neutral when the driver is not accelerating. The overrun torque of the engine then no longer affects the drive train, resulting in a reduction in engine speed and fuel consumption. The appropriate gear is automatically engaged when the driver accelerates again. In **individual mode**, different parameters are configured to your personal preferences.

The new ŠKODA Superb's completely **new-generation air conditioning** based on MQB ensures an optimum interior temperature. This includes manual air conditioning or electronically-controlled Climatronic, available as two-zone air conditioning or, for the first time, as a three-zone version. All systems guarantee the perfect temperature in line with personal preferences, promoting a feeling of comfort on board.

The new **three-zone air conditioning** celebrates its premiere in a ŠKODA model. The technology is efficient and balanced. Three-zone regulation means that driver, passenger and rear passengers can separately adjust the temperature of their individual area.

The Climatronic regulates the interior temperature to the pre-set level of one's choice through automatic adjustment of the fan speed and operation of the air distribution valves. This guarantees a comfortable temperature in all weather conditions, whilst the draught in the air circulation in the passenger compartment is kept to a minimum.

The electronic control of the Climatronic captures all of the important influences and variables such as the sun's position, its intensity and the external temperature, and adjusts the flow of cool air to suit. The integration of the control units into the CAN data bus provides even more comfort features: to protect the occupants from unpleasant odours, the system switches automatically to air re-circulation when the screen washers are activated or the reverse gear is engaged. The regulation of the fan speed, which is dependent on the speed of the car, with automatic adjustment of the vent temperature, decreases the noise level when driving at low speeds. Furthermore, the Climatronic also activates the defrost function at the touch of a button for foggy or iced-up windows. At high fan power, the entire air flow is then directed to the inside of the screen. If the external temperature is over 2.5 °C, the cooling system turns on to dehumidify the air.

The **panoramic electric roof** is available as an option for the new Superb.

The 1,002 × 1,200 mm pane is made from tinted and heat-insulating glass, reflecting 92 per cent of incoming heat and 90 per cent of incoming light. The panoramic roof can be electrically tilted as well as opened towards the back. Operation is via a combination turn-switch located at the front, in the centre of the roof lining. Eight different positions are possible. To prevent draughts and reduce wind noise when the roof is open, a windbreak element is installed on the front of the opening.



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As an option, the new ŠKODA Superb can be provided with **front and rear heated seats**. The **front seats** are available with a **ventilation function**.

Auxiliary heating is also available. This warms the interior and defrosts the windows. The technology also enables the interior to be cooled, for example when the vehicle is exposed to strong sun. A **heated front windscreen** and **heated washer jets** are available as options. A new invisible ClimaCoat foil is used for the heated front windscreen. Alongside the heating function, it also provides thermal protection from strong sun rays.

Both the first- and second-generation ŠKODA Superbs impressed with an umbrella compartment in the left-hand side rear door. With the new ŠKODA Superb, the manufacturer has once again topped this luxurious feature. Instead of one, there are **two umbrellas**. They are housed in the two front doors. The umbrella compartments are made from a water-repellent material and can be found in the interior trim of the doors. Water droplets can drain off through an integrated outlet, while the umbrellas themselves have an anti-bacterial coating. Neither driver nor passenger is in any way inhibited by the compartments or the umbrellas within them. When the doors are closed, the compartments are not visible.

ŠKODA has come up with new comfort features for the operation of the Superb saloon's large tailgate. First of all, the ŠKODA Superb's **tailgate** can be **opened and closed electrically**. Up until now, this feature has only been available for the Superb Combi. It can be opened electrically by pressing a button from the driver's seat, with the remote-controlled key or by pressing a button on the tailgate.

Available as an option, ŠKODA is also offering another premiere for the model and the brand in the new Superb: the **virtual pedal**. If the driver has the key and moves his/her foot in the area under the rear bumper, the tailgate will open automatically. This is practical, for example, when you have your hands full after doing a big shop and want to put your bags in the car.

The virtual pedal and the electric tailgate work in combination with the **KESY** automatic locking and starting system. You no longer need to hold the key in order to open and lock the car. The KESY control unit will recognise the key up to 1.5 metres away from the car. The vehicle unlocks automatically when the door handles or tailgate are operated. The engine will start at the push of a button.

Parking: more convenient than ever

Driving in and out of parking spaces is more convenient than ever before in the new ŠKODA Superb. For the first time, the third-generation Superb is available with **Park Assist**. The system, activated by the driver, semi-automatically guides the car backwards into parallel parking spaces as well as forwards and backwards into transverse parking spaces. Equally, it assists with semi-automatic manoeuvring out of parallel parking spaces.



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The system assists the driver by automatically carrying out the optimal steering wheel movements to park within the lines. After activation, the parking space is automatically measured, the driver is directed to the starting position and steering movements begin – the driver just has to accelerate and brake and can intervene and stop the automatic steering at any time.

Park Assist is activated by pressing a separate button in the central console. To recognise parking spaces, the car must not exceed the speed of 40 km/h and be within 0.5 and 2 m of the line of parked vehicles. Ultrasound sensors scan both the right and left side of the road, for example in one-way streets, for available parking spaces. By indicating, the driver selects the side for parking. When the assistance system detects a parallel parking space with a manoeuvring space of at least 80 cm, a 'parking space recognised' notification appears on the multifunction display. The minimum lateral space required for a parallel parking space is 35 cm. The driver is subsequently directed into the correct starting position and prompted to engage reverse gear (for reverse parking). This activates the automatic steering, so the driver just has to accelerate and brake. Should the Superb meet an obstacle, the system will brake automatically using the emergency braking function. The system recognises all types of parking spaces (for example on bends, kerbs or between trees).

The new **surround parking sensors** complements the park assist feature perfectly. The parking sensors assist the driver with parking and work in conjunction with all of the infotainment systems available for the Superb. Special distance control sensors determine the distance of the vehicle from any objects in front or to the rear. When the distance is less than 120 cm to the front or 160 cm to the rear, an acoustic warning will sound. The frequency of the warning tone increases as the obstacle gets nearer, and when the distance is less than 30 cm, a continuous signal sounds. Distance control sensors on the side of the car recognise obstacles next to the vehicle. A warning signal sounds when the distance is too short. Alongside the acoustic warnings, the position of the vehicle is also displayed visually on the infotainment screen.

For the first time, the new ŠKODA Superb can also be fitted with a **rear-view camera**. A mini camera capturing the area behind the vehicle is positioned in the tailgate. When reverse gear is engaged, the camera is automatically activated and the image is shown on the infotainment system display. Dynamic guide lines are also laid over the image. These show the direction in which the vehicle would go with the current position of the steering wheel or indicate when it should be turned. With this function, the new Superb can approach any obstacle safely. Attaching a trailer is also made easier.

The new Superb is the first ŠKODA to be fitted with an **electronic parking brake (EPB)**. This replaces the classic handbrake which, up until now, was activated using a lever in the central console. There is no longer a conventional handbrake. The new technology doesn't just create more space between the front seats, but also increases safety and comfort. It is automatically activated mechanically over two electric motors on the rear wheels. A light on the instrument cluster and on the button indicate that it is engaged. A soft buzzing sound also conveys its activation acoustically.



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The electronic parking brake is equipped with the **Auto Hold function**. This prevents the vehicle from rolling away at a standstill or when pulling away, without the driver having to touch the brakes. Auto Hold therefore provides the highest level of comfort when driving and pulling away, as well as more safety. When the vehicle is brought to a complete stop, two electric motors on the rear wheels brake the vehicle. The driver can take his/her foot off the brake pedal. As soon as the driver begins to accelerate again and, with manual gearboxes, releases the clutch, the Auto Hold function disengages automatically.

Active, Ambition, Style trim levels – Laurin & Klement top model

The new ŠKODA Superb is available in the trim levels: Active, Ambition and Style. The top model is the ŠKODA Superb Laurin & Klement variant.

The basic version, the **ŠKODA Superb Active**, already wows with comprehensive standard features. All **engines** are equipped with a Stop-Start system and brake energy recovery. With regards to **safety**, the range of features for EU countries includes Front Assist, Electronic Stabilisation Control (ESC) including multi-collision brake, electronic differential lock XDS+, five three-point automatic seatbelts with belt force limiters and warning light, five height-adjustable headrests, seven airbags including driver knee airbag and electronic tyre pressure monitor.

In terms of **comfort**, on-board features include manual air conditioning, tinted windows, electronic parking brake, front and rear electric windows, electric heated wing mirrors, remote-controlled central locking and multifunction display. The tail lights are LED. The car features new 16-inch Hermes steel wheels.

Numerous other **functional** solutions include: 1.5-litre bottle holder and high-vis vest storage compartment in all four doors, glove compartment with lighting and air-conditioning, front cup holders, Jumbo Box storage compartment in the central arm rest, storage pockets in the front seats, two foldable bag hooks in the boot, misfuelling protection, ice scraper in the fuel filler flap and bonnet with gas struts.

The **ŠKODA Superb Ambition** comes, in addition to the Active-Line equipment, with **comfort features** including two-zone Climatronic, a rain/light sensor and the Swing radio with a 5-inch colour touchscreen fitted as standard. The exterior comes with 16-inch Orion alloy wheels and a chrome-slatted grille. The side windows are framed with fine chrome strips. The interior is enriched with a small leather package for the three-spoke steering wheel and gearstick, while the front footwell as well as all door handles have lighting on the inside. **Functional solutions** include small pockets on the inside of the front seats, front footwell lighting and the Maxi DOT display.

In addition to the Ambition specification, the new **ŠKODA Superb Style** has 17-inch newly designed Stratos alloy wheels. The front fog lights with corner function improve the design and appearance. The interior has a particularly sophisticated appearance with new 'dark aluminium-effect' trim strips and 'Style' seat covers. With regards to **comfort**, it comes with cruise control, rear parking sensors and rear footwell lighting. The driver's seat can be adjusted electronically (including lumbar support), the settings are saved in





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the memory function. The wing mirrors can be folded automatically (with memory function). Exterior and interior mirrors can be dimmed automatically.

Laurin & Klement: fine and exclusive

The new **ŠKODA Superb Laurin & Klement** (L&K) is the top of the range. It is named after Václav Laurin and Václav Klement, the founding fathers of the Czech manufacturer. The **exterior** of the exclusive L&K edition includes 18-inch Pegasus alloy wheels with an anthracite-coloured gloss surface. The door sills and front wings feature a 'Laurin & Klement' badge. The bi-xenon front headlights impress with integrated Adaptive Frontlight System (AFS) and LED daytime running lights. **Inside**, the Superb L&K has a three-spoke multi-functional steering wheel, fine trim strips in black piano lacquer, LED ambient lighting, exclusive leather upholstery and a colour Maxi DOT display. The 'Laurin & Klement' badge can be found on the trim strip on the dashboard (passenger side), and there is lettering on the front and rear backrests. When the infotainment system is turned on, the 'Laurin & Klement' lettering also appears on the screen.

The Bolero infotainment system – with 6.5-inch touchscreen, 12-speaker Canton sound system and SmartLink for pairing the car with a smartphone – provides **entertainment** on board. With regards to **comfort**, it features Dynamic Chassis Control (DCC) including driving mode selection, front and rear parking sensors, electrically adjustable driver and passenger seats and tinted rear and side windows (SunSet). Warning lights on all doors increase **safety**. Other standard features of the Superb L&K include the Net Programme, Lounge Step floor mats and removable LED torch in the boot.

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The new ŠKODA Superb: top-level entertainment and connectivity

- > Four new infotainment systems: more speed, more sound, more connectivity
- > Rolling hotspot: first ŠKODA with high-speed internet and Wi-Fi technology
- > Connectivity: new ŠKODA Superb with SmartLink (MirrorLink™, Apple CarPlay and Android Auto*) for the first time
- > SmartGate system: connect car to ŠKODA apps
- > Rear control centre: new ŠKODA Media Command app
- > Great sound: Canton sound system with 12 speakers and 610 W output

Mladá Boleslav/Prague, 17 February 2015 – Technology at its best – that is the proviso for infotainment and connectivity in the new ŠKODA Superb. The flagship from Mladá Boleslav offers four new infotainment systems based on Volkswagen Group's modular infotainment matrix technology (MIB). In addition, the new ŠKODA Superb sets an example in terms of connectivity and internet access. For the first time, the infotainment systems – with the exception of the entry-level model – can be conveniently connected to a smartphone via SmartLink (MirrorLink™/Apple CarPlay/Android Auto*). This provides access to the smartphone's intelligence via the car's display. In addition, vehicle data can also be accessed via ŠKODA's own SmartGate function and used in a variety of ways. Optional high-speed internet (LTE) in connection with the top-of-the-range Columbus system turns the ŠKODA Superb into the brand's first model with mobile hotspot capability. The connection is effortlessly established with Wi-Fi technology. Another debut: the optional remote control for the Columbus infotainment system. Using Wi-Fi and the new ŠKODA Media Command app, parts of the user interface are displayed on a tablet or smartphone.

A choice of four completely new infotainment systems is available for the new Superb: Swing, Bolero, Amundsen and Columbus. Thanks to new processors and improved components, the new generation is significantly faster than the old systems, impresses with modern, large and high-resolution displays and offers more functions and new interfaces. The technology is based on second-generation MIB (modular infotainment matrix).

Even the entry-level system comes with colour touchscreen and SD-card slot as well as USB and aux-in sockets. Using MirrorLink™, the Bolero, Amundsen and Columbus allow the car to be easily paired with a smartphone via all available programs – MirrorLink™, Apple CarPlay and Android Auto. The top-of-the range Columbus system impresses with integrated high-speed internet and Wi-Fi technology as standard.





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Eight, or in the case of the optional 610-watt Canton sound system twelve, speakers provide the optimum sound experience and truly turn the new ŠKODA Superb into a concert hall on wheels.

Swing is the new ŠKODA Superb's entry-level infotainment system. The menus are easy to operate via three buttons located to the right and left of the display. Simply press the buttons to activate the functions 'Radio', 'Media', 'Phone' (optional), 'Setup', 'Sound' and 'Car'. Swing offers a 5-inch TFT colour touchscreen with a screen resolution of 400 × 240 pixels. In addition to the basic FM radio functions, it is fitted with aux-in and USB sockets as well as an SD-card slot. Bluetooth function, DAB radio and a phone box in the central console are optional. Two speakers in all four doors create a balanced sound.

The phone box is not just a practical storage compartment. It also facilitates the inductive coupling of the mobile phone with the external antenna via the planar antenna fitted to the floor of the phone box. When the mobile phone is in the compartment, the signals are sent to the vehicle's antenna by near-field coupling via an amplifier. This results in improved sending and receiving characteristics, comparable to a landline telephone and using less energy.

The **Bolero** system comes with a 6.5-inch display. The screen impresses with an excellent resolution of 800 × 480 pixels and proximity sensor technology. The operation mode activates automatically as soon as a finger nears the screen. It is operated by swiping and zooming, just like with a smartphone or tablet.

Bolero comes with an FM radio, RDS, eight speakers (four front, four rear), aux-in and USB sockets, a JPEG viewer, an SD-card slot and SmartLink (MirrorLink™/Apple CarPlay/Android Auto*). The standard Bluetooth function allows the connection of a second phone to the system. This is useful, for example, when you wish to use your business and private phone for calls from the car. Speech quality has been improved on the basis of the 'Wide Band Speech HFP 1.6' standard. The system can read out SMS text messages. Text messages can also be written on the display. The menu is operated via four buttons on the right and four buttons on the left of the screen: 'Radio', 'Media', 'Phone', 'Voice', 'Setup', 'Sound', 'Car' and 'Menu'.

There are several options available for the Bolero: a second USB socket for the rear seats (in connection with a 230 V socket), the DAB function for the radio and the phone box. Bolero can also be configured with the Canton sound system.

The new **Amundsen** radio navigation system has all the features, options and technical characteristics of the Bolero, plus an innovative navigation function with 2.5D graphics. Thanks to new processors, the calculation of routes is faster and the map display of 800 × 480 pixels is much clearer than before. MapCare is available as standard for Europe. It comes with up to six free map updates in the three years after the purchase.



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When it comes to infotainment, the new **Columbus** radio navigation system leaves hardly anything to be desired. The navigation display is in 3D on an 8-inch colour touchscreen with high-resolution images of 800 × 480 pixels. For the first time, the user can alter the route by touching a waypoint.

The new Superb is the first ŠKODA with optional high-speed internet access, made possible with the fourth-generation LTE mobile radio standard. The option is integrated into the Columbus system and the function can be activated by inserting a SIM card for mobile internet into the appropriate slot on the hard drive (in the glove compartment). Thanks to the integrated Wi-Fi technology, all passengers can now browse the internet wirelessly on their individual devices.

The Columbus system also includes eight speakers, two SD-card slots, Bluetooth hands-free including text messaging, a JPEG viewer, SmartLink (MirrorLink™, Apple CarPlay, Android Auto*) and an internal 64 GB flash memory. Audio and video files can be played via a DVD drive; the car also features USB and Aux-In sockets as well as an optional second USB socket in connection with a 230 V socket for the rear seats. A TV tuner for the reception of TV programmes and DAB digital radio is available as an option.

The new ŠKODA Superb's sophisticated Canton sound system provides finely balanced listening pleasure. The new Superb comes with eight speakers; the **Canton sound system** is optional. Canton works with a total of twelve high-performance speakers: ten in the side doors, one centrally located in the dashboard and a sub-woofer in the boot. The system's 610 W output is the best in the mid-size car class.

SmartLink (MirrorLink™, CarPlay and Android Auto*)

The new ŠKODA Superb is better connected than ever before, thanks to SmartLink. SmartLink includes MirrorLink™, Android Auto as well as Apple CarPlay* and enables the simultaneous display and operation of SmartLink-compatible smartphone apps on the infotainment system screen. This provides access to the smartphone's intelligence via the car's infotainment display.

MirrorLink™ is a Car Connectivity Consortium (CCC) program. More than 70 per cent of all car manufacturers and more than 60 per cent of all smartphone manufacturers are members of this consortium. Via the Android Auto and Apple CarPlay* standards, Android smartphones and iOS devices from Apple can also be used.

SmartLink adds a new dimension to the use of personal music or data services. Connection is quick and easy: just pair the smartphone and the infotainment system via a USB cable and activate MirrorLink™ or the other interface standards. Certified smartphone apps can then be mirrored on the infotainment system's screen.

Listen to and control music on the smartphone, navigate or call contacts – with the standardised interfaces all of this can be done on the infotainment screen. For safety



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reasons, certain app functions can only be used when the vehicle is stationary. Contacts and music can be accessed whilst the vehicle is in motion.

At the new ŠKODA Superb's launch, the following MirrorLink™ apps will be available: Sygic (navigation), WeatherPro (weather forecast), AUPEO! (personal radio), Audioteka (audio book), Parkopedia (parking information), MiRoamer (internet radio) and ŠKODA apps including ŠKODA Drive (personal logbook), MFA Pro (multi-functional on-board computer) and MotorSound (engine sound simulator). More apps will follow.

SmartGate

SmartGate is another new technology in the third-generation Superb. With this new function developed by ŠKODA and using dedicated apps, certain vehicle data can be displayed, saved and accessed on the user's smartphone. Data transfer is wireless using Wi-Fi technology. Android and iOS (Apple) operating systems are both supported.

Information such as fuel consumption for completed journeys can be viewed, allowing the driver to improve his/her driving style. The new **ŠKODA Drive** app can display average speed, costs and other information, as well as completed journeys on the map.

ŠKODA's Drive Portal provides a unique service. Useful statistics and graphic representations can be used. Simply send all data from the smartphone app to the portal. The **ŠKODA Service** comes in useful in certain emergency situations.

The following apps are also available:

- › 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, braking duration, acceleration and brake pedal pressure
- › MotorSound: engine sound simulation based on acceleration or engine speed data; two sports engines and one aeroplane sound available
- › Smart Racer: a racing game for in-car entertainment. The speed of the virtual car reflects the real speed of the ŠKODA Superb.
- › Little Driver: an educational game for children and their parents. During the journey, children mirror the driver's actions on their tablet or smartphone. At the end of the game, their performance is rewarded with points which can be redeemed to create their own customised ŠKODA car.



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Top-entertainment in the rear thanks to ŠKODA Media Command

The new ŠKODA Superb offers a new level of comfort with regards to remote-controlled infotainment.

ŠKODA offers a new application which uses Wi-Fi technology and allows rear-seat passengers to access the functions of the Columbus navigation infotainment system with their tablet or smartphone. With the **ŠKODA Media Command** app, you can display parts of the system on the tablet or smartphone and conveniently operate individual functions via the app.

These include the radio (select station, station search, frequencies), all media sources (display of album name, artwork and artist as well as functions including start, stop, pause, forward and back) and the navigation menu, including online address search and use of the search result as destination entry. The volume level and other sound settings such as balance and fader can also be altered.

A **tablet holder** for fixing the tablet onto the rear of the passenger seat's backrest is optional. A tablet holder can also be used for the rear centre armrest. A 230 V socket at the back of the central console is optional, as is a second USB port located next to it.

*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

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The new ŠKODA Superb: new 'Simply Clever' details for a better in-car experience

- > **Given some thought: 29 practical 'Simply Clever' details in the new ŠKODA Superb**
- > **Smart solutions for more comfort, safety and connectivity**
- > **Two is better than one: easy-to-reach umbrellas in the front doors**

Mladá Boleslav/Prague, 17 February 2015 – The new ŠKODA Superb embodies all of the brand's good virtues. Plenty of space and functionality, in a form that has once again been enhanced, characterise ŠKODA's new top model. 29 practical solutions have been added to make life easier for the driver and passengers. 29 features for more comfort, safety and connectivity – in combination with a variety of intelligent assistance systems, the brand's 'Simply Clever' aspiration reaches a new dimension. The new ŠKODA Superb is the cleverest ŠKODA of all time.

A total of 23 clever concepts has been used for the first time in the ŠKODA top model, ten of which are completely new features for the brand – the new ŠKODA Superb takes the Czech manufacturer's 'Simply Clever' aspiration to a new level. Combined with plenty of space, the new ŠKODA Superb is a practicality giant. There's no doubt that the third-generation ŠKODA Superb is 'Simply Clever' XXL – modern, practical, and ideal for everyday life and work.

The foot can do it – easy opening of the electric boot lid

The new ŠKODA Superb is the brand's first model to offer the optional **virtual pedal for contactless opening of the boot lid**. This function is available in combination with the **electric boot lid**, featuring on the ŠKODA Superb (saloon) for the first time.

The virtual pedal works with a sensor located in the lower part of the rear bumper. A simple foot movement near the sensor is enough to open the electric boot lid. This function works in combination with the KESY keyless locking and starting system. Without the virtual pedal, the electric boot lid can be opened by pressing a button next to the gearstick or by using the remote-control key. Of course, it can also be opened manually at any time with the unlocking button on the boot lid.

The electric boot lid is equipped with a practical **tip-to-close function** that is new for ŠKODA. This makes it possible to initiate the closing of the boot lid by briefly pulling it. The combination of the electric boot lid and KESY means it can also be closed using the remote control (maximum distance from vehicle: 3 metres).





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Quick tow bar attachment

An optional **retractable tow bar (operated manually)**, new to the model and brand, is extremely practical. To fold out, the tow bar with integrated socket is unlatched using a lever in the boot loading sill. Fold back in is also carried out manually. When folded in, the tow bar is completely concealed underneath the vehicle.

Connectivity at its best – the intelligence of a smartphone now available in a car

The new ŠKODA Superb sets new standards in terms of in-car infotainment. For the first time, smartphone apps can be mirrored onto the infotainment system's display. In the Superb, this functionality is called SmartLink and includes Apple CarPlay (for iOS devices) as well as Android Auto* and MirrorLink™ (for Android devices). Another innovative connectivity function is **SmartGate**, which allows vehicle data to be transferred to a smartphone, where it can be used in various apps.

Remote control

The function to access the infotainment system from the rear of the car is making its premiere in the Superb. By pairing external devices (smartphones, tablets) with the Columbus infotainment system via Wi-Fi, passengers can operate the infotainment system from the rear using their devices. This **remote-control infotainment** works on the basis of a new **ŠKODA Media Command app** which makes mobile devices compatible with the Columbus infotainment system.

A new **tablet holder** has been developed for the ŠKODA Superb, enabling rear passengers to attach their device on the headrest of the passenger seat or on the folded-out central armrest. Another feature making its debut for the brand is the option to equip the car with a second **USB port** and a **230 V socket in the rear**. A **USB and Aux-In sockets** are available in the **front** central console for the first time.

Bluetooth® comfort telephony allows calls to be made and received safely. Combining it with **Phone Box** enables inductive antenna connection. With the mobile phone safely in its storage compartment, radio signals travel via an amplifier to the vehicle antenna by near-field coupling.

Handy – new storage for drinks bottles and much more

The new ŠKODA Superb has significantly upgraded its space for drinks bottles. **Both front** and **both rear doors** will now hold a **1.5-litre bottle**. There is also space to store two 0.5-litre bottles in the front central console and two 0.5-litre bottles in the folded-out rear central armrest. This means the new Superb now has a maximum of eight drinks bottle holders, accommodating bottles with a total volume of up to eight litres.





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'Simply Clever' stands for the simple yet extremely practical solutions. This also applies to another new feature: **single-handed opening**. The bottle holder in the central console is designed to securely hold the bottom of a standard 0.5-litre PET bottle, so that the bottle does not move and can be opened or closed with one hand while driving.

All four doors of the new ŠKODA Superb now have a small **extra storage compartment** for a **high-vis vest** mandatory in many countries.

In reference to the doors, ŠKODA has once again improved the umbrella compartment comfort feature. Instead of just one compartment in the rear left-hand side, the ŠKODA Superb now has **an umbrella compartment in both front doors, allowing storage of two umbrellas**. The compartments are made from water-resistant material so that damp umbrellas can be stored without letting any moisture into the vehicle. The compartments are also designed so that water can drain to the outside.

The new Superb is the brand's first model to come with an extra **tablet compartment** for secure storage of a tablet whilst the vehicle is in motion. Simply insert the device into a small pocket in the large Jumbo Box in the central console.

Length matters

The new ŠKODA Superb is not only more spacious, but its interior is also more versatile. For the first time in this model, the **rear backrest** can be **folded down** from the boot at the touch of a button. The new load-through provision for the front passenger seat is extremely practical. If necessary, the backrest of the passenger seat can easily be folded down, allowing items of up to 3.1 metres in length to fit in the new ŠKODA Superb.

New **storage nets on the inside edges of the front seats** will hold an array of small items.

No more sliding around

In typical ŠKODA style, the new ŠKODA Superb's boot also offers hugely practical features. Items can be secured in the boot using new **cargo fasteners**. Just slide the item between the elements, and boxes and shopping bags, for example, will no longer slide around. The cargo fasteners can be folded away and stored at the side of the boot. When needed, they are simply folded back out, put into position and fixed to the bottom of the boot with Velcro.

The ŠKODA Superb is available for the first time with an optional **removable LED torch** in the boot (up until now only available in the Superb Combi).

In addition, a practical **ice scraper** in the fuel filler flap now comes as standard. It simply slides into the inside of the fuel filler flap and is quickly at hand when required.



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The new Superb also comes with **misfuel protection**.

In addition to the model's 23 new 'Simply Clever' features, other practical solutions are used which have proven invaluable in the second-generation Superb.

Parking tickets can be placed into the **parking ticket holder** on the inside of the left-hand A-pillar. Mechanical **roller sun visors** for the rear side windows protect rear passengers from the sun's glare. The **passenger seat** can also be conveniently **electrically adjusted** from the **rear** – the control can be found on the inside passenger seat side. Two foldable **bag hooks** and a **Net Programme** can be found in the boot. Two vertical nets and a horizontal storage net keep the boot space tidy. The **parcel shelf** can be stored vertically behind the **rear seats**.

*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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Performance and dynamism – the new ŠKODA Superb with more power and less consumption

- > Eight new EU6 engines on the basis of MQB: five TSI petrol, three TDI diesel
- > Efficiency: up to 30 per cent lower consumption values and CO₂ emissions
- > Top efficiency level: ŠKODA Superb GreenLine with only 3.7 l/100 km and 95 g CO₂/km
- > Driving dynamics: power from 88 kW (120 PS) to 206 kW (280 PS)
- > Performance: up to 20 per cent stronger; top-level engine now with 206 kW (280 PS)
- > Slimmed down: new ŠKODA Superb is up to 75 kg lighter
- > Four powertrains with all-wheel drive based on modern Haldex-5 technology

Mladá Boleslav/Prague, 17 February 2015 – More dynamism and more driving pleasure: the new ŠKODA Superb achieves new optimum values for consumption and performance with its new powertrains. A completely new generation of direct-injection turbocharged engines based on MQB technology (five TSI petrol, three TDI common rail diesel) has been used. The compact and light powertrains have a power output of between 88 kW (120 PS) and 206 kW (280 PS), are equipped with stop-start technology and brake energy recovery as standard and all comply with EU6 emission standards. The performance of the new engines has improved by up to 20 per cent. At the same time, the new model is up to 30 per cent more economical than the previous generation. The improved consumption and driving dynamics of the new Superb are also a result of the reduced weight (up to 75 kg less), the optimised aerodynamics and the completely new chassis.

“The new ŠKODA Superb offers top-class technology,” said ŠKODA Board Member for Technical Development, Dr Frank Welsch. “With a completely new generation of engines based on state-of-the-art MQB technology, we have made our flagship more powerful, more dynamic and at the same time more economical,” said Dr Welsch.

Five petrol and three diesel engines propel the new ŠKODA Superb. The performance range of the new MQB powertrain family is between 88 kW (120 PS) and 206 kW (280 PS). The new engines distinguish themselves with tractability, high agility and impressive torque, whilst consumption and emissions have also been significantly reduced. The finely tuned interplay of new engines, new chassis and ultra-modern dynamics-related assistance systems as well as longer wheelbase and wider track result in very good dynamic values.

In comparison to the second-generation ŠKODA Superb engines, the new powertrains have a power output that is up to 20 per cent higher. Four engines (1.4 TSI/110 kW, 2.0 TSI/206 kW, 2.0 TDI/110 kW und 2.0 TDI/140 kW) are available with state-of-the-art all-wheel drive based on the Haldex 5 clutch. With the exception



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of the basic petrol version, all engines are also available with modern dual-clutch transmission.

Five petrol engines from 92 kW (125 PS) to 206 kW (280 PS)

The new petrol engines are from Volkswagen Group's EA 211 and EA 888 engine series. The high-torque and economical powertrains were specifically developed for MQB use and are extremely lightweight and compact. The basic 1.4 TSI/92 kW (125 PS) petrol engine weighs just 104 kg. The construction is based on an ultra-rigid aluminium die cast crank case.

The technical concept of the EA 211 engines is characterised by numerous innovative solutions. One example, because the exhaust manifold is completely integrated into the cylinder head, the engines heat up quickly during warm-up; at the same time there is soon enough heat available to comfortably warm up the passenger compartment. Under heavy load, however, the coolant effectively cools down the exhaust gas, which significantly reduces the fuel consumption. In addition, the clever construction of the exhaust manifold allowed the designers to pick very slim single-scroll compressors when they chose the exhaust gas turbocharger. The result: the weight of the cylinder head/turbocharger assembly has been reduced. With the EA 211, the intercooler has been integrated into the intake manifold manufactured from plastic. The advantage is that pressure builds up faster, providing this type of engine with very good responsive qualities.

Further technical features of the engines include a camshaft drive with maintenance-free timing belt, innovative thermo management with 2-stage cooling and a regulated oil pump. In order to lower the emissions and consumption even further and to improve the low-end torque, the inlet camshaft is adjustable by up to 50 degrees of crankshaft rotation – the 110 kW (150 PS) TSI also features an exhaust camshaft adjuster. This results in fully variable valve timing and leads to an even more spontaneous response in the lower engine speed range; the high-end torque is improved at the same time.

The choice of petrol engines ranges from the manual 1.4 TSI to the all-wheel-drive 2.0 TSI with 206 kW (280 PS) and dual-clutch transmission. The new ŠKODA Superb with the most powerful 2.0 TSI/206 kW (280 PS) petrol engine has a top speed of 250 km/h.

Even the entry-level petrol engine of the new ŠKODA Superb represents highest efficiency together with good dynamic characteristics. The new ŠKODA Superb with **1.4 TSI/92 kW (125 PS)** engine consumes just 5.4 l/100 km, which corresponds to CO₂ emissions of 122 g/km. Compared to the entry-level petrol engine of its predecessor the reduction in fuel consumption is more than 12 per cent. The maximum engine output is produced between 5,000 and 6,000 rpm, the maximum torque of 200 Nm is achieved within a wide speed range between 1,400 and 4,000 rpm.



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The new Superb with the 1.4 TSI/92 kW engine accelerates to 100 km/h in 9.9 seconds. The top speed is 208 km/h. This variant comes with a manual six-speed gearbox.

In the enhanced **1.4 TSI/110 kW (150 PS)** variant the new ŠKODA Superb uses 4.8 l/100 km, corresponding to 112 g CO₂/km. This is equivalent to an impressive reduction in consumption of approx. 30 per cent compared to the comparable engine of its predecessor. The designers achieved these huge reductions using what is known as **active cylinder technology (ACT)**.

ACT means that the second and third cylinders are temporarily shut down. In two-cylinder mode, the engine works under a heavier load with more efficiency. Shutting down and restarting the cylinders is initiated by electro-magnetic actuators. Depending on driving style, the technology can lower consumption by more than 0.5 l/100 km. ACT is activated in the speed range between 1,400 and 4,000 rpm, at a torque of between 25 and 100 Nm and speeds of up to 130 km/h. If the driver presses the accelerator pedal hard, both cylinders begin to work again automatically. The cylinder shut-down has no effect on the smooth running of the engine. All mechanical switchover processes take place within one camshaft rotation; depending on engine speed this takes between just 13 and 36 milliseconds. Accompanying interventions in ignition and throttle position smooth the transition.

The 1.4 TSI/110 kW generates its maximum PS power between 5,000 and 6,000 rpm. Maximum torque of 250 Nm is achieved between 1,500 and 3,500 rpm. The Superb with this engine and a manual six-speed gearbox has a top speed of 220 km/h and accelerates from 0 to 100 km/h in 8.6 seconds. This engine is also available with all-wheel drive and a manual six-speed gearbox. In addition, the front-wheel-drive ŠKODA Superb 1.4 TSI/110 kW is available with an automatic seven-speed DSG transmission.

Also new is the **1.8 TSI/132 kW (180 PS)** engine which develops its maximum power between 4,000 and 6,200 rpm. When coupled with a manual six-speed gearbox, maximum torque of 320 Nm is achieved between 1,450 and 3,900 rpm. Combined with an automatic seven-speed DSG transmission, maximum torque is 250 Nm. Combined fuel consumption is 5.8 l/100 km, corresponding to CO₂ emissions of 134 g/km. With this engine, the Superb accelerates from 0 to 100 km/h in 8.0 seconds, and has a top speed of 232 km/h. There is a choice of a manual six-speed gearbox and an automatic seven-speed DSG transmission.

The **2.0 TSI/162 kW (220 PS)** engine is only available with an automatic six-speed DSG transmission. This powertrain uses 6.1 l/100 km and emits 142 g CO₂ per km. Maximum torque of 350 Nm is produced between 1,500 and 4,400 rpm. Peak power is between 4,500 and 6,200 rpm. The Superb 2.0 TSI/162 kW accelerates from 0 to 100 km/h in 7.0 seconds, top speed is 243 km/h.

The new top-of-the-range petrol engine in the ŠKODA Superb is the turbocharged four-cylinder **2.0 TSI/206 kW (280 PS)**. It is only available in combination with



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an automatic six-speed DSG transmission and permanent all-wheel drive. The newly developed powertrain replaces the 3.6 FSI V6/191 kW (260 PS) as the top petrol variant and is an impressive example of successful downsizing, producing 15 kW (20 PS) more power with 1.6 litres less capacity. At the same time, consumption and emissions have decreased by about 24 per cent. The four-cylinder engine produces its maximum torque of 350 Nm between 1,700 and 5,600 rpm. It reaches 100 km/h in just 5.8 seconds and has a top speed of 250 km/h.

Three diesel engines from 88 kW (120 PS) to 140 kW (190 PS)

The new four-cylinder diesel engines of the new ŠKODA Superb are all economical and powerful. The TDI common rail powertrains are from Volkswagen Group's EA 288 series and impress with high torque and optimum performance. All powertrains feature direct injection and turbocharging. For the new Superb, the top of the line 2.0 TDI/140 kW is available in the exciting combination of dual-clutch transmission and all-wheel drive.

The components that determine the functional characteristics of these engines are their modular construction. This includes emission-critical parts such as the injection system and the intercooler, which are integrated in the intake manifold. This is complemented by sophisticated exhaust gas recirculation. All components for the exhaust gas treatment are in close proximity to the engine, which is another characteristic of all TDI engines. The Superb is fitted with an oxidising catalytic converter and a diesel particulate filter (exhaust gas treatment components) in order to comply with the various global emissions standards. The reduction of nitrogen oxides is facilitated by an NO_x storage catalyst or – in the case of the GreenLine model, the all-wheel-drive 2.0 TDI/110 kW version and 2.0 TDI/140 kW model – with a SCR system (Selective Catalytic Reduction) using the reduction additive AdBlue.

In order to further reduce the engines' fuel consumption, all these components of the TDI engines have been optimised for minimal internal friction. Measures include the use of piston rings with reduced pre-tension and low-friction roller-bearings for the camshaft and the countershaft module (2.0 TDI). The oil circuit has been optimised by using a volume-flow controlled oil pump with two pressure stages. During warm-up, an innovative thermo management system operates two separate cooling circuits, one for the cylinder head and one for the engine block with a water pump that can be switched off. Thus, the TDI engines warm up significantly faster; in addition, the passenger compartment of the Superb warms up more quickly in winter. Another cooling circuit which is switched independently allows for separate control of the charge air temperature which brings additional reductions in emissions. The Superb's TDI engines are not only low in emissions, but also economical and powerful; they are also particularly sophisticated and comfortable. For example, the 2.0 litre engines come with two balancing shafts as mentioned above; they reduce the inertial forces which are inherent for reciprocating-piston engines.



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The entry-level **1.6 TDI/88 kW (120 PS)** diesel impresses with good tractability and a maximum torque of 250 Nm between 1,500 to 3,250 rpm. Compared to the current entry-level diesel engine for the ŠKODA Superb, the power output is increased by 11 kW (15 PS) whilst the consumption is reduced by up to 17 per cent. The maximum power of 88 kW is delivered between 3,500 and 4,000 rpm. Combined consumption is about 3.9 l/100 km, CO₂ emissions are 103 g/km. The 1.6 TDI/88 kW is available with a manual six-speed gearbox or with automatic seven-speed DSG transmission.

From the end of 2015, the new **ŠKODA Superb GreenLine 1.6 TDI/88 kW** will be the most economical Superb. Specific aerodynamic adjustments and tyres with optimised rolling resistance result in a combined diesel consumption of only 3.7 l/100 km, with CO₂ emissions of just 95 g/km.

The **2.0 TDI/110 kW (150 PS)** is the mid-range diesel in the new Superb. Just like the other engines, it boasts less consumption and more power in comparison to its predecessor. The 2-litre turbo produces its maximum power between 3,500 and 4,000 rpm. Maximum torque of 340 Nm is between 1,750 and 3,000 rpm. The 2.0 TDI/110 kW uses just 4.0 l/100 km and emits 105 g CO₂ per km. In the manual version, this Superb is available with front-wheel drive or all-wheel drive. The front-wheel drive is available with dual-clutch transmission as well.

The **2.0 TDI/140 kW (190 PS)** is the most powerful diesel engine in the range. An impressive 400 Nm at 1,750 to 3,250 rpm give the car a lot of power and tractability. At the same time, consumption and emissions are reduced by about 14 per cent compared to the previous engine. The 2.0 TDI/140 kW Superb uses only 4.0 l/100 km, which corresponds to CO₂ emissions of 106 g/km. The maximum PS power is delivered between 3,500 and 4,000 rpm. A six-speed dual-clutch transmission and a manual six-speed gearbox are available for the front-wheel drive. The combination of an automatic DSG transmission and all-wheel drive is particularly attractive.

New ŠKODA Superb with state-of-the-art all-wheel drive (Haldex 5 clutch)

The new ŠKODA Superb will be available with all-wheel drive from market launch.

These engines are available with all-wheel drive:

- › 1.4 TSI/110 kW (combined with a manual six-speed gearbox)
- › 2.0 TSI/206 kW (combined with automatic six-speed DSG)
- › 2.0 TDI/110 kW (combined with a manual six-speed gearbox)
- › 2.0 TDI/140 kW (combined with automatic six-speed DSG)

For the first time, the ŠKODA Superb is available with the latest version of the innovative Haldex clutch, the Haldex 5. The all-wheel-drive system based on the Haldex 5 clutch is one of the most modern and most efficient all-wheel-drive systems and guarantees optimal driving dynamics, the highest level of active safety and economical consumption. In comparison to the Haldex 4 clutch in the current model, the technology is 1.4 kg





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lighter, works without pressure storage and reacts within milliseconds to all possible driving conditions.

Via the control unit of the Haldex 5 clutch, the all-wheel-drive system is programmed to deliver torque mainly to the front axle in normal driving conditions and with a light load. This electronic pilot control of the clutch saves fuel, as the rear wheels are only activated when necessary. As long as the clutch is uncoupled, there are less losses due to friction resulting in better fuel consumption.

When necessary, the rear wheels are smoothly engaged within milliseconds, so quickly that a loss of traction is eliminated. The electronics activate the rear wheels as soon as they need more torque or the wheels need more grip.

The torque distribution to all four wheels always depends on the driving environment. The ideal torque for the rear axle is calculated by the control unit. The adjustment is made by variable pressure on the clutch plates.

The system consists of a stack of clutch plates that are pressed together hydraulically. The pressure increases in proportion to the torque that is required at the rear wheels. Even when the ŠKODA Superb 4×4 pulls away or accelerates quickly, the wheels will not normally spin.

The most important parameter for the activation of the Haldex 5 clutch is the engine torque controlled by the driver. The control unit analyses this and other parameters such as wheel speed and steering angle.

Weight reduction of up to 75 kg

The new ŠKODA Superb is up to 75 kg lighter than the model's second generation – despite having more technological components than ever before.

The new engines have made the biggest contribution to the weight reduction challenge. The new powertrains are up to 18 kg lighter. Thanks to the use of light metal parts, the chassis of the entry-level 1.4 TSI/92 kW weighs in at about 12 kg less than before. This has been made possible by now using aluminium alloy in the pivot bearing of the front axle or the wheel bearing on the rear axle. The new steering is about 2 kg lighter. The new seats, interior and dashboard save 22 kg in weight.

The improved body structure has achieved a noticeable reduction in weight. Apart from the use of metal where appropriate, the new ŠKODA Superb is increasingly counting on the use of high-strength steel for the body. Its stiffness is about four times higher than that of conventional body-making steel and it can therefore be used more economically. Rigidity is improved at the same time. Up to 46 per cent of the modular MQB floor structure is made from these special steels. The resulting reduction in weight



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for the new ŠKODA Superb is about 23 kg. The increased use of high-performance adhesives also has a positive effect.

C_x value improved to 0.275

ŠKODA has significantly improved the aerodynamic characteristics of the new Superb. The third-generation Superb's drag coefficient (**c_x**) is **0.275**, the GreenLine version is even down to **0.263**. The previous models achieved values of 0.29 and 0.27 (GreenLine).

The improved drag coefficient has been achieved by significantly reducing aerodynamic elements. Most of the drag occurs on the underbody where air meets resistance from many components. In order to minimise this effect, the new ŠKODA Superb comes with additional underbody elements. These include covers for engine and gearbox, two long underbody elements between the axles as well as a cover of the rear overhang. In addition, ŠKODA has optimised the front grill and the vehicle's air ducts.

The **completely new chassis** has an extremely positive effect on driving dynamics and comfort. It is 12 kg lighter than before and impresses with new axles, a longer wheelbase and wider track. (More details on the chassis can be found in the 'safety' chapter).

Further Information:

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The new ŠKODA Superb: safety without compromise

- > Inspiring safety technology: many innovative safety systems
- > Top lighting systems for optimum 'seeing and being seen'
- > New chassis: driving stability in any situation; XDS+ as standard
- > Up to nine airbags, state-of-the-art restraint systems, more rigid body

Mladá Boleslav/Prague, 17 February 2015 – The new Superb is a top-class car with regards to safety. Using innovative MQB technology, ŠKODA has fitted its flagship with a range of new assistance systems. There is also a completely new chassis that guarantees stability, comfort and agility. State-of-the-art restraint systems and a more rigid body give passengers the best possible protection in the event of a collision.

"We have once again raised the safety standard of the ŠKODA Superb to a significantly higher level with this third-generation model," said Dr Frank Welsch, ŠKODA Board Member for Technical Development. "Based on state-of-the-art MQB technology, we have equipped the car with numerous new assistance systems and also focused on a perfectly coordinated safety package consisting of nine airbags, active seat belt systems, higher body rigidity and targeted optimised crumple zones," said Dr Welsch.

Innovations for everyone

A whole 'phalanx' of new safety assistance systems is awaiting you with the new ŠKODA Superb. The systems support the driver in the most diverse traffic situations, from keeping at a safe distance and staying in lane to emergency braking in the case of an impending collision. Important: as the driver is responsible for the vehicle, he/she remains in complete control of the situation and can override the electronic assistance systems at any time.

For the first time, the ŠKODA Superb is fitted with **Multi-Collision Brake** as standard. This feature prevents the car from further uncontrolled movement after an initial collision. This reduces, for instance, the risk of the car drifting into the opposite lane and causing a second collision. The system automatically actuates the brakes if it detects a primary collision, even if the driver does not brake. Automatic braking is available down to a speed of 10 km/h. When the Multi-Collision Brake is activated, it automatically switches on the hazard and brake lights. The driver can override the system at any time by accelerating or initiating emergency braking. The multi-collision brake is a feature of the **Electronic Stability Control (ESC)**. ESC will activate in critical driving situations and purposely prevent the car from swerving.

Front Assist with integrated City Emergency Brake is making its debut in the new ŠKODA Superb. Front Assist warns the driver of an impending collision at speeds





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between 5 and 210 km/h and activates automatic partial braking or triggers emergency braking if necessary. The **City Emergency Brake** complements Front Assist in urban traffic and at speeds between 5 and 34 km/h.

Front Assist works with a radar sensor that is integrated into the radiator grille, constantly monitoring the distance to the traffic ahead. If the gap becomes too small or a collision is impending and the driver does not react, the system automatically intervenes at one of four levels. At the first level, the brakes are pre-conditioned by building pressure in the brake line and increasing the sensitivity of Brake Assist. This is followed by an acoustic as well as a visual warning signal. Should the driver still not react, an automatic jolt of the brakes warns of the danger and the sensitivity of the system is increased further. If the braking action of the driver is too weak, the brake pressure is automatically increased. If the driver also fails to react to the warning jolt, Front Assist brakes automatically, helping to avoid a collision or reduce the severity of the accident.

The **City Emergency Brake** is an extension of Front Assist. It is active in urban traffic (speeds up to 34 km/h) and monitors the area ahead of the vehicle. If an obstacle gets closer or a collision with the vehicle in front is likely, the system automatically and immediately applies the brakes.

The new ŠKODA Superb is available with **Adaptive Cruise Control (ACC)** as an optional extra. At a pre-set speed, the automatic distance control ACC keeps the vehicle at a safe distance from the vehicle ahead. When the system is active, it automatically accelerates or slows the car down by acting on the engine and braking.

The radar-based ACC uses **Cruise Control** in combination with **distance control**. A radar sensor integrated into the front grille provides the required data. In the new Superb, ACC works at speeds between 30 and 210 km/h. This feature is always coupled with Front Assist.

For the first time, the new ŠKODA Superb features proactive occupant protection, **Crew Protect Assist**. The entry-level system prepares the driver and front passenger in advance of an impending collision. In critical situations, e.g. emergency braking, the driver's and front passenger's seat belts are automatically pre-tensioned. In the event of unstable driving situations, such as severe over- or understeering, Crew Protect Assist also engages with ESC to close the side windows and sunroof to a residual opening in order to prevent foreign objects from entering the vehicle. Working together with the front radar, Front Crew Protect Assist can react in advance.

Optional **Lane Assist** supports the driver in particular on motorways and larger country roads, preventing the new ŠKODA Superb from inadvertently leaving the lane. The system works with a multi-functional camera that is integrated into the base of the rear-view mirror. This camera detects lane markings in front of the vehicle from a speed



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of 65 km/h. When Lane Assist recognises an unintended departure from the lane, the system automatically initiates corrective steering. If no steering action is detected from the driver, a warning signal sounds and the message 'Lane Assist – please take over steering' appears on the multi-function display.

The driver can override the corrective steering function at any time by moving the steering wheel. Lane Assist only works with clearly visible road markings. The system does not react if the indicator is set before crossing a lane marking.

Traffic Jam Assist is available for this model and for the brand for the first time. This system provides more safety and comfort in traffic jams and stop-and-go traffic. Traffic Jam Assist works in combination with the Adaptive Cruise Control and Lane Assist systems. ACC and Lane Assist 'fuse' into Traffic Jam Assist. In this case, Lane Assist comes with adaptive lane guidance which helps the vehicle to stay in the lane at speeds below 60 km/h. When ACC is active at the same time, steering, braking and acceleration are carried out automatically, even in traffic jams. The driver's hands must be on the steering wheel for this to work.

The new **Emergency Assist** intervenes should the driver become incapable of driving. If no steering wheel movement or other driver activity is detected for a certain amount of time, a warning signal sounds. If the driver remains non-reactive, the system initiates a short swerve. If there is still no reaction from the driver, the vehicle is automatically brought to a complete standstill. Additionally, the hazard lights are automatically activated.

Blind Spot Detect (BSD), new to ŠKODA, supports the driver in changing lanes safely by registering any vehicles in the blind spot. Two radar systems located in the lower part of the rear bumper monitor the area beside and up to 20 metres behind the ŠKODA Superb. When BSD detects vehicles in the blind spot next to the new Superb or approaching from behind, an LED symbol in the wing mirror lights up to alert the driver. If the driver indicates in the direction of the detected vehicle, the LED starts to flash, additionally indicating the possible danger to the driver. Blind Spot Detect is active from 10 km/h up to the vehicle's top speed.

A key feature of Blind Spot Detect is the **Rear Traffic Alert** function. The new Superb is the first ŠKODA model offering this option. When reversing out of parking bays, Rear Traffic Alert recognises vehicles approaching from the sides. Radar-based sensors pick up objects at a distance of up to 20 metres. An acoustic signal warns of an impending collision. In addition, the 'critical side' from which a vehicle is approaching is first shown yellow and then red on the infotainment display. The brakes are automatically applied if necessary.

Driver fatigue is one of the most common causes of accidents. In order to help prevent this, the new Superb is fitted with **Driver Alert** (fatigue detection). Based on observed steering behaviour, the system recognises deviations from normal handling and



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a reduction in the driver's concentration. 15 minutes after the engine has been started, Driver Alert analyses steering behaviour and stores the result as a basis for a warning signal (it only sounds at speeds above 65 km/h.) Significant deviation from characteristic steering behaviour indicates driver fatigue. The multi-function display shows the message: 'Fatigue detected – please take a break'.

Speedlimiter, a new function for the ŠKODA Superb, ensures that the pre-set speed is not exceeded. The driver activates the Speedlimiter with the stalk on the left-hand side of the column. The Speedlimiter deactivates as soon as the driver applies full throttle.

For the first time, the ŠKODA Superb is available with **Traffic Sign Recognition** to continuously notify the driver of traffic signs. The **Travel Assist** system uses the camera in the rear-view mirror to scan the traffic signs on the current stretch of road. A picture processing module searches the scanned pictures for known traffic signs and compares the results with the navigation data. Speed limit signs (e.g. '80 km/h') and no overtaking signs are evaluated – in addition to any supplementary instructions, (such as '22:00-06:00' or 'no overtaking of slow vehicles') and associated restriction clearance signs. They are shown as pictograms in the multi-functional display and/or the navigation system display.

Hill-Hold Control is an available option on the new ŠKODA Superb. The system facilitates pulling away on a slope (from a gradient of more than five per cent), enabling the driver to perform safe uphill starts without the vehicle rolling backwards. When the driver takes his/her foot off the brake pedal after stopping on an incline, the system holds the brake pressure for another couple of seconds.

The new Superb offers **Electronic Tyre Pressure Monitoring** as standard in EU countries. Air pressure is individually monitored in each tyre and any loss of pressure is displayed.

Top lighting systems for optimum 'seeing and being seen'

The visibility of a vehicle plays a central role in road traffic safety. Innovative lighting systems guarantee optimum 'seeing and being seen' for the new ŠKODA Superb. The front headlights are fitted with halogen or bi-xenon technology including AFS function and LED daytime running lights. For the first time, a masking function is available for the high beam. Striking LED lights shine at the rear of the new Superb as standard and there are also two reflectors on both sides of the rear bumper.

The bi-xenon headlights of the new ŠKODA Superb are equipped with the **Adaptive Frontlight System (AFS)**. AFS optimises the illumination of the road and surroundings in accordance with driving and weather conditions and adapts the illumination of the carriageway to different traffic situations. A key component of AFS is the dynamic angle adjustment which is active from 10 km/h. The system is complemented by a **corner**





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light function (integrated into the fog lamps). The intelligent interplay of these functions significantly improves visibility in darkness.

AFS has three operating modes: country road, urban traffic and motorway. The country road mode is active from 0 to 15 km/h and from 50 to 90 km/h. This mode is almost like normal dipped beam. The right- and left-hand headlamp modules are in the base position. In urban traffic mode (between 15 and 50 km/h), the beam is wider and shorter than on a country road. This is useful, because the optimum illumination of pavements and crossroads is more important for slower driving than the reach of the beam. However, the reach of the beam and the illumination of the right- and left-hand lanes is important for fast driving on motorways. In this mode, the left headlight module pivots upwards from the base position and to the left, while the right module is merely raised. The motorway mode is active from 90 km/h and reaches its maximum effect from 120 km/h.

The automatic use of **high beam** is controlled by the optional **Light Assist**. This system is available in two versions for the new ŠKODA Superb: as the standard Light Assist and as the enhanced top version **Smart Light Assist**. The latter, also called masked high beam, is a first for a ŠKODA model.

Smart Light Assist provides improved safety through optimum illumination in all traffic situations. The system includes dynamic angle adjustment and **masked high beam**. The multi-function camera recognises oncoming traffic and vehicles ahead in darkness and Smart Light Assist automatically dips the beam specifically in these areas. Instead of automatically switching high beam off, the new technology is selective. This means, it is always possible to drive with high beam and take advantage of its long reach without dazzling other drivers or oncoming vehicles.

The system works by relaying the light sources recognised by the camera to the control unit which, based on this information, calculates the required headlight steering signals. A cylinder, which is integrated into the central module of the headlights, controls the light distribution depending on the situation. If necessary, a 'mask' is projected onto the road in the area of the vehicle ahead or of oncoming vehicles. Full light intensity and maximum reach of the beam are maintained around the masked areas.

Optimum ride stability thanks to new chassis

The new ŠKODA Superb offers safe handling and stable driving dynamics in any situation. The completely redeveloped chassis makes an important contribution to this. It provides the perfect combination of comfort, stability and agility.

The third-generation ŠKODA Superb comes with upgraded **MacPherson front struts**. The subframe, mounted centrally on the front axle, provides improved transverse stiffness. In addition to the front axle components, this frame also houses the steering and parts of the engine mount. The coil springs with telescopic shock absorbers are



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integrated as a unit in the struts. The wheels are guided by the struts and lower wishbones with track stabilising radius rods. The stabiliser has a tubular construction. The spring rate of the stabiliser and the damper controls have been specifically optimised. In combination with the 39 mm wider front track, this results in very stable handling.

The new ŠKODA Superb's innovative **multi-link rear axle** is impressive. It is lighter and performs better than the axle used in the previous models. At the heart of the multi-link axle is the strict separation of longitudinal and transverse stiffness. The soft axle bearing of the trailing arm guarantees a low longitudinal stiffness and improved driving comfort. The new tuning of the track rod bearing results in the vehicle's superior steering characteristics. The tubular stabiliser and the shock absorber are attached to the spring link, reducing the forces within the axle.

The new ŠKODA Superb comes with the enhanced **XDS+** version of the **Electronic Differential Lock** as standard. These driving dynamics functions are integrated into the Electronic Stability Control (ESC). The advantage of XDS+ is less understeer and more ride stability when cornering. When accelerating or braking, neutral vehicle behaviour is guaranteed when cornering. The system activates at lower cornering speeds, at a lateral acceleration of just 0.15 G. The system's electronics will activate the inside wheel's brake when cornering, therefore increasing drive momentum on the outside wheel. The resulting yaw momentum supports the steering (less turn required) and enables a safe passage through corners. Thanks to XDS+, the vehicle is also easier to handle on slippery surfaces.

Precise tuning of the chassis combined with high torsional stiffness is an important factor in high-level active safety. The torsional stiffness of the new Superb is 13 per cent higher compared to its predecessor. This improvement has been achieved through the increased use of **press-hardened components and high-strength steels**, which has more than doubled in comparison to the second-generation Superb.

Rigid body; optimum protection with up to nine airbags

In the event of a collision, the new ŠKODA Superb offers the occupants optimum protection. **High body rigidity** is important for optimum passive safety and the best protection of the passenger compartment. The increased proportion of press-hardened components and high-strength steels makes a difference here as well. In addition, the front and rear sections have been designed to absorb maximum impact energy in the event of a collision, so the passenger compartment remains as intact as possible.

Up to **nine airbags** together with finely-tuned interaction between three-point automatic seat belts and safety head restraints protect driver and passengers from injuries.

The front occupants are protected by driver and passenger airbags as well as side airbags. The passenger airbag can be deactivated when using a baby seat (standard for



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EU countries). A driver **knee airbag** is also standard in EU countries and two head airbags cover the area of the front and rear side windows. **Rear side airbags** are optional.

Three-point automatic seat belts restrain the occupants in the event of a collision. The front belts are height-adjustable and come with integrated belt tensioners and force limiters. If the vehicle is fitted with rear side airbags, the belts for the two outer rear seats also come with integrated belt tensioners and force limiters. A warning signal sounds and a control lamp lights up when the front seat belts are not fastened. A visual warning is displayed when the rear seat belts are not fastened.

Isofix child seats can be attached to allocated points and with an additional top strap, known as TopTether. Isofix anchors can also be integrated into the passenger seat.

In case of emergency braking at a speed of more than 60 km/h, the traffic to the rear is warned by flashing brake lights. If the speed slows to less than 10 km/h after emergency braking and the brake pedal is still applied, the hazard lights come on automatically.

Fuel is cut off in the event of an accident where airbags are activated. The automatic unlocking makes leaving the vehicle or emergency access easier. The interior lights come on automatically to help with orientation in the dark. Automatically activated hazard lights alert other road users to the danger. All of these measures reduce the likelihood of further incidents.

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The new ŠKODA Superb Laurin & Klement: in fine company

- > **Top of the range: new ŠKODA Superb L&K with exclusive standard equipment**
- > **Design: 18-inch alloy wheels, LED daytime running lights, LED rear lights**
- > **Interior: ambient lighting, leather upholstery, piano lacquer decor**
- > **Top comfort: adaptive chassis (DCC), park distance control, dual-zone Climatronic, electric driver and front passenger seats, textile Lounge Step floor mats**
- > **Concert hall on wheels: Canton sound system with twelve speakers**
- > **Five top engines, including three with all-wheel drive; modern DSG gearboxes**
- > **L&K models: homage to ŠKODA founding fathers Laurin and Klement**

Mladá Boleslav/Prague, 17 February 2015 – ŠKODA's exclusive Laurin & Klement model editions (L&K) particularly stand for premium specification and fine elegance. This truly reflects the philosophy of ŠKODA's founding fathers Václav Laurin and Václav Klement who, almost 120 years ago, defined their quality aspirations as follows: "Only the best is good enough for our customers." In impressive style, the new ŠKODA Superb L&K puts this motto on the roads: with comprehensive comfort and infotainment, distinctive design elements and the finest interior. The L&K edition will be available as early as June, with the market launch of the ŠKODA Superb.

The L&K trim level pays homage to Václav Laurin and Václav Klement, the founding fathers of ŠKODA. Almost 120 years ago, in December 1895, the original company of the brand was founded under the name Laurin & Klement in the Bohemian town of Mladá Boleslav. In 1925 the company merged with the ŠKODA factories based in Pilsen into the new company ŠKODA AUTO.

Škoda started to establish the premium L&K trim level for selected models in the 1990s. Today, L&K versions are available for the ŠKODA Superb as well as for the ŠKODA Octavia, Octavia Combi, Yeti and Yeti Outdoor.

Stylish appearance

The new ŠKODA Superb L&K impresses with an exceptionally **elegant and stylish appearance** and comes with **18-inch alloy wheels** in the 'Pegasus' design. The distinctive wheels score points with their two-colour and burnished design. **Bi-xenon headlights** including **AFS function** (Adaptive Frontlight System) and **LED daytime running lights** are standard in the L&K trim line. The fog lights have a **corner function**. The elegant L&K signature is attached to the front wings.

Rear lights and number plate illumination with **LED technology** give the rear a premium appearance too. The wing mirrors can not only be electrically adjusted, folded and





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dipped, they also come with **LED boarding spots** for a subtle illumination of the boarding area. The side windows are framed with chrome strips, rear window and rear side windows are tinted (SunSet).

The Superb L&K is available in all colours of the Superb model range.

Exclusive interior

The new ŠKODA Superb L&K has an exclusive **interior**. The leather seat covers are available in brown or beige. Radio, telephone and on-board computer can be operated from the 3-spoke multi-function steering wheel which is covered in black leather, as is the gear stick.

All **materials** and **design effects** of the interior have a **high-quality** and **elegant** finish, including the newly designed **decor strip** in Piano Black. The decor strip comes with subtle Laurin & Klement lettering on the passenger side. This reference of the L&K trim line can also be found on the door sills in aluminium design and on the seat rests.

LED is used for all of the vehicle's interior lighting (roof/reading lights front and rear, door handles, footwell, vanity mirror). In addition, the Superb L&K features effective LED ambient lighting as standard. Depending on vehicle mode, the interior is provided with an atmospheric touch with various light effects.

All four side doors have safety warning lights. The Maxi DOT display is in colour, the rear mirror dips automatically if necessary.

Executive-level comfort

The new ŠKODA Superb L&K wows with its comprehensive and high-quality comfort features. Standard with the L&K trim line is the adaptive suspension **Dynamic Chassis Control** (DCC) including **Driving Mode Select**. With this innovative function, the driver can select the desired driving mode for the ŠKODA Superb to suit their individual preferences: standard, sports or comfort. The driving mode selection also offers an Eco and an Individual mode.

Dual-zone Climatronic is a standard feature of the Superb L&K, the newly developed three-zone Climatronic is optional (a debut for a ŠKODA model).

The new ŠKODA Superb L&K has also been provided with a practical umbrella compartment in each of the front doors. **Driver and front passenger seats** can be adjusted **electrically** and have an electric **lumbar support**. The integrated memory function saves the selected seat position.

The standard **Park Distance Control** with front and rear parking sensors helps with parking the vehicle. The **Rain and Light sensor** is also a standard feature in the Superb



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L&K. It activates the windscreen wipers when it is raining and automatically switches the lighting between daytime running lights and dipped beam depending on light conditions. Additionally, the vehicle is equipped with front and rear **electric windows** and an **electronic parking brake**. Rear seat passengers can enjoy the **Lounge Step comfort floor mats**.

Top in-car entertainment

The new ŠKODA Superb L&K inspires with state-of-the-art **infotainment** and the best possible **connectivity**. The **Bolero** infotainment system is standard for the trim line. Using SmartLink (which includes MirrorLink™/Apple CarPlay/Android Auto*), Bolero can easily be connected to the smartphone, and its intelligence can thus be displayed on the car's screen. Apps can then be viewed and accessed on the Bolero infotainment system's 6.5-inch touchscreen.

In addition, the Bolero system offers FM radio, RDS, JPEG viewer, an SD-card slot, plus an Aux-In and a USB socket, both of which are located in the central console. Also included is **Bluetooth** for comfort telephony with the option to connect a second phone.

The ŠKODA Superb L&K features the **Canton sound system** as standard. Twelve speakers and an impressive 610 W output guarantee outstanding sound quality.

Engines

Five powerful engines are available for the Superb L&K: three petrol and two diesel. Depending on the engine, you can choose front- or all-wheel drive as well as manual or automatic dual-clutch transmission.

The **2.0 TSI/206 kW (280 PS)** is the top-of-the-range petrol engine. It is only available in combination with six-speed dual clutch transmission and all-wheel drive. The L&K with this engine set-up has an impressive torque of 350 Nm, accelerates from 0 to 100 km/h in only 5.8 seconds and achieves a top speed of 250 km/h.

Also available for the Superb L&K are the **2.0 TSI/162 kW (220 PS)** petrol combined with six-speed automatic DSG transmission and the **1.8 TSI/132 kW (180 PS) petrol** with a choice of manual or DSG transmission.

The most powerful diesel engine is the **2.0 TDI/140 kW (190 PS)**, available with front-wheel drive and manual or DSG transmission as well as combined with all-wheel drive and DSG. The **2.0 TDI/110 kW (150 PS)** comes either as a manual all-wheel drive or as a front-wheel drive with a choice of manual or DSG transmission.



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Simply Clever

Last but not least, the new Superb L&K comes with a wide array of **convenient solutions** as standard: the **rear central arm rest** has a **load-through facility** and separate **bottle holders** for two 0.5-litre bottles. Small pockets on the inside edges of the front seats can hold miscellaneous small items. Two 12-volt sockets in the central console at the front (illuminated) and rear enable easy charging of electronic devices. The **boot** comes with **cargo elements** to prevent objects from moving during transport, a **Net Programme** with storage nets, **storage compartments** behind the **wheel arches**, a **removable LED torch** and an additional **12-volt socket**.

*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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The new ŠKODA Superb: flagship with a great tradition

- > Tradition of prestigious ŠKODA saloon cars dates back to 1907
- > Laurin & Klement FF: the first eight-cylinder vehicle in Central Europe
- > ŠKODA Hispano Suiza: President's saloon in the 1920s
- > ŠKODA 860: eight-cylinder luxury car in the early 1930s
- > ŠKODA Superb: comfortable travel in the 1930s and 1940s
- > 2001: first ŠKODA Superb of the modern era
- > 2008: second-generation ŠKODA Superb impresses with new technology
- > 2015: new ŠKODA Superb is the best ŠKODA ever

Mladá Boleslav/Prague, 17 February 2015 – The new ŠKODA Superb model range has been the pride of ŠKODA's model portfolio since 2001. With its launch, the Czech car manufacturer built on their early 20th century tradition from Mladá Boleslav of large prestigious vehicles. In 1907, the Laurin & Klement FF was the first eight-cylinder model in Central Europe. Owners of the luxurious ŠKODA Hispano Suiza in the 1920s included the first President of Czechoslovakia. The eight-cylinder ŠKODA 860 inspired in the early 1930s. It was 1934, when the first prestigious ŠKODA model with the name Superb rolled off the production line: the ŠKODA 640 Superb. Today, the name Superb stands for one of the best and most successful cars of the upper mid-size car class. The model's third generation is set to continue the Superb's success story in the coming years.

"ŠKODA is one of the longest-established vehicle production companies in the world," said CEO Prof. Dr. h. c. Winfried Vahland. "In our almost 120-year history, the period before World War II was marked by large, dream vehicles. They were proof that car enthusiasm and engineering prowess was present in the heart of Europe. With the launch of the ŠKODA Superb in 2001, we brought this tradition up to the modern day. To date, the first two Superb generations have captivated over 700,000 customers. We are now setting another milestone with the new ŠKODA Superb and demonstrate where ŠKODA is again. The new model is the best ŠKODA of all time and marks the beginning of a new era for the company," said Prof. Dr. Vahland.

With the ŠKODA Superb, the Czech car manufacturer broke into the upper mid-class segment with immediate success in 2001. For 14 years, ŠKODA's top model has been a synonym for top quality from the Czech Republic on the world markets. The first-generation Superb (2001 to 2008) had the character of a classic saloon car and set new benchmarks particularly with regards to its spaciousness. The second-generation model followed in 2008. It was a vehicle with new and variable functionality, more technology and a timelessly elegant design. The ŠKODA Superb Combi has been available since 2009.



Since 2008, all evaluated ŠKODA models have received a 5-star safety rating from Euro NCAP.





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The ŠKODA Superb has won over customers in Europe as well as in China, Russia and India. To date, ŠKODA has sold over 700,000 units of its top model worldwide. In 2014, the manufacturer delivered 91,100 Superbs worldwide.

Laurin & Klement FF: the first eight-cylinder vehicle in Central Europe

Mobility pioneers Václav Laurin and Václav Klement presented the brand's first motorcar in 1905: the 'Voiturette A'. Only two years later, the Laurin & Klement FF celebrated its premier at the Paris Motor Show attracting a great deal of attention. It was the first production line eight-cylinder model in Central Europe. The prestigious vehicle offered space for up to six occupants. The 4.9-litre engine delivered 45 PS and accelerated the car to a top speed of 85 km/h. At that time, L&K was already a leading brand in Europe with an annual production of 250 cars.

The new vehicle was enthralling. A report by L&K said: *"Today, on the 12th November 1907 at the Paris Motor Show, we get to see the first continental eight-cylinder vehicle built outside of France, the first eight-cylinder vehicle with touring capability. (...) The eight-cylinder engine of this car develops 45 HP and runs so steadily that no vibrations are to be noticed at all. It is so balanced that no noise can be heard and a quarter turn of the crank is sufficient to set the engine in motion. The eight-cylinder is a markedly luxury vehicle, that is not to say that its price is considerably high. The construction and ride of this 'higher piece of art' most certainly implies solid engineering in general. (...) At a low price, constructed like a large car, from first-class material, light and therefore fuel- and rubber-saving, the car shows itself (...). From a one-cylinder motorcycle to an eight-cylinder motorcar! There cannot be a better way to express the capabilities of a company."*

ŠKODA Hispano Suiza – truly hand-made

The new luxury saloon car ŠKODA Hispano Suiza was launched in 1926. The first production vehicle served as state limousine for the then President of Czechoslovakia, Tomáš Garrigue Masaryk. Only 100 ŠKODA Hispano Suizas were produced until 1929.

The manufacturer stated: "The ŠKODA Hispano Suiza is a luxury car that has all the hallmarks of ingenious engineering right down to the smallest detail, a car that has been manufactured with great care using the finest materials."

In 1924, before the merger with the car manufacturer Laurin & Klement, the ŠKODA industrial group from Pilsen had already bought the license to produce luxury cars from the originally Spanish company Hispano-Suiza, which explains the car's name. Production of the car started in spring 1925, the first vehicle was completed in May 1926. Leading body makers of their time, Brožík and Jech, and later on Laurin & Klement, too, were responsible for the design.



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Production back then had little in common with the series production of today. Every single ŠKODA Hispano Suiza was custom-built to the customer's requirements. Depending on specification, the vehicle weighed up to 2,700 kg. With fuel consumption between 18 and 25 l/100 km, the luxury car reached a top speed of up to 140 km/h.

Other customers and owners of the ŠKODA Hispano Suiza included Antonín Švehla, who was Prime Minister at the time, as well as important industrialists and aristocrats from Czechoslovakia and abroad. The luxury specification was reflected in its price point. The basic price was 190,000 korunas which was a multiple of the price of other cars available on the market. Depending on specification, the price could be as much as 250,000 korunas. The President's Office even paid 280,000 korunas for the first vehicle. To put this in perspective: the small ŠKODA 422 was 38,000 korunas.

ŠKODA 860

At the beginning of the 1930s, the Czech manufacturer presented the luxury car ŠKODA 860. The majestic vehicle was 5.42 metres long. Only 49 vehicles were produced from 1929 to 1933, which included six convertibles. The number 860 represented the number of cylinders and the power of the engine: 8 identifying the water-cooled inline eight-cylinder engine with a 3,880 cm³ capacity, 60 representing the 60 PS.

ŠKODA Superb: automotive luxury in the 1930s and 1940s

At the end of 1934, a ŠKODA model with the model name Superb rolled into the spotlight for the first time: the ŠKODA 640 Superb. From then on, the name Superb was a synonym for particularly high-class vehicles from Mladá Boleslav.

The name was inspired by the Latin word 'superbus', the meanings of which include: beautiful, outstanding, magnificent.

The 5.5-metre long ŠKODA 640 Superb was powered by a 55 PS inline six-cylinder engine with a capacity of 2,492 cm³; a modern four-speed gearbox provided the drive. The occupants travelled comfortably thanks to a rear axle which was fitted with transverse leaf springs. The vehicle was also the first ŠKODA with hydraulic brakes.

Up until 1949, the type 640 was followed by several variants. In the course of the type designation evolution, the models were just called ŠKODA Superb from 1936.

A total of five ŠKODA Superb types rolled off the production line between 1934 and 1949: ŠKODA 640 Superb (1934-1936), ŠKODA Superb (Type 902; 1936-1937), ŠKODA Superb (Type 913; 1936-1939), ŠKODA Superb OHV (Type 924; 1938-1949) and ŠKODA Superb 4000 (Type 919; 1939-1941).

From 1938, ŠKODA also used an OHV engine for the Superb. The modernised Superb OHV was powered by an 85 PS inline six-cylinder engine, with a top speed of up to



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125 km/h. The ŠKODA Superb 4000 with a 3,991 cm³ eight-cylinder engine followed later.

First-generation ŠKODA Superb – 2001 to 2008

In 2001, a new star rolled onto the automotive world stage: the new ŠKODA Superb. Ten years after becoming part of Volkswagen Group, the Czech manufacturer debuted in the upper mid-size segment. At the time, the Superb was the third ŠKODA model after the compact Octavia and the small car Fabia.

The new ŠKODA won over customers and critics. No competitor model in the segment offered as much space as the new model from Mladá Boleslav. The technology was modern and up-to-date, the comfort specification included optional navigation system, GSM-phone preparation, heated seats, xenon headlights, parking sensors and sunroof. With the umbrella compartment in the rear left door, there was even a feature that was normally reserved for the luxury class. In terms of safety, ABS, ESC and six airbags were available. The engine range included three petrol (85 kW to 142 kW) and two diesel engines (96 kW to 114 kW).

A total of 130,000 customers bought the first-generation ŠKODA Superb.

Second-generation ŠKODA Superb – 2008 to 2015

The second-generation ŠKODA Superb celebrated its world premiere at the Geneva Motor Show in 2008. The new model wowed with even more space, an elegant appearance and top-level workmanship. For the first time, the Superb was available with all-wheel drive. In 2009, ŠKODA presented the Superb Combi.

At market launch the engine range included three petrol and three diesel engines, from the 92 kW 1.4 TSI to the 191kW 3.6 FSI V6. Modern automatic six- and seven-speed DSG transmissions were used.

Larger dimensions significantly improved the available space even more. No other car in the segment offered as much space for the rear passengers as the ŠKODA Superb: the rear leg room and the boot volume were benchmarks in the segment.

With the second generation, the ŠKODA Superb confirmed its reputation as a particularly clever representative of the mid-size car class. The umbrella compartment in the left-hand side rear door was not the only clever storage feature, there were bag hooks, storage nets and numerous others in the front and the rear. In addition, the Superb II shone in regards to safety: it was awarded five stars in the 2009 Euro NCAP crash tests. The ŠKODA Superb's second-generation comfort features were also further enhanced.



Since 2008, all evaluated ŠKODA models have received a 5-star safety rating from Euro NCAP.





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Mid-2013, the ŠKODA Superb was hugely updated with exciting new design elements, a fresh interior and improved technology features. Fuel consumption and emissions within the engine range decreased by up to 19 per cent.

To date, ŠKODA has sold a total of about 560,000 second-generation Superbs worldwide. The model has been particularly popular in China. Since launching there in 2009, almost 200,000 customers have bought the Superb – that is equivalent to approximately 38 per cent of the worldwide sales for that period. The model for the Chinese market is produced locally in collaboration with Shanghai Volkswagen.

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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 in 2014 for the first time in one year more than 1 million vehicles to customers worldwide.
- > 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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Statements of ŠKODA Board Members

Mladá Boleslav/Prague, 17 February 2015

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

“ŠKODA is demonstrating the brand’s new standards in the automotive mid-class segment with the new ŠKODA Superb, its design and technical qualities and its unbeatable space. ŠKODA’s experience and passion from almost 120 years of car making have been incorporated into the development of the third-generation model. The new ŠKODA Superb is impressive evidence of the brand’s engineering and design competence. As an important pillar of our growth strategy, the new ŠKODA Superb points to the brand’s future and will attract new private and business customers to ŠKODA. ŠKODA is entering a new era with this car.”

“ŠKODA is one of the longest-established vehicle production companies in the world. In our almost 120-year history, the period before World War II was marked by large, dream vehicles. They were proof that car enthusiasm and engineering prowess was present in the heart of Europe. With the launch of the ŠKODA Superb in 2001, we brought this tradition up to the modern day. To date, the first two Superb generations have captivated over 700,000 customers. We are now setting another milestone with the new ŠKODA Superb and demonstrate where ŠKODA is again. The new model is the best ŠKODA of all time and marks the beginning of a new era for the company.”

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

“With the new ŠKODA Superb, we have developed a car that will wow our customers. With its expressive and emotionally-rich design, even more space and comfort, innovative safety technology, top consumption values, sophisticated dynamics and top-class workmanship, the new ŠKODA Superb takes ŠKODA qualities to a new level.”

“The design of the new ŠKODA Superb has reached a new dimension. This has been made possible by altering its proportions. Its appearance is significantly more emotionally charged, powerful and, at the same time, elegant. The Superb sets a new benchmark in its segment.”

“Consistent comfort – this was our aspiration when developing the new Superb. The result is convincing: the new Superb offers even more space for passengers and luggage than its predecessor and an ambience that provides a sense of well-being. Controls and switches are clearly visible and easy to reach, as is the large touchscreen. In addition, there are extensive comfort features: ranging from three-zone air conditioning to Dynamic Chassis Control to a large tailgate, as you would expect from





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ŠKODA, which can be opened using a virtual pedal. Let's not forget our practical 'Simply Clever' features and of course the many new assistance systems."

"The new ŠKODA Superb offers top-class technology. With a completely new generation of engines based on state-of-the-art MQB technology, we have made our flagship more powerful, more dynamic and at the same time more economical."

"We have once again raised the safety standard of the ŠKODA Superb to a significantly higher level with this third-generation model. Based on state-of-the-art MQB technology, we have equipped the car with numerous new assistance systems and also focused on a perfectly coordinated safety package consisting of nine airbags, active seat belt systems, higher body rigidity and targeted optimised crumple zones."

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ŠKODA Superb 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 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]	1395	1984	1968	
Bore × Stroke [mm × mm]	74.5 × 80.0	82.5 × 92.8	81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	110/5000-6000	206/5600-6500	110/3500-4000	140/3500-4000
Max. torque/revs [Nm at rpm]	250/1500-3500	350/1700-5600	340/1750-3000	400/1750-3250
Compression ratio	10.5 : 1	9.3 : 1	16.2 : 1	15.8 : 1
Emission limit	EU 6			
Fuel injection system	electronically controlled direct injection	electronically controlled combined (direct and port) injection	electronically controlled high-pressure direct injection - common-rail system	
Ignition	control unit controlled electronic ignition system		x	
Lubrication	force-feed lubrication with through-flow oil filter			
Fuel quality	unleaded petrol min. RON 95		diesel	
Transmission				
Wheel drive	four-wheel drive with automatic torque distribution, Haldex clutch			
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	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 6-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-2.09 III-1.47 IV-1.10 V-1.11 VI-0.93 R-4.55	I-2.93 II-1.83 III-1.30 IV-0.98 V-1.03 VI-0.83 R-2.13	I-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio	3.944/3.087	4.769/3.444	3.944/3.087	4.375/3.333



ŠKODA Superb 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 kW 4×4 (A)
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, vacuum 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			
Wheels	6.5J × 16"	7J × 17"	6.5J × 16"	
Tyres	215/60 R16	215/55 R17	215/60 R16	
Body				
Body	5 door, two compartment, 5 seater			
Drag coefficient c_w	0.288	0.309	0.283	0.299
Outside dimensions				
Length [mm]	4861			
Width [mm]	1864			
Height (at kerb weight) [mm]	1468			
Wheel base [mm]	2841			
Clearance (at kerb weight) [mm]	148			
Track front [mm]	1584	1586	1584	
Track rear [mm]	1572	1574	1572	
Inside dimensions				
Width of front seats [mm]	1507			
Width of rear seats [mm]	1520			
Headroom in front seats [mm]	991			
Headroom in rear seats [mm]	980			
Storage capacity [l]	625			
Storage capacity with rear seatback folded down [l]	1760			



ŠKODA Superb 4×4

Technical specifications	1.4 TSI/110 kW ACT 4×4	2.0 TSI/206 kW 4×4 (A)	2.0 TDI/110 kW 4×4	2.0 TDI/140 kW 4×4 (A)
Weights				
Kerb weight - incl. driver** [kg]	1505	1615	1605	1615
Payload - incl. driver** [kg]	675		705	
Total weight [kg]	2105	2215	2235	2245
Max. roof load [kg]	100			
Max. trailer load w/o brakes [kg]	750			
Max. trailer load with brakes - 12% [kg]	1800	2200		
Max. trailer load with brakes - 8% [kg]	2000	2200		
Max. nose weight [kg]	90			
Liquids				
Tank capacity [l]	66			
Performance/consumption				
Maximum speed [km/h]	217	250	217	229
Acceleration 0-100 km/h [s]	9.0	5.8	9.1	7.6
Fuel consumption (1999/100/EC)				
Consumption - combined [l/100 km]	5.4	7.1	4.4	5.0
CO ₂ emissions [g/km]	125	165	116	131
Turning circle diameter [m]	11.1			

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



ŠKODA Superb

Diesel engines

Technical specifications	1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (A)
Engine						
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front					
Cylinders	4					
Displacement [cm ³]	1598		1968		1968	
Bore × Stroke [mm × mm]	79.5 × 80.5		81.0 × 95.5		81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	88/3500-4000		110/3500-4000		140/3500-4000	
Max. torque/revs [Nm at rpm]	250/1500-3250		340/1750-3000		400/1750-3250	
Compression ratio	16.2 : 1		16.2 : 1		15.8 : 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					
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	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	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	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-4.11 II-2.12 III-1.36 IV-0.97 V-0.73 VI-0.59 R-4.00	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-3.77 II-1.96 III-1.26 IV-0.87 V-0.86 VI-0.72 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99	I-3.77 II-2.09 III-1.32 IV-0.92 V-0.90 VI-0.76 R-4.55	I-3.46 II-1.91 III-1.13 IV-0.76 V-0.76 VI-0.62 R-3.99
Axle ratio	3.647		4.800/3.429 R-4.500		3.684/2.917	



ŠKODA Superb

Diesel engines

Technical specifications	1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (A)
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, vacuum 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					
Wheels	6.5J × 16"					
Tyres	215/60 R16					
Body						
Body	5 door, two compartment, 5 seater					
Drag coefficient c_w	0.275		0.276		0.295	
Outside dimensions						
Length [mm]	4861					
Width [mm]	1864					
Height (at kerb weight) [mm]	1468					
Wheel base [mm]	2841					
Clearance (at kerb weight) [mm]	149					
Track front [mm]	1584					
Track rear [mm]	1572					
Inside dimensions						
Width of front seats [mm]	1507					
Width of rear seats [mm]	1520					
Headroom in front seats [mm]	991					
Headroom in rear seats [mm]	980					
Storage capacity [l]	625					
Storage capacity with rear seatback folded down [l]	1760					



ŠKODA Superb

Diesel engines

Technical specifications	1.6 TDI/88 kW	1.6 TDI/88 kW (A)	2.0 TDI/110 kW	2.0 TDI/110 kW (A)	2.0 TDI/140 kW	2.0 TDI/140 kW (A)
Weights						
Kerb weight - incl. driver**	[kg]	1465	1480	1485	1500	1555
Payload - incl. driver**	[kg]	620				
Total weight	[kg]	2010	2025	2030	2045	2100
Max. roof load	[kg]	100				
Max. trailer load w/o brakes	[kg]	730	740		750	
Max. trailer load with brakes - 12%	[kg]	1500		2000		
Max. trailer load with brakes - 8%	[kg]	1800		2000		2100
Max. nose weight	[kg]	90				
Liquids						
Tank capacity	[l]	66				
Performance/consumption						
Maximum speed	[km/h]	206	206	220	218	234
Acceleration 0-100 km/h	[s]	10.9	11.0	8.8	8.9	7.7
Fuel consumption (1999/100/EC)						
Consumption - combined	[l/100 km]	3.9	3.8	4.0	4.4	4.5
CO ₂ emissions	[g/km]	103	100	105	115	118
Turning circle diameter	[m]	11.1				

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



ŠKODA Superb

Petrol engines

Technical specifications	1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (A)
Engine						
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front					
Cylinders	4					
Displacement [cm ³]	1395		1798		1984	
Bore × Stroke [mm × mm]	74.5 × 80.0		82.5 × 84.2		82.5 × 92.8	
Max. engine performance/revs [kW at rpm]	92/5000-6000	110/5000-6000		132/4000-6200	132/5100-6200	162/4500-6200
Max. torque/revs [Nm at rpm]	200/1400-4000	250/1500-3500		320/1450-3900	250/1250-5000	350/1500-4400
Compression ratio	10.5 : 1			9.6 : 1		
Emission limit	EU 6					
Fuel injection system	electronically controlled direct injection			electronically controlled combined (direct and port) injection		
Ignition	control unit controlled electronic ignition system					
Lubrication	force-feed lubrication with through-flow oil filter					
Fuel quality	unleaded petrol min. RON 95			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	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated	two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission	manual 6-speed fully synchronized		automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	automatic 6-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.62 II-1.95 III-1.28 IV-0.97 V-0.78 VI-0.65 R-3.18	I-4.11 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-4.00	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-3.77 II-2.09 III-1.32 IV-0.98 V-0.98 VI-0.81 R-4.55	I-3.77 II-2.27 III-1.53 IV-1.13 V-1.18 VI-0.96 VII-0.80 R-4.17	I-2.93 II-1.79 III-1.13 IV-0.77 V-0.81 VI-0.64 R-3.35
Axle ratio	4.353	3.647	4.800/3.429 R-4.500	3.684/2.917	4.438/3.227 R-4.176	4.769/3.444



ŠKODA Superb

Petrol engines

Technical specifications	1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (A)
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, vacuum 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					
Wheels	6.5J × 16"					7J × 17"
Tyres	215/60 R16					215/55 R17
Body						
Body	5 door, two compartment, 5 seater					
Drag coefficient c_w	0.279	0.282		0.277		0.308
Outside dimensions						
Length [mm]	4861					
Width [mm]	1864					
Height (at kerb weight) [mm]	1468					
Wheel base [mm]	2841					
Clearance (at kerb weight) [mm]	149					
Track front [mm]	1584					1586
Track rear [mm]	1572					1574
Inside dimensions						
Width of front seats [mm]	1507					
Width of rear seats [mm]	1520					
Headroom in front seats [mm]	991					
Headroom in rear seats [mm]	980					
Storage capacity [l]	625					
Storage capacity with rear seatback folded down [l]	1760					



ŠKODA Superb

Petrol engines

Technical specifications		1.4 TSI/92 kW	1.4 TSI/110 kW ACT	1.4 TSI/110 kW ACT (A)	1.8 TSI/132 kW	1.8 TSI/132 kW (A)	2.0 TSI/162 kW (A)
Weights							
Kerb weight - incl. driver**	[kg]	1375	1395	1425	1465	1485	1505
Payload - incl. driver**	[kg]	620					
Total weight	[kg]	1920	1940	1970	2010	2030	2050
Max. roof load	[kg]	100					
Max. trailer load w/o brakes	[kg]	680	690	710	730	740	750
Max. trailer load with brakes - 12%	[kg]	1600			1800		2000
Max. trailer load with brakes - 8%	[kg]	1800	1900		2000		
Max. nose weight	[kg]	90					
Liquids							
Tank capacity	[l]	66					
Performance/consumption							
Maximum speed	[km/h]	208	220	220	232	231	243
Acceleration 0-100 km/h	[s]	9.9	8.6	9.0	8.0	8.1	7.0
Fuel consumption (1999/100/EC)							
Consumption - combined	[l/100 km]	5.3	4.8	4.9	5.8	5.5	6.1
CO ₂ emissions	[g/km]	122	112	114	134	129	142
Turning circle diameter	[m]	11.1					

* Using low-octane fuel may affect engine performance.

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