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New **Škoda** Octavia RS
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PHOTOGRAPHIC PORTFOLIO



Škoda Octavia RS_Ext_001



Škoda Octavia RS_Ext_002



Škoda Octavia RS_Ext_003



Škoda Octavia RS_Ext_004



Škoda Octavia RS_Ext_005



Škoda Octavia RS_Ext_006



Škoda Octavia RS_Ext_007



Škoda Octavia RS_Ext_008



Škoda Octavia RS_Ext_009



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ŠKODA AUSTRALIA LAUNCHES NEW-LOOK DIESEL AND PETROL OCTAVIA RS MODELS

Škoda Australia new-look Octavia RS models builds on the brands sporty virtues which date back over more than 100 years since Skoda's first foray into motorsport.

Its dynamic design, class leading practicality and remarkable level of standard equipment, set the Octavia RS apart from its rivals.

Two high performance engines are available, a powerful 2.0 TFSI 147 kW four-cylinder petrol and the most powerful diesel engine in the Škoda range, a 2.0 TDI 125kW four-cylinder engine.

The new face of the Octavia RS shows itself in the expressive design of the front end with new lighting elements. A choice of alloy wheels and paint colours allows even more individual specification of the RS.

The front view is well defined by the new grille with the RS logo. The new headlamps, which can be equipped optionally with xenon lights and dynamic angle control with integrated headlight washers, are now significantly larger and more dominant. In the redesigned front bumper is a wider and more prominent air intake, while the optional cornering fog lamps not only find a place, but also, for the first time, LED daytime driving lights are fitted. The driving lights have a low power consumption of only 50 W. The redesigned model designation is now next to the rear lights.

The Octavia RS comes in a choice of seven colours and comes standard with 18" Neptune alloy wheels.

Pricing for the new Octavia RS starts at \$37,990* for the liftback and \$39,990* for the wagon. The optional 6-speed DSG gearbox is \$2,300.

Since its launch in 2000, 60,000 customers have chosen the Octavia RS, 70% of whom chose the wagon. The wagon is particularly popular in Germany, Switzerland and Italy, while the liftback is a great favourite in the UK and Spain. In Australia – where it has been available since October 2007 – the sales split has been balanced between the liftback and the sedan.

The dynamically engaging Octavia RS is the performance flagship of the Octavia model line-up. Available, like the rest of the Octavia range, in both wagon and liftback body styles, this is a satisfying and very European performance car you can live with every day. Practicality is certainly not sacrificed by performance – nor vice-versa – when it comes to the Octavia RS.



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The driver will find an ergonomically perfect place in the interior. The excellent workmanship and high-quality materials are particularly captivating. The Octavia RS provides lots of space for the occupants and their luggage, whether as a liftback or as a wagon.

In the passenger compartment, there is a new RS interior trim – leather seats are an optional feature. The dual-zone climate control air conditioning is now equipped with AQS (Air Quality Sensor) which constantly measures the quality of the air drawn into the vehicle and, if necessary, automatically switches to recirculating the interior air.

Apart from the comprehensive RS standard equipment, the list of options includes numerous possibilities to customise the Octavia RS. The options include the electric glass sunroof, front parking sensors and the Columbus Satellite Navigation system with 30GB hard drive as well as leather upholstery or privacy glass from the 'B' pillar (wagon only).

Spirited driving is assured with either the 2.0-litre TDI or TSI engines, which can be matched with either a six-speed manual or six-speed DSG transmission.

Thanks to a powerful and refined 2.0 TSI in-line four-cylinder petrol engine with computer-controlled high-pressure direct injection, turbocharging and intercooling. Power peaks at an impressive 147kW, which occurs across a 900rpm range from 5100rpm to 6000rpm. Torque production is also strong and incredibly consistent across a broad operating range, with 280Nm available from a low 1800rpm all the way to 5000rpm.

The TSI engine variant has a fuel consumption of 7.7 litres/100km (manual liftback and wagon, according to ADR81/02) on the combined cycle and emits 179 g/km of CO₂ (manual liftback and wagon, according to ADR81/02). The Octavia RS TSI manual liftback accelerates from 0 – 100km/h in 7.3 seconds (manual wagon in 7.5 seconds). The Octavia RS TSI engine is now able to use 95 RON fuel as standard.

The 2.0 TDI 125kW common rail direct injection engine offered in the Octavia RS is the most powerful diesel engine in the Škoda range. Thanks to a relatively low compression ratio and very precise injector control, the 2.0 TDI is quiet and refined. The introduction of a separate catalyst and piezo injectors mean it also has tighter control over the actions of the standard fit diesel particulate filter (DPF).



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With 350Nm of torque available between 1,750 and 2,500rpm, this engine returns low fuel consumption of 5.9 litres/100kms (manual liftback and wagon, according to ADR81/02) on the combined cycle and outputs 155 g/km of CO₂ (manual liftback and wagon, according to ADR81/02). In terms of performance the 2.0 TDI is capable of taking the Octavia RS manual liftback from 0 to 100km in 8.4 seconds (manual wagon in 8.5 seconds).

Combining the benefits of both manual and automatic gearboxes, the optional six-speed DSG is best described as a 'best of both worlds' transmission. DSG has advantages over automated manual gearboxes too – it provides extremely quick gear changes resulting in virtually no loss of power when accelerating. It can be operated by the driver in the same way as an automatic Tiptronic transmission, yet fuel consumption is comparable to that of a traditional manual transmission. Unlike ordinary transmissions, DSG uses two input shafts, each with its own clutch. Gears 1, 3, 5 and reverse are on one shaft, while 2, 4 and 6 are on the other.

The DSG transmission in the Octavia can be used by the driver in two modes – fully automatic or Tiptronic manual gear changing. The driver can also select between economy or sports mode. In sports mode the transmission changes gear at higher engine speeds, helping to maximize power output and therefore acceleration, whereas in economy mode the transmission changes at lower engine speeds, resulting in reduced fuel consumption.

An essential element of any car involved in a crash is a carefully designed bodyshell with a rigid central passenger compartment and progressive crumple zones at the front and the rear.

The Octavia RS is comprehensively kitted out to protect its occupants across a broad range of real-world safety situations with an impressive array of active (crash avoidance) and passive (crash mitigation) safety features.

Six airbags, front whiplash optimised head restraints, the Electronic Stability Program (ESP), advanced Anti-lock Brake System (ABS) and Anti-Slip Regulation (ASR) and Electronic Brake-pressure Distribution (EBD) are all standard in the Octavia RS range.

ESP represents 'best practice' technology to counteract skids and slides, helping to prevent numerous subsequent traffic crashes. ESP has been independently assessed to offer significant safety benefits to the owners of cars fitted with the system, as well as other road users. It helps prevent loss of control situations from arising by monitoring cornering performance continuously and intervening automatically to regain control when it senses grip being lost.



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It compares a complex number of variables in real time – such as yaw rate, lateral acceleration and steering angle, and is able to prevent sliding by reducing engine power if required and by braking individual wheels to control the car's directional path when the available grip level is exceeded. Driver intervention is not required, as the system is entirely automatic.

An advanced Anti-lock Brake System (ABS) helps maintain driver control by preventing wheel lock-up if an emergency stop is required, while a Anti-Slip Regulation (ASR) monitors the driveline continuously for wheelspin and automatically reduces engine output to prevent wheelslip. Finally, the Electronic Brake-pressure Distribution (EBD) provides an electronic means of regulating the ratio of front to rear brake pressure. The system automatically varies the settings according to driving and load conditions to ensure each wheel brakes to the optimum extent.

Advanced structural engineering mitigates crash performance through controlled deformation, which limits loads on occupants while at the same time allowing a rigid survival space within the vehicle. Together with front, side and head airbags, and load-limiting seatbelt pre-tensioners, the Octavia RS is well equipped to protect its occupants from harm.

Škoda Auto draws its inspiration for the Octavia RS from the long motorsport tradition of the company. Far ahead of their time, the company founders Václav Laurin and Václav Klement became involved in motorsport as early as 1901. In the early 1970s, the letter RS (Rally Sport) appeared for the first time on the Škoda 180 RS and Škoda 200 RS race cars. The near-production Škoda 130 RS, which was used successfully in rallies, circuit tracks and mountain races, tapped into their potential. Its greatest successes include the touring car victory at the Rally Monte-Carlo in 1977 and the European Touring Car Championship in 1981.

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* Prices are manufacturer list prices only, for the drive away price of Škoda vehicles please contact your local authorised Škoda dealer or visit skoda.com.au.