

KODIAQ KICK **RS**



ŠKODA



KURT MCGUINNESS

PUBLIC RELATIONS &
BRAND EXPERIENCE MANAGER

KODIAQ **KICK** **RS**



JUSTIN DOUGLASS

PRODUCT MARKETING MANAGER



KODIAQ **KICK** **RS**

EXTERIOR HIGHLIGHTS



- RS specific front bumper
- Full LED headlights with AFS
- Glossy Black accessories
- Tinted windows
- Body coloured side mouldings
- Red brake calipers

KODIAQ **KICK** **RS**

EXTERIOR HIGHLIGHTS



- LED taillights
- Integrated reflector strip
- Twin tailpipes in chrome finish
- 20" XTREME alloy wheels
- RS badge on radiator & grille
- Signature Race Blue colour

KODIAQ **KICK** **RS**

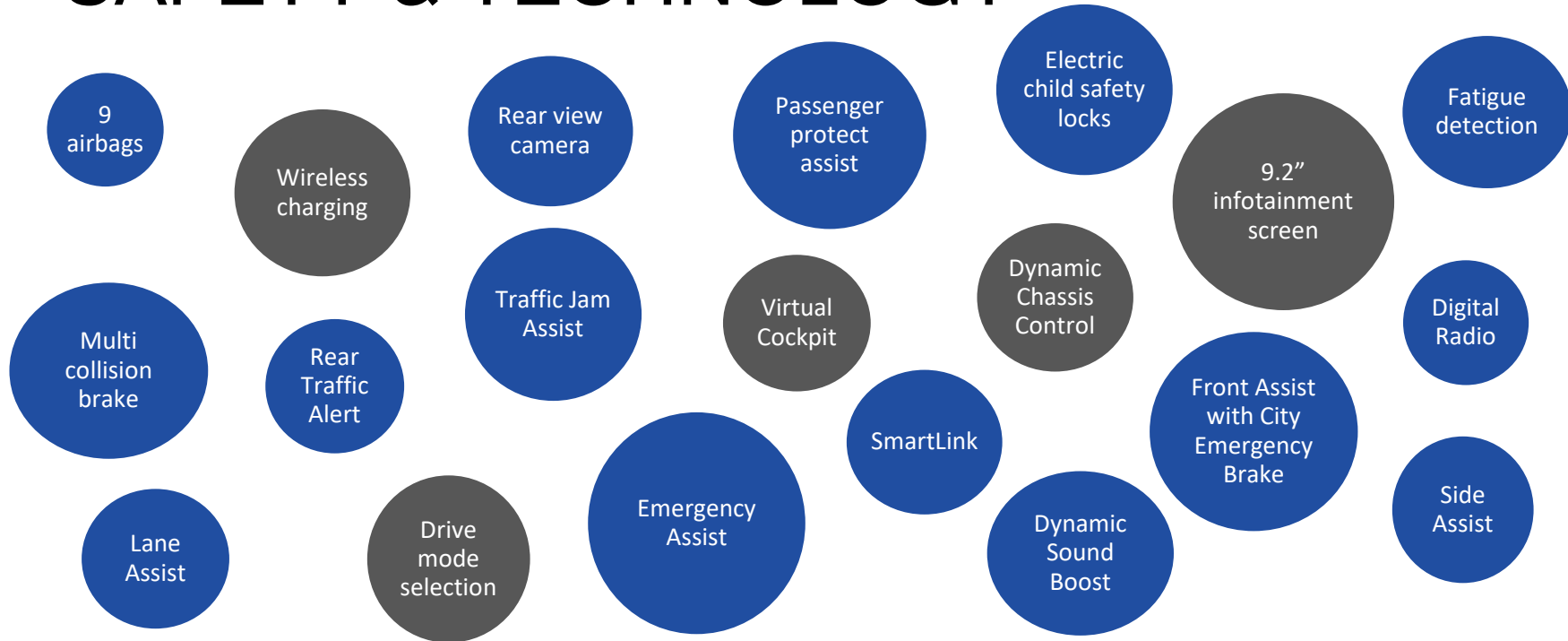
INTERIOR HIGHLIGHTS



- RS Specific Virtual Cockpit with sport carbon-look
- Multi-function sports steering wheel with paddles, red stitching & RS logo
- Sports seats - Alcantara / Carbon leather with red stitching and RS logo
- Carbon-style dashboard and door trim
- “RS” welcome logo on the infotainment system screen

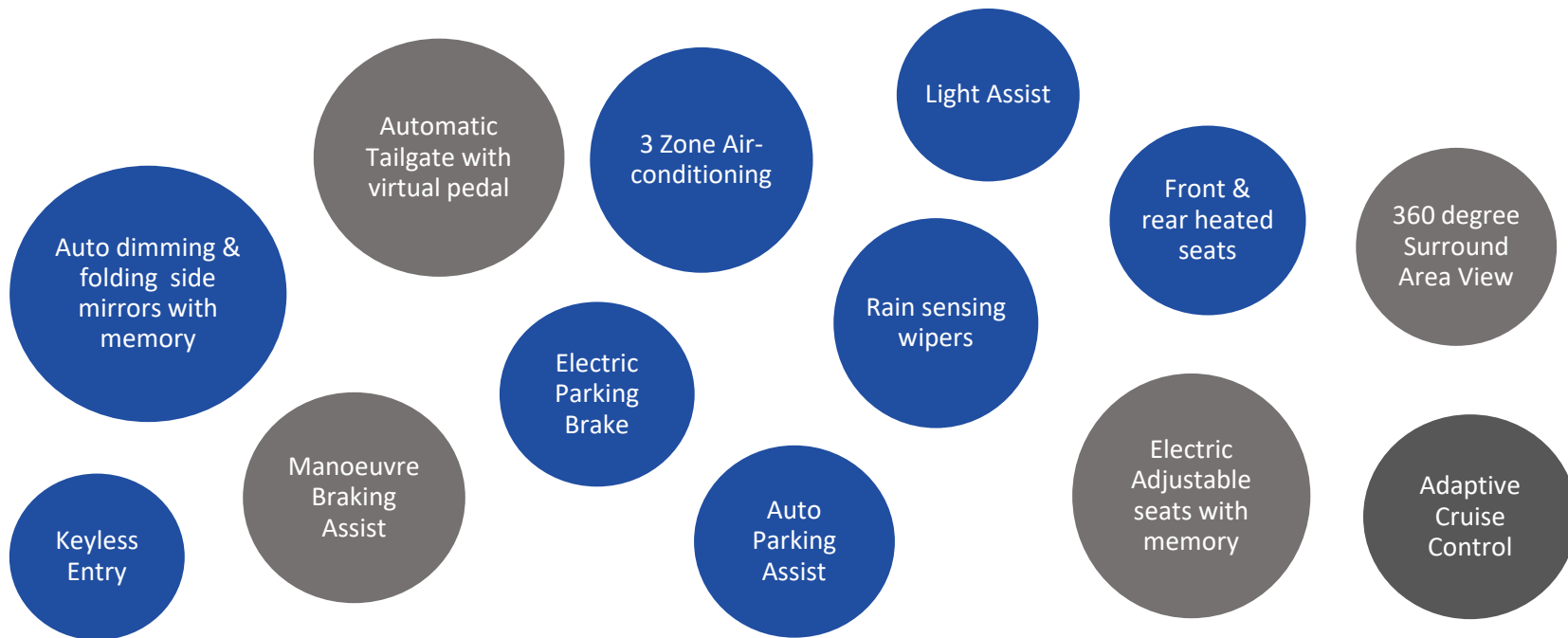
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SAFETY & TECHNOLOGY



KODIAQ **KICK** **RS**

CONVENIENCE



KODIAQ KICK RS

SIMPLY CLEVER FEATURES



Electronic child lock



Door protection



Virtual pedal



Hooks in the boot



Jumbo box



Cargo elements



Umbrella



Net system

KODIAQ **KICK** **RS**

OFFER STRUCTURE

Model



Options

3



colour



panoramic roof

Packages

0

Engine



side steps

KODIAQ KICK **RS**

GLENN STAPLES

GROUP PRODUCT SAFETY MANAGER

KODIAQ **KICK** **RS**



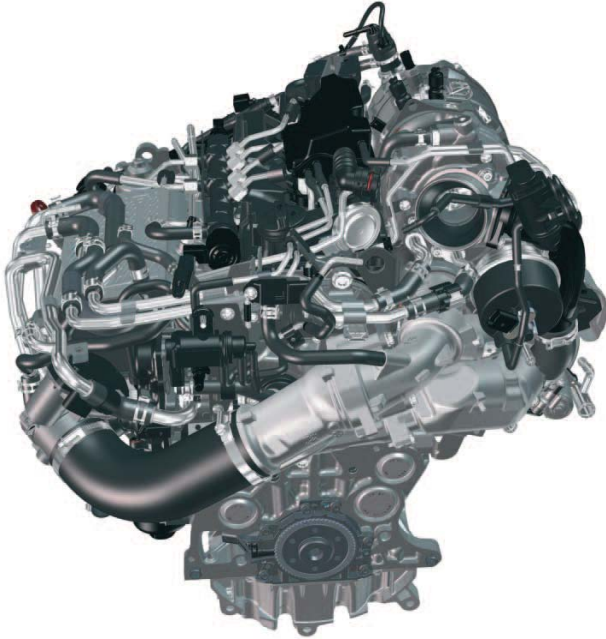
BI-TURBO ENGINE



Design	Straight-four bi-turbo diesel engine
Displacement	1,968 cm ³
Bore	81.0 mm
Stroke	95.5 mm
Max. power	176 kW (240 PS) at 4,000 rpm
Max. torque	500 Nm at 1,750–2,500 rpm
Compression ratio	15.5 : 1
Weight	193 kg

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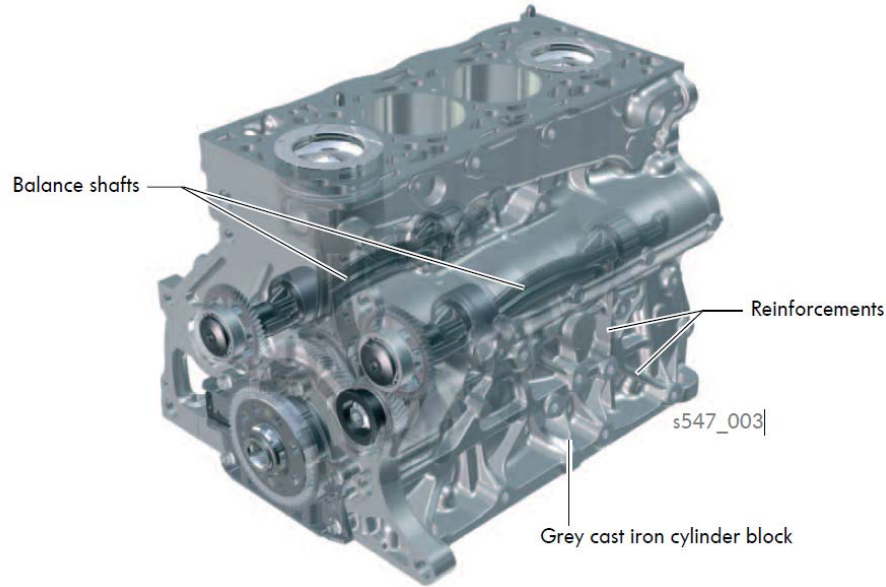
BI-TURBO ENGINE



- The 2.0-l 176-kW bi-turbo engine is based on the EA288 modular diesel matrix introduced in 2012.
- Its high power output has been achieved among other things by using two turbochargers arranged in series

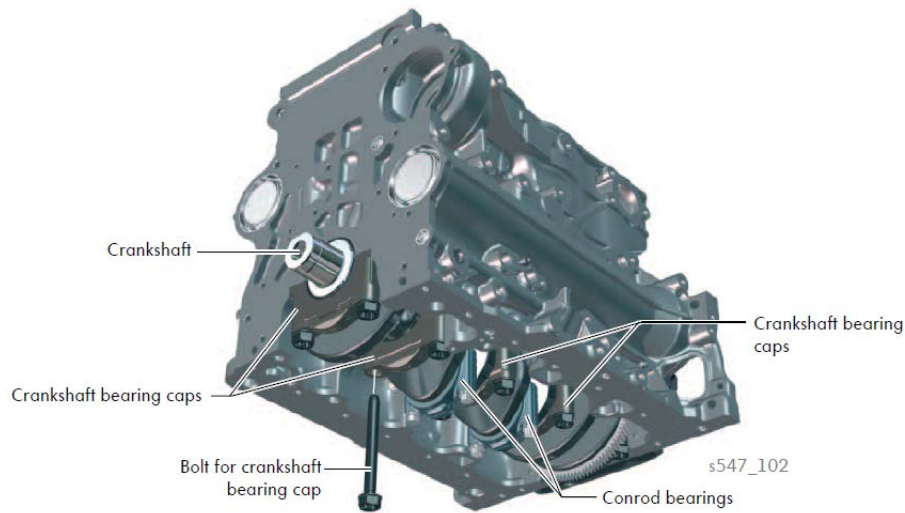
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BI-TURBO ENGINE



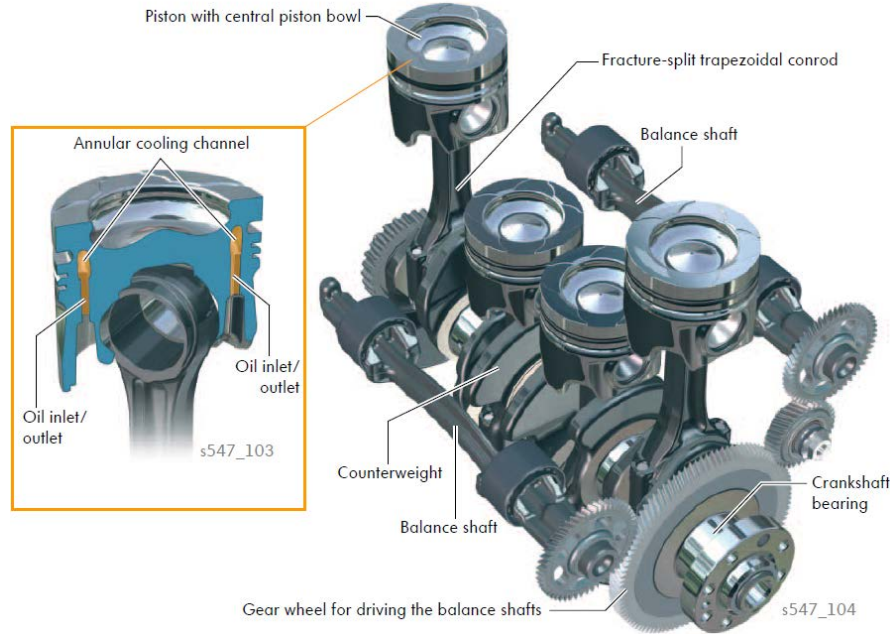
- The cylinder block is based on the 2.0-l TDI engines from the EA288 diesel engine family (mono turbo)
- Constructed from an alloy of cast iron with flake graphite
- Adding the reinforcements to the cylinder block increases strength and improves acoustics

BI-TURBO ENGINE



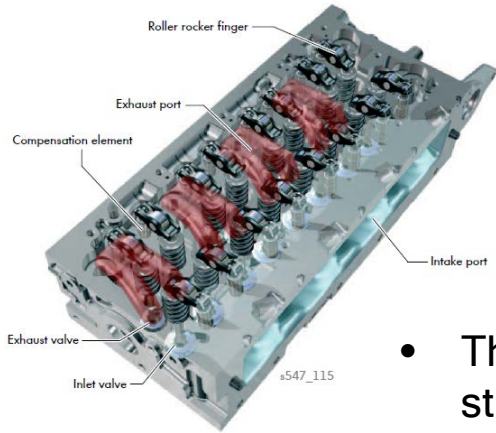
- The bolts for the crankshaft bearing caps are longer due to the increased loads and are screwed deeper into the cylinder block.

BI-TURBO ENGINE

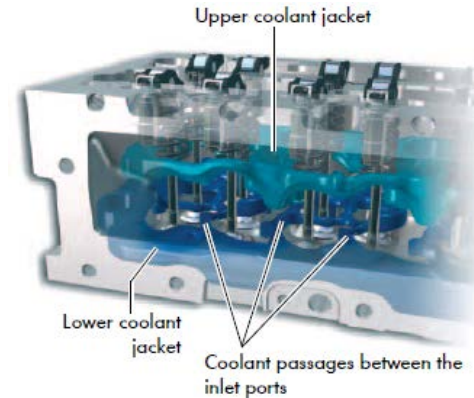


- The forged crankshaft is made from a high-strength steel alloy
- The pistons are made of aluminium and feature a new geometry. The piston bowl has been enlarged for the biturbo engine to reduce the compression ratio to 15.5:1 (140-kW mono turbo 16.2:1). The pistons have an annular cooling channel and are cooled via enlarged piston spray nozzles in the cylinder block. The cooling channel has been optimised and has been moved further up towards the piston crown to enhance piston cooling.

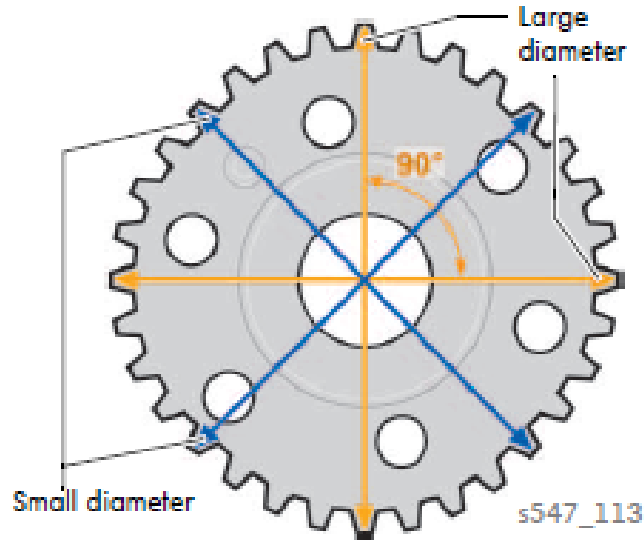
BI-TURBO ENGINE



- Improved cooling of the cylinder head with coolant passages between the inlet ports
- The intake ports have been straightened and have larger cross-sections to minimise pressure loss and allow a higher flow of charge air

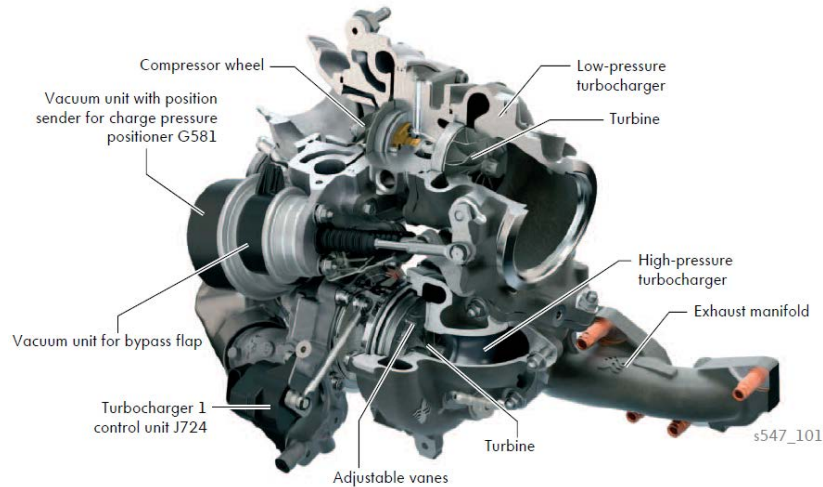


BI-TURBO ENGINE



- The toothed belt is stretched four times per crankshaft revolution due to the use of a two-piston high-pressure pump
- A bi-oval pulley has been fitted to the crankshaft to reduce the loading on the toothed belt. The bi-oval pulley changes the ratio and thus counteracts the stretching of the toothed belt

BI-TURBO SYSTEM



In the 2.0-l TDI biturbo engine, two turbochargers connected in series produce the charge pressure. At low engine speeds, the intake air is pre-compressed by the low-pressure turbocharger and the main compression is performed by the high-pressure turbocharger (two-stage operation). At high engine speeds, the low-pressure turbocharger compresses the intake air on its own (single-stage operation).

DYNAMIC SOUND BOOST



- The new ŠKODA KODIAQ RS is the brand's first model to feature Dynamic Sound Boost.
- Special device, mounted in the rear section of the car, produces a specific note, which complements the natural exhaust sound to intensify the driving experience.
- This acoustic experience is enhanced both inside and around the car

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JUSTIN DOUGLASS

PRODUCT MARKETING MANAGER



KODIAQ **KICK** **RS**

RE-CAP



- First SKODA SUV with RS badge
- Extensive Sports Modifications
- Most powerful diesel engine in SKODA range
- Packed full of standard features

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RRP PRICING

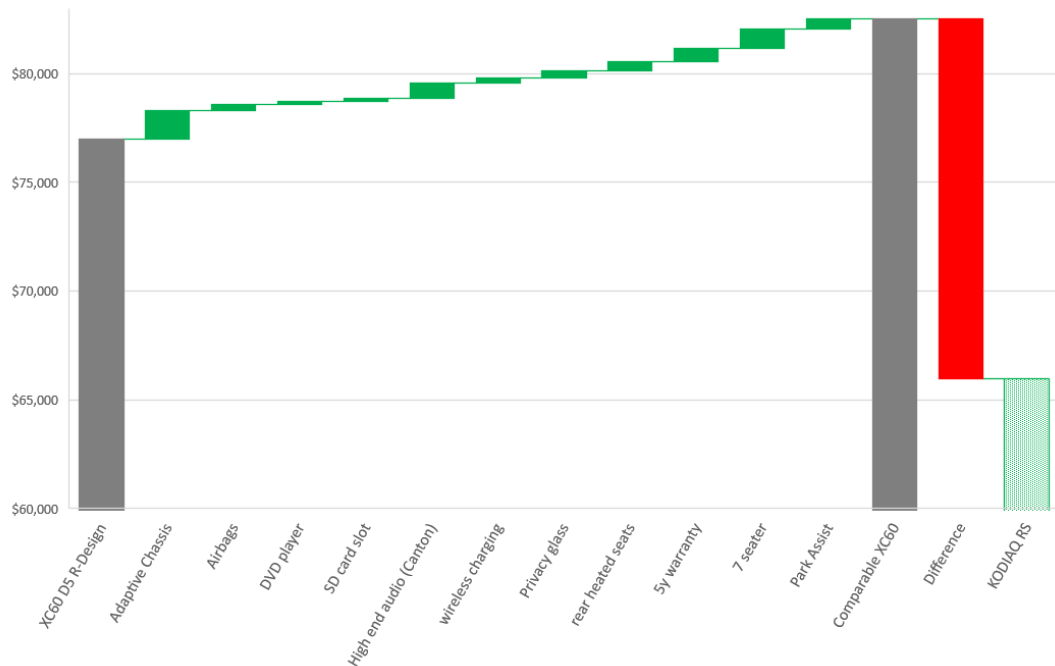


\$65,990

Metallic Paint	\$770
Panoramic Sunroof	\$1,900
Side Steps	\$ 1,300

KODIAQ KICK RS

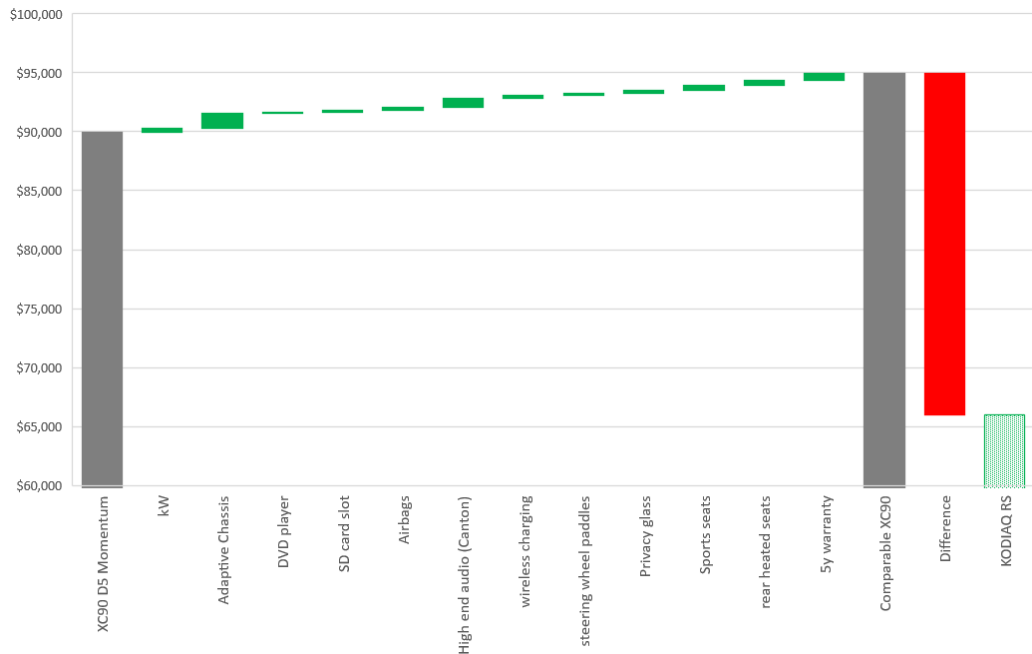
HOW IT COMPARES



- Volvo XC60 D5 R-Design
- 177kW / 500Nm
- Difference @ same spec level
= \$16,536 (more expensive)

KODIAQ KICK RS

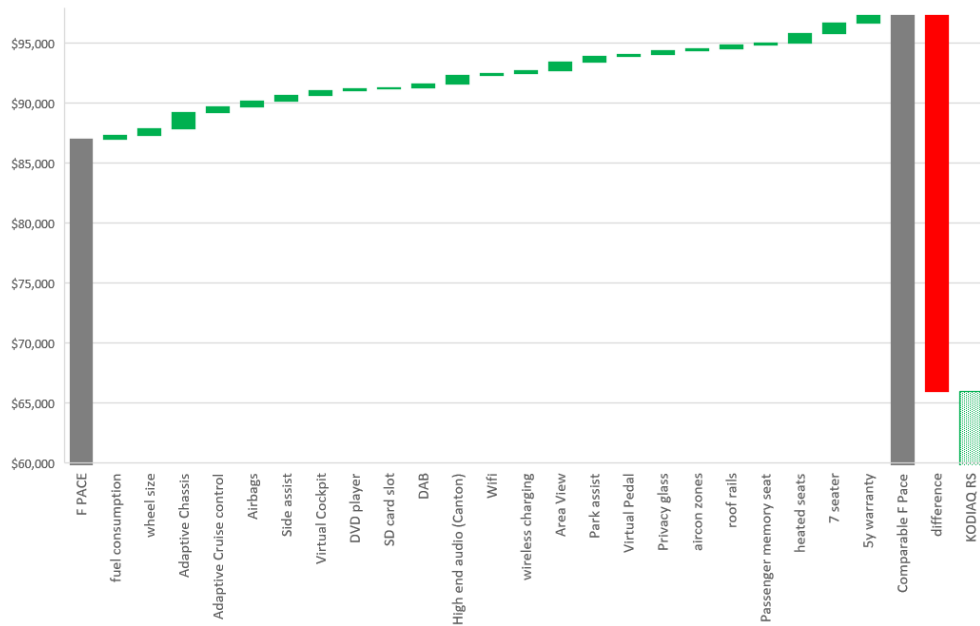
HOW IT COMPARES



- Volvo XC90 D5 Momentum
- 173kW / 480Nm
- Difference @ same spec level
= \$28,995 (more expensive)

KODIAQ KICK RS

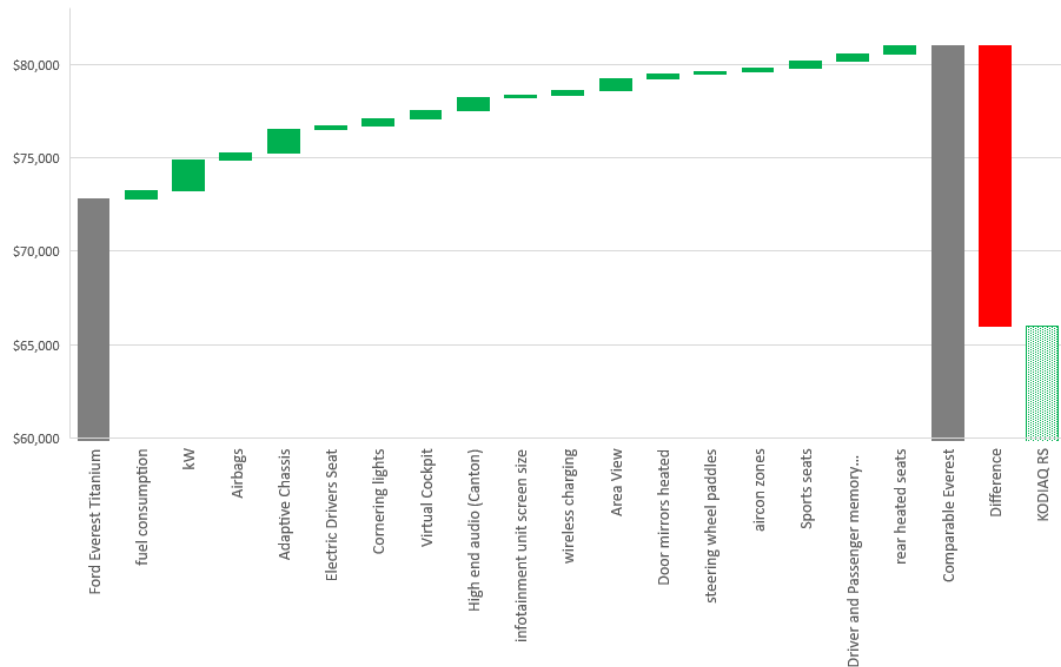
HOW IT COMPARES



- Jaguar F-Pace 20d R-Sport
- 177kW / 500Nm
- Difference @ same spec level
= \$31,365 (more expensive)

KODIAQ KICK RS

HOW IT COMPARES



- Ford Everest Titanium
- 157kW / 500Nm
- Difference @ same spec level
= \$14,986 (more expensive)

KODIAQ KICK RS

SERVICE PACKS

5 YEAR

FIRST 2 SERVICE'S
FREE

> 75,000km

> \$1,700

> Saving = \$714

3 YEAR

FIRST SERVICE FREE

> 45,000km

> \$900

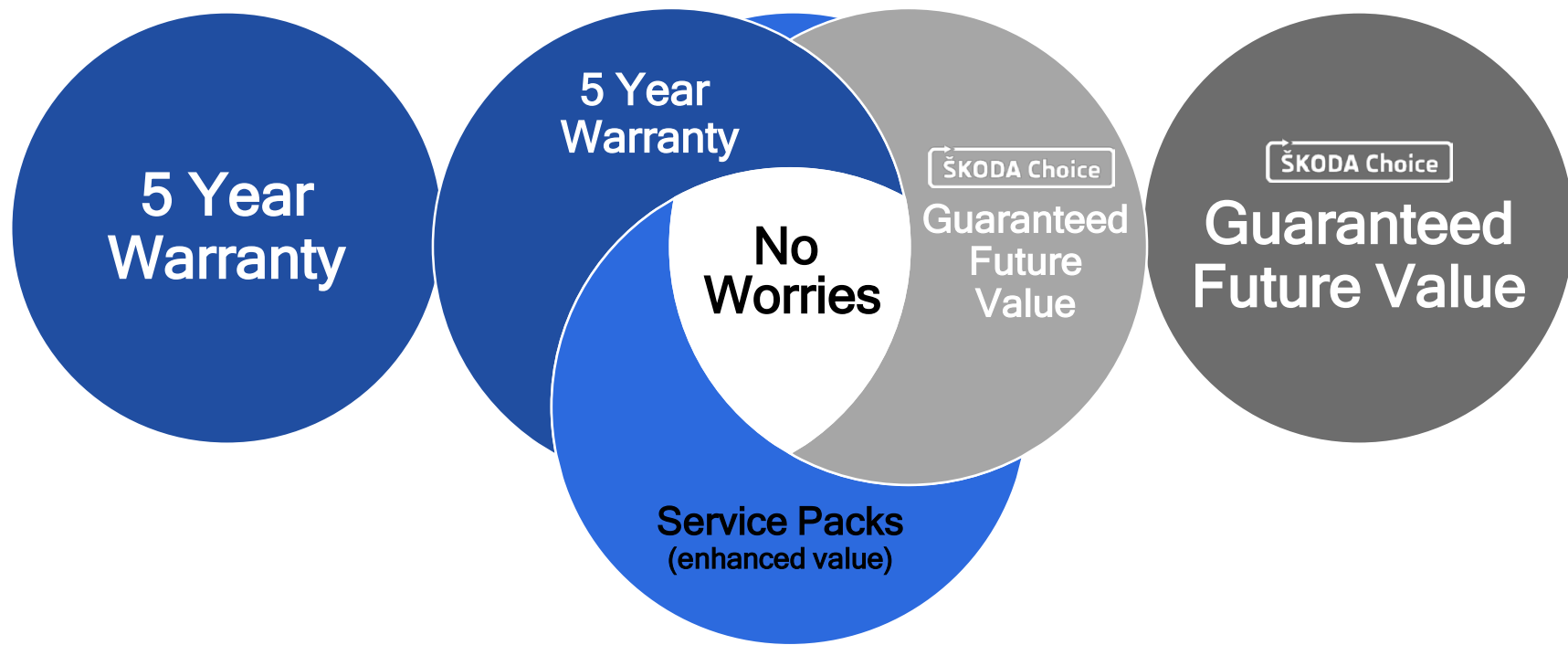
> Saving = \$399

Inclusions

- Roadside Assistance for duration
- Fluids
- Pollen Filter
- Map updates
- Fully transferable (stays with the vehicle)

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CAREFREE OWNERSHIP



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