

The New Skoda Kodiaq Impresses

by Ian Lynas

The good news story from Skoda continues with the arrival of their new SUV, the seven seater Kodiaq, the first ever seven-seater SUV from what is one of the oldest car manufacturers in the world.

I had the opportunity to get behind the wheel of the new model and immediately I was taken by the build quality.



Styling is on the conservative side, which should appeal to a broad audience, the exterior neatly combines elegant lines, sporty contours and a feeling of robustness.

Kodiaq is built on the Volkswagen Group's modular transverse matrix platform and is 4,697mm long, 1,882mm wide and 1,676mm tall (including roof rails) and has a wheelbase of 2,791mm. Just 40mm longer than the Octavia, it offers a larger-than-average interior for the SUV segment. Interior length is

1,793mm, elbow room is 1,527mm in the front and 1,510mm in the rear. Headroom is 1,020mm in the front and 1,014mm in the rear.

The middle seat row can be folded 60:40, features individually adjustable backrests and can slide lengthways by 180mm as standard. The third row of seats can be folded neatly into the floor space to create a larger load area. And with a volume of 720 to 2,065 litres (5-seater with the rear seats folded down) the largest boot within its class.

A number of simply clever features designed to make life on board even easier. These include a new door-edge protection system that deploys automatically when opening the door. When shutting the door, the trim folds itself back in.

In total, more than 30 simply clever features have been integrated into the new SUV, seven of which are completely new. Skoda Connect makes its debut on the Kodiaq and is divided into two categories; Infotainment Online and Care Connect. The former provides live journey information and real-time navigation details, while the latter delivers remote access as well as assistance.

This new SUV is available with the broadest range of driver assistance systems ever offered in a Skoda. These include new-to-brand systems such as Trailer Assist and Area View. The latter uses wide-angle surround-view cameras located around the car to create a virtual, top-down view and 180-degree images to the front and rear.

Other systems integrated include Front Assist, including City Emergency Brake (standard on all models), Adaptive Cruise Control (ACC), Lane Assist, Blind Spot





Detect and Rear Traffic Alert. Safety systems include Driver Alert, Emergency Assist (DSG only), Crew Protect Assist, Multi-Collision Brake and Travel Assist with Traffic Sign Recognition. The Kodiaq launches in the UK with a choice of five engines; three petrol and two diesel with outputs ranging from 125 to 190PS, a choice of two or four-wheel drive and manual or DSG transmissions. All of the engines feature Stop-Start system, brake energy recovery and a powerful thermo-management system that contributes to low consumption.

The petrol line-up consists of two 1.4 TSI units, one with an output of 125PS and another with 150PS and ACT (Active Cylinder Technology). The former is available in two-wheel drive manual form only, while the 150PS version can be specified with a manual 4x4 transmission, two-wheel drive DSG and 4x4 DSG.

The range-topping 2.0 TSI petrol unit delivers 180PS and drives through a seven-speed DSG 4x4 transmission.

Important no doubt to customers in the Northern Ireland market, the diesel line-up which features a pair of two litre TDI units with outputs of 150PS and 190PS.

The 150PS version can be specified with a manual 4x4 transmission, two-wheel drive DSG and 4x4 DSG, while the 190PS unit is fitted with a seven-speed DSG 4x4 transmission only.



My brief time with the new Kodiaq permitted me to drive the more powerful diesel version, which I found somewhat lacking in performance. My choice the 1.4 TSI which had sparkling performance and simply delivered a more rewarding drive experience. From launch you can choose from 24 different variants with three familiar trims; S, SE and SE L along with a new Edition grade that celebrates the arrival of the brand's first ever seven-seater SUV.

All models are equipped with LED daytime running lights, alloy wheels, leather multifunction steering wheel and air-conditioning. Front Assist, DAB digital radio, touchscreen infotainment systems and SmartLink are also standard across the line-up. Coming soon SportLine trim and a Scout model is currently being evaluated for the UK

market, to deliver even greater choice for buyers.

Overall I came away impressed with the new SUV and a question why would you buy a Tiguan?

Driven March 2017