

NEW FABIA





DEAR READERS,

Over the past 22 years, the ŠKODA FABIA has become one of the pillars of our brand's product range, with more than 4.5 million cars sold. The fourth generation of this successful model embodies all of the virtues of its predecessors with a focus on interior space, practicality and a wide range of Simply Clever solutions. Thanks to the modular MQB-A0 platform, it now offers an even higher level of comfort, as well as numerous modern systems and technologies normally available only in higher vehicle classes. It is sure to attract customers with its appealing and emotional design. I am immensely proud of the efforts made by all of my colleagues during the development of this model. The new ŠKODA FABIA is truly exceptional and will dominate its class in many ways. This will make it an important component in our NEXT LEVEL ŠKODA programme and fulfil one of its priorities: expanding our entry-level model range.

Johannes Felix Neft

BOARD MEMBER FOR TECHNICAL DEVELOPMENT

FABIA

ŠKODA MOBIL SUPPLEMENT

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22 years with the FABIA

The previous three generations have stolen the hearts of millions of drivers



EXCITING MEETING
THE NEW FABIA IS BIGGER, MORE
MODERN, AND YOU'LL DEFINITELY
NOTICE IT OUT ON THE ROAD

Customers can choose a contrasting roof colour.



A distinctive design element can be found on the front door. Here the body line mimics the characteristic triangle of the Czech flag.

The look of the fourth-generation ŠKODA FABIA model builds on the brand's current design language. Thanks to its new proportions, sculptural lines, sharply drawn headlights and taillights featuring LED technology and crystalline structures, the FABIA has a very dynamic and evocative appearance.



The L-shaped daytime running light module also acts as a direction indicator.



The rear of the car is decorated with a crystalline lamps shapes and chrome ŠKODA inscription.



COLOUR VARIANTS ARE AVAILABLE FOR THE FABIA, WHICH IS NOW ALSO AVAILABLE IN METALLIC PAINT FINISHES PHOENIX ORANGE AND GRAPHITE GREY.

You can find the colour range of the FABIA cars in the electronic version of the supplement available at www.skodamobil.cz.



The wheel diameter varies between 14 and 18 inches, depending on the trim level.

8 **SOPHISTICATED
AERODYNAMICS**
**THE SHAPE OF THE NEW
FABIA IMPROVES ITS
ECOLOGICAL FOOTPRINT**

0.28

9
COMPARED WITH THE PREVIOUS
MODEL, THE AUTOMOBILE DRAG
COEFFICIENT (Cx) HAS DROPPED FROM
0.32 TO 0.28, MAKING IT THE BEST IN
ITS CLASS.



Good aerodynamics reduces the energy required for a car to move. Thanks to well-conceived measures, the new FABIA has made a significant contribution to reducing consumption and emissions, for example, thanks to active blinds. Whenever the system assesses the need for engine cooling as low, the active blades located in front of the radiator partially close and reduce the air flow through the engine compartment. This saves 0.2 litres of fuel per 100 kilometres at a speed of 120 km/h. The model's aerodynamic drag is further reduced by the holes in the front bumper, called the Air Curtain (1), the optimised wheels (2), the shape of the exterior mirrors (3), the extended spoiler of the fifth door (4) and finlets along the rear window (5).

Did you know that...

... automotive aerodynamics is tested both physically (in a wind tunnel) and with simulations? The fourth-generation ŠKODA FABIA spent over 100 hours in a wind tunnel. In addition, it completed over 3,000 computer simulations, which took tens of thousands of computing hours.



„Tuning the aerodynamics of any car type is specific. Different body shapes, car dimensions, platforms and wheel dimensions affect the flow around the car in different ways. The hatchback has fewer surfaces for airflow to be optimised than longer cars do. Although the new FABIA has grown in size compared with its predecessor and its front surface has increased about 3 percent, its aerodynamic drag is now almost 10 percent less than before. In the standard WLTP cycle, this represents a reduction of almost 3 g of CO₂ emissions per kilometre.“

Vít Hubáček
EBW – AERODYNAMICS

COMFORTABLE INTERIOR
INSIDE, THE CAR IS FULL OF
COMFORTABLE ELEMENTS
BETTER KNOWN FROM
HIGHER-CLASS CARS

Large round air vents and chrome door handles draw attention on the inside.



The symmetrical dashboard with a free-standing central display is decorated with horizontal trim strips in six different versions to emphasise the width of the interior.

The longer wheelbase, which surpasses even the first-generation OCTAVIA, makes the rear seats more comfortable.

The ŠKODA Design team has prepared a new interior concept that highlights practicality and ergonomics while simultaneously evoking pleasant emotions. The carmaker will offer its customers three trim levels that also incorporate colours and materials not seen in the previous generation. Later, clients will also finally get a glimpse of the attractive MONTE CARLO variant. The central element of the model's interior is a free-standing infotainment display of up to 9.2 inches in size.



The practical boot offers 380 litres of volume; by folding the rear seats, the space can be expanded to 1,190 litres.



INFORMATION AND ENTERTAINMENT
ALWAYS AT HAND

THE SMALL CAR IS AT HOME NOT ONLY ON THE ROAD BUT ALSO IN THE NETWORK. THANKS TO A BUILT-IN eSIM CARD, IT HAS CONSTANT ACCESS TO ŠKODA CONNECT ONLINE SERVICES AND CAN RECEIVE DIGITAL RADIO BROADCASTS. CUSTOMERS CAN CHOOSE BETWEEN THREE INFOTAINMENT SYSTEMS. THE TOP AMUNDSEN VERSION OFFERS AN INDIVIDUALLY CONFIGURABLE 9.2-INCH DISPLAY, ONLINE-BACKED NAVIGATION, WI-FI HOTSPOT AND CONTROL VIA LAURA, THE VOICE ASSISTANT, WHO ALREADY UNDERSTANDS 15 LANGUAGES. SMARTPHONES CAN WIRELESSLY CONNECT TO THE SYSTEM BY USING THE WIRELESS SMARTLINK TECHNOLOGY, AND IT IS CHARGED INDUCTIVELY IN THE PHONE BOX.

For the first time, the Virtual Cockpit appears in the FABIA car. It can display a navigation map, radio station logos, music album art and saved caller images.



GROWN-UP AND MATURE

THE NEW FABIA HAS SURPASSED ITS PREDECESSOR IN MANY RESPECTS AND BOASTS NUMEROUS TECHNICAL INNOVATIONS

WHAT YOU WON'T FIND IN PREVIOUS GENERATIONS*



The Group's MQB-A0 modular platform has enabled a significant upgrade of the car's fourth generation and synergies with the larger SCALA and KAMIQ models. The car's design is more mature. A higher proportion of high-strength steel strengthens the body's torsional rigidity without significantly increasing the weight, despite the larger dimensions. With a remarkable increase in its proportions, the new FABIA even competes with models that belong to the higher, compact class.

* optional elements of the FABIA IV series



ŠKODA FABIA HAS GROWN BY 11 CM IN LENGTH.

GENERATIONAL DUEL



ŠKODA FABIA IV		ŠKODA FABIA III	
4,108	Length [mm]	3,997	
1,780	Width [mm]	1,732	
1,460	Height [mm]	1,467	
2,564	Wheelbase [mm]	2,470	
1,525/1,509	Wheelbase front/rear [mm]	1,463/1,457	
380	Boot volume [l]	330	
40 (50*)	Fuel tank capacity [l]	45	

* upon request



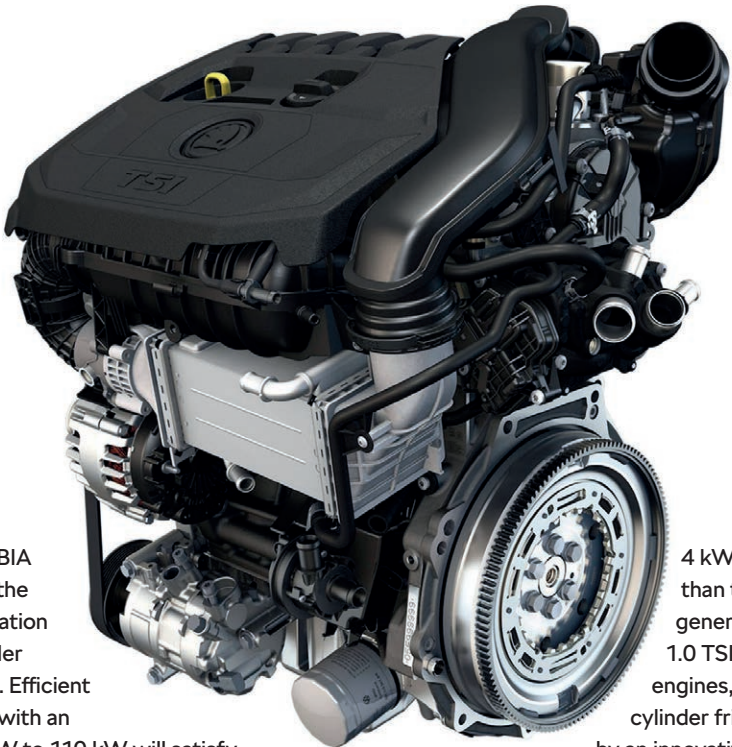
„With the new FABIA, we wanted to strengthen the model's competitive position on the market. When the CITIGO is no longer produced, we have to ensure the FABIA offers all the requirements to work as an entry model for the ŠKODA model range. Therefore, we had to focus on basic travel needs in particular. One example is the new EVO generation 48 kW MPI engine. With this powertrain, we offer practical performance with low fuel consumption at a very competitive price.

I'm very proud of the entire FABIA team. The A0 segment is the most competitive in Europe, which means it wasn't always easy to make sure the project would be successful. But the whole time, the team really showed very strong commitment to the FABIA and high agility to overcome all the obstacles.”
Wolfgang Josef Sailer
HEAD OF G12 – MODEL LINE A0

TOP DRIVE

CUSTOMERS CAN CHOOSE FROM A RANGE OF FIVE NEW-GENERATION ENGINES

The new FABIA surpasses the previous generation by having a wider range of drives. Efficient petrol engines with an output of 48 kW to 110 kW will satisfy drivers with different demands and meet the strict Euro 6d emission standard. With an optional 50-litre tank instead of the standard 40-litre tank, the FABIA with four of the five engines achieves a range of over 900 km in a WLTP cycle. The two three-cylinder MPIs with multi-point injection and a displacement of 1.0 litre are intended for the model's basic versions. Energy-saving units offer



4 kW more power than the previous generation. With two 1.0 TSI direct-injection engines, the internal cylinder friction is alleviated by an innovative plasma

coating that results in lower fuel consumption, emissions and engine thermal load. Sporty drivers will welcome the 1.5 TSI four-cylinder with 110 kW output, which uses active cylinder technology (ACT). For low loads, the system automatically shuts off two cylinders and, thus, reduces fuel consumption and CO₂ emissions.

ENGINE	NUMBER OF CYLINDERS	MAX. OUTPUT		MAX. TORQUE [Nm]	TRANSMISSION
		[kW]	[k]		
1.0 MPI EVO	3	48	65	93	5° M
1.0 MPI EVO	3	59	80	93	5° M
1.0 TSI EVO	3	70	95	175	5° M
1.0 TSI EVO	3	81	110	200	6° M 7° DSG
1.5 TSI EVO	4	110	150	250	7° DSG

FIRST-CLASS PROTECTION

THE NEW ŠKODA FABIA IS ONE OF THE SAFEST SMALL CARS

ŠKODA AUTO has improved the active and passive safety elements in this model's fourth generation and expanded the range of assistance systems, which were previously only available for higher-tier vehicles. The robust body structure with high degree of torsional stiffness and great stability contribute to the car's excellent parameters. Standard trim includes driver and passenger airbags, head airbags, front side airbags and the ISOFIX child car seat tethering system, complete with a third TopTether hook on the rear seat backrest. Travel Assist also contributes to the car's top safety. The optional system provides automatic support for the car's longitudinal and transverse guidance. It combines, among other things, Adaptive Cruise Control (ACC), which automatically adjusts the driving speed according to the vehicle in front of the car, and Lane Assist. The optional Side Assist, which warns drivers of vehicles approaching from behind when they attempt to change lanes, was also improved.



AIRBAGS PROTECT PASSENGERS IN THE FABIA TOP TRIM.

PEDESTRIAN PROTECTION
THE PASSIVE SAFETY DEVELOPMENT IS FIRST CARRIED OUT VIRTUALLY USING SIMULATIONS AND CALCULATIONS. NEXT, THE FUNCTIONALITY IS VERIFIED WITH A REAL TEST. THE CAR'S FRONT PARTS (E.G. THE BUMPER, HEADLIGHTS AND HOOD) ARE OPTIMISED FROM THE START USING DYNAMIC LOADING BY SO-CALLED IMPACTORS, WHICH REPRESENT THE INDIVIDUAL HUMAN BODY PARTS. THE GOAL IS TO MAKE THE CAR'S ENTIRE FRONT PART FLEXIBLE ENOUGH TO PREVENT DEATH AND SERIOUS INJURY TO PEDESTRIANS, CYCLISTS AND MOTORCYCLISTS IN THE EVENT OF A COLLISION.



„During the development of the FABIA model, we fired impactors at the car and its parts more than 200 times. On average, however, one such a test is preceded by about 140 virtual simulations, which we use to optimise the parts of the car's front before the actual testing.“
Csaba Sirgely
EKS/1 – VEHICLE SAFETY – FRONT CRASH, PEDESTRIAN

SIMPLY CLEVER
FIVE NEW SMART SOLUTIONS
THAT YOU WON'T FIND IN THE
BRAND'S OTHER CARS JUST YET



The umbrella storage space saves space in the boot.



The removable drink holder enables flexibility between the front seats.



The panoramic roof's sun visor can be folded to a third of its size and stored under the boot cover.

„Adhering to the timeframe and especially the financial framework of a small affordable model requires intensive efforts. In that respect, we've really succeeded with the new FABIA model generation. This success resulted from a series of intensive negotiations and changes. There are a number of ways to meet the financial goal of a specific part: The supplier can reduce the price, sometimes the part is technically modified, and other times, it helps to have a completely new view of the issue.“

František Rampas
BN/2 – PURCHASE PROJECT
MANAGEMENT

ŠKODA AUTO has always relied on practicality in its FABIA model, and it is not surprising that the car's fourth generation is overflowing with traditional Simply Clever elements. Among them, we can find now classic evergreens, such as an umbrella in the driver's door, as well as completely new innovations that will help you to use the car's interior as efficiently as possible. For the first time, this model line features eight functions that have made life easier for owners of higher-end cars. These include a multifunctional bag hung under the boot lid to turn the unused space into the perfect storage space for coats or jackets; it can hold baggage weighing up to 3.5 kg. There are also easily accessible smartphone pockets on the backrest of the front seats, which are popular in the OCTAVIA and ENYAQ iV models.



The central tunnel compartment provides practical storage space.



Car and coin holder in the lid of the glove compartment.



CAR OF MANY FACES

THE NEW FABIA WILL APPEAL TO A WIDE VARIETY OF CUSTOMERS



FABIA is the brand's key model in its most affordable car segment. A diverse range of customers buy these cars – from novice drivers and young families to experienced motorists. In the model's previous generations, customers appreciated the practicality, large space, safety, efficiency and high utility value at a favourable price. The new FABIA adds emotion and a broad range of trim to these characteristics.

„In the most affordable car segment, we will face tough competition. I believe that the new FABIA will succeed. The strengths of the car's fourth generation include a great design and main LED headlights, as well as two-piece rear lights, a heated steering wheel and windshield, a virtual cockpit and other advanced trim known from higher-end ŠKODA brand models. Among the Simply Clever elements, I would like to highlight the flexible compartment in the boot side's wheel arch.”

Michal Brejcha
VMP – PRODUCT MARKETING

„I am extremely proud of the work our technicians have done. The car has unrivalled low level of aerodynamic drag and excellent chassis tuning in its class. But I have to take my hat off to the whole team from Technical Development for doing such a good job finding a compromise between price and performance while maintaining the brand's traditional strengths. For example, we succeeded in getting air-conditioning ducts for the rear seats as well, which contributes to making the new FABIA a great family car. It's amazing that everything worked out despite the strict lockdown.”

Radek Novotný
HEAD OF G11 – COMPLETE VEHICLE FABIA

THE LARGEST FABIA MARKETS IN 2020
CZECH REPUBLIC
GERMANY
POLAND

MAIN COMPETITORS
PEUGEOT 208, RENAULT CLIO, HYUNDAI i20, OPEL CORSA, FORD FIESTA



22 YEARS WITH THE FABIA

THE NEW GENERATION OF THE FABIA BUILDS ON THE SUCCESS OF THE PREVIOUS THREE. OVER THE YEARS, THE CAR HAS WON THE HEARTS OF MILLIONS OF CUSTOMERS, INCLUDING THOUSANDS OF ŠKODA EMPLOYEES. LET'S RETURN TO THE PAST FOR A MOMENT AND TAKE A CLOSER LOOK AT SOME OF THE KEY MOMENTS IN THE HISTORY OF THE MODEL, WHICH IS AN IMPORTANT PART OF THE BRAND'S OFFERING.



FABIA I
1999



MODERNISED FABIA I
2004



FABIA II
2007



MODERNISED FABIA II
2010



FABIA III
2014



MODERNISED FABIA III
2018

ŠKODA FABIA I

SMALL GREAT CAR

1999–2008

NUMBER OF CARS PRODUCED: 1,788,063
MAXIMUM POWER: 37–96 kW
MAXIMUM SPEED: 147–204 KM/H



The brand's second model line, developed in its entirety after the carmaker had merged with the VW Group, was built on the FAVORIT and FELICIA models and was the first car in the Group to use the then–most modern A04 Group platform. The small city and family car for the 21st century boasted an exceptionally high-quality galvanised body. With its wide

range of petrol and diesel engines, driving characteristics, quality of materials and first-class workmanship, the FABIA immediately shot to the top of its class. Its production accelerated and improved thanks to the comprehensive modular production, during which the parts were assembled outside the body of the car.

1999

The FABIA I is revealed to the public at the Frankfurt motor show.

2000

The practical FABIA COMBI I impresses at the car exhibition in Paris.

2001

The model's sedan body premieres in Geneva.

SHORTLY BEFORE NOON ON 3 JULY 2013, PETER KIRCHHOFF STOPPED IN FRONT OF THE ŠKODA MUSEUM WITH HIS FABIA 1.9 TDI / 74 kW PRODUCED IN 2000. HIS ODOMETER READ AN INCREDIBLE 999,999 KM.

999 999

PRACTICAL EQUIPMENT

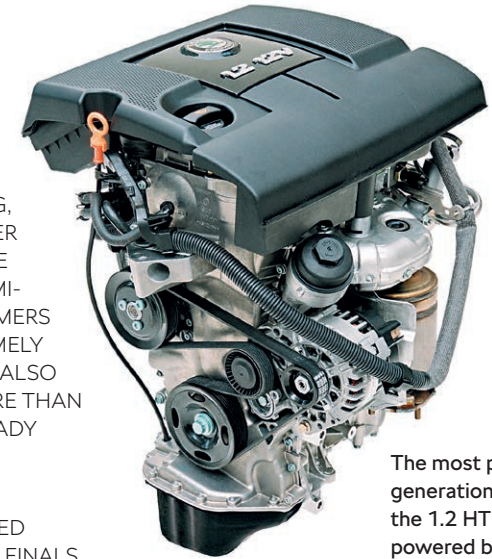
DEPENDING ON ITS TRIM LEVEL, THE MODEL FEATURED POWER STEERING, ELECTRONIC DRIVING ASSISTANTS, DRIVER AND FRONT PASSENGER AIRBAGS, CRUISE CONTROL, XENON HEADLIGHTS AND SEMI-AUTOMATIC AIR-CONDITIONING. CUSTOMERS QUICKLY FELL IN LOVE WITH THE EXTREMELY RELIABLE AND HIGH-QUALITY CAR THAT ALSO HAD A REASONABLE PRICE. BY 2001, MORE THAN A QUARTER OF MILLION CARS HAD ALREADY BEEN PRODUCED.

APPRECIATED BY THE EXPERTS

THE FIRST-GENERATION FABIA CAPTIVATED THE EXPERTS AND EVEN MADE IT TO THE FINALS OF THE EUROPEAN CAR OF THE YEAR 2000.

SUPPORTING A BREWERY

IN 2003, PLZEŇSKÝ PRAZDROJ'S VEHICLE FLEET INCLUDED 77 FABIA COMBI CARS, WHICH WERE USED BY THE SALES REPRESENTATIVES.



The most popular first-generation engine was the 1.2 HTP 12V engine powered by 47 kW, which was included in 19 percent of the cars produced.



Did you know that...

... 6,927 cars of the first-generation FABIA sedan version model were produced in Vrchlabí? In Poznań, Poland, 44,488 hatchbacks were produced, and in 2002, assembly began in Solomonov, Ukraine, as well.

The saloon version of the FABIA will not be produced in future generations.

2002

The FABIA I receives its new 1.2 HTP engine developed in Česana.

2003

ŠKODA celebrates its success with the FABIA WRC racing special at the Geneva Motor Show.



We finished two seasons of the Czech Rally Championship as the frontrunners with my first-generation FABIA COMBI 1.2 HTP 12V 47 kW. The FABIA completed more than 214,000 km without any issues. For the time being, regularly maintaining it and occasionally replacing the ignition coils was enough.

Martin Leden
PFK-K – KVASINY WELDING SHOP



Our FABIA 1.4 MPI has 2001 as the year of birth on its birth certificate. In 2011, I bought it from one of my colleagues, Václav Kolář, for my wife to drive as the second car in our family. The car stayed away from accidents, and everything is original, including its pleasant Elegance trim and electric sunroof. So I realised that it would turn into a nice “youngtimer” in a few years. Its mileage is 124,000 km, and when I was at the state inspection facility last year, its local employee offered me CZK 15,000 more than I had originally paid Václav.

Martin Kosík
PSW-F – CASTING TOOLING PRODUCTION – MACHINERY I



I drove the first few hundred kilometres with it at the driving school. After I got my driver's licence, I often borrowed it from my father and, eventually, bought a similar one. The first-generation FABIA is an emotional car that stole my heart with its reliability and unprecedented practicality. My green beauty has driven almost 350,000 km, but for its 1.9 SDI engine, these are still its teenage years.

Jan Havlík
GX/F – PL FRONTENDS CONNECTIVITY DEVELOPMENT



Years ago, I owned my FABIA model for four and a half years, and I have fond memories of it. It was a station wagon with Elegance trim and a 1.9 SDI engine. We travelled across a large part of Europe with this car. The most interesting part was definitely our trip to Spain: We drove almost 7,000 kilometres in 10 days. Even on such a tough journey, my FABIA proved itself and showed its main benefits – easy and pleasant driving, large boot and low fuel consumption. It was a well-built car, one of the best, if not the best of its time and in its class.

Jan Šustr
VMP-4 – SUV PRODUCT MARKETING



The first-generation FABIA RS drives great, and I am extremely happy with it. I appreciate its low consumption, decent acceleration, great body rigidity and quality workmanship. Even with greater mileage, the car is reliable and doesn't burn oil.

Václav Vaněk
EBK/6 – ERGOCONCEPT OF CAR AND HMI



FABIA headed to Italy. Starting in 2012, it served a young owner from Šenov near Ostrava for seven years before it came to me. When I started working at ŠKODA AUTO at the beginning of March 2020 and moved, the FABIA returned to its birthplace after 15 years. Even after 16 years, it still handles all of its functions – moving, being a highway “rocket” during my regular drives between Mladá Boleslav and Ostrava, and on fun rides in the region – with grace.

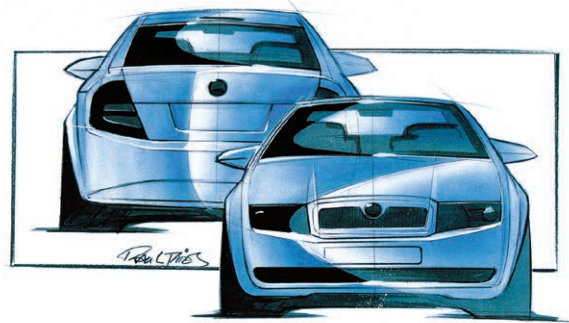
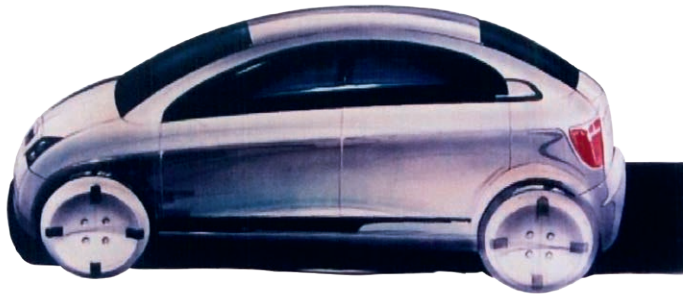
Lukáš Tichý
EB/1 – INNOVATION



Summer 2002: A year went by, and my family went to Croatia. Our car was filled with food, clothing and beach equipment up to the ceiling, as always. There was also a potty that was used at every stop.

Ema Hrubešová
PLC – CKD CENTRE

You can find the other FABIA cars and stories that you sent us in their electronic versions at www.skodamobil.cz.



TIMELESS LOOK

The first-generation FABIA boasted not only brand-new technology but also design. It was created by the team of two dozen designers under the baton of their chief designer, Dirk van Braeckel. “We were given the basic dimensions and technical requirements resulting from the platform, and our task was to draw a modern but still relatively conservative small car”, recalls Václav Capouch, who had the position of the team's exterior design coordinator at the time. In the end, three design variants were created in parallel. In addition to the one by Václav Capouch, there were also the versions produced by Belgian Luc Donckerwolck and Brazilian Raul Pires, whose design was eventually developed into the final form.

You can read more about the internal competition among the designers on ŠKODA Storyboard.



ŠKODA FABIA II

MORE PRACTICAL AND EMOTIONAL

2006–2014

NUMBER OF CARS PRODUCED: 1,704,479
MAXIMUM POWER: 44–132 kW
MAXIMUM SPEED: 147–226 KM/H



The model's second generation impressed with its fresh and confident design and attracted attention on the roads thanks to a white-painted roof that was available upon request. It was also safer and more practical than its predecessor. The designers significantly increased the car's interior space, as well as the

comfort level of the driver and passengers. The FABIA became the most spacious car in its class and improved its overall price-to-value ratio. Its five trim levels targeted customers with various demands who could choose from a total of seven engines.



A SPOT PROMOTING THE FABIA II MODEL BECAME THE HIT OF A COMMERCIAL BLOCK IN THE GREAT BRITAIN. IN THE SPOT, THERE 16 PASTRY-COOKS BAKED A LIFE-SIZE CAR-SHAPED CAKE. THE TAILLIGHTS WERE MADE OF JELLY, WIPERS OF CANDY STICKS, AND THEY POURED SYRUP INTO THE ENGINE, INSTEAD OF OIL.

See the commercial in its electronic version at www.skodamobil.cz.

GREEN AND ECONOMICAL

THE SECOND-GENERATION GREENLINE MODELS FEATURED THEIR START-STOP SYSTEM AND RECUPERATION TECHNOLOGY FOR THE FIRST TIME IN ŠKODA SERIAL CARS. THANKS TO THIS, FABIA COMBI GREENLINE REDUCED ITS CO₂ EMISSIONS TO 89 G/KM. THE MODEL'S ECONOMY WAS CONFIRMED IN 2011 BY THE EXCEPTIONAL PERFORMANCE OF AUSTRIAN GERHARD PLATTNER WHO DROVE 2,006 KM WITHOUT REFUELLING HIS FABIA GREENLINE AND ACHIEVED THE AVERAGE CONSUMPTION OF 2.21 L PER 100 KM.

BET ON COMFORT

THE MULTIFUNCTION MODULE LOCATED ON THE LEFT UNDER THE STEERING WHEEL ALLOWED THE DRIVER TO EASILY AND SAFELY OPERATE THE RADIO AND, VIA HANDS-FREE, HIS MOBILE PHONE AS WELL. THOSE INTERESTED COULD ALSO PAY EXTRA FOR THEIR ELECTRONICALLY CONTROLLED AIR-CONDITIONING, NAVIGATION SYSTEM, OR SLIDING GLASS ROOF.



The engine of my FABIA 1.9 TDI derived from the first generation and featured its six-speed transmission, turbocharger or brakes from the original RS model. Its body reconstruction was easy mainly thanks to the SPORTLINE packet base. The only complication concerned the front bumper due to the different cooling requirements of the petrol and diesel versions. Eventually, on the right hand side, there I had to manually cut holes into the blinded "honeycomb". It served me without any issues for years, and drove perfectly even during my six-month study trip to Turkey.

Vladimír Mandík
GL – PL ŠA SPECIAL PROJECTS



In 2012, we purchased this model as our company car from ŠKODA AUTO. Its mileage was about 5,000 kilometres. The FABIA drove and served us until the moment of my transfer to the carmaker. Since I liked it due to its engine reliability and dynamics, I tried to propose the management of the original company to let me buy the car. They agreed, so we spend time driving together to this day – although more out of nostalgia. The car is still in perfect condition despite its mileage of more than 250,000 km.

Jan Bürger
PPF-M – ASSEMBLY SHOP PLANNING

2007

The brand introduces the second-generation FABIA car in Geneva. Model production starts in Aurangabad, India. Two years later, the cars begin rolling off the assembly line in Pune.

2008

The carmaker starts production of the model at the plant in Shanghai, China.

2009

The FABIA Super 2000 debuts at the Monte Carlo Rally. The SCOUT version gets its premiere.

2010

The FABIA series second generation production began in Kaluga, Russia, as well.

2011

The brand commemorated its 110th anniversary of operating in motorsport with its FABIA MONTE CARLO action model. The Hänninen/Markula crew won the World Rally Championship in the S-WRC class with their FABIA Super 2000.

ŠKODA FABIA III

ECONOMICAL AND SAFE

2014-2021

NUMBER OF CARS PRODUCED: 1,104,015 (TILL 31 MARCH 2021)
MAXIMUM POWER: 44-70 kW
MAXIMUM SPEED: 159-186 KM/H



The model's third generation already featured elements of the brand's current crystalline design language. The car's sporty, elegant look was supported in its rejuvenated version through the use of LED headlights. However, the new car's arrival also emphasised its significantly more environmentally friendly operation. Thanks to its weight loss and new engines, its consumption and emissions decreased by up to 17 percent. Its unexpectedly comfortable chassis and extensive

safety and comfort equipment permitted one's driving experience corresponding to higher-class cars. The car designers also took growing passenger safety demands into account. In addition to the robust design and six airbags, the Front Assist system helped to further improve the car's safety. It warned of the danger of a collision and was able to prevent it or minimise any consequences resulting from a collision.

RALLY QUEEN

The racing specials derived from the FABIA model are among the most successful cars in the brand's 120-year motorsport history. The path leading to the podium started with the FABIA WRC, produced between 2003 and 2007, with which legendary Colin McRae completed two World Championships. It was famously followed by the FABIA Super 2000, which debuted in Monte Carlo in January 2009 and immediately began raking in the laurels. Two years later, it even secured the crew of Juho Hänninen/Mikko Markkula the historic title of World Rally Champions in the S-WRC class. Through the ŠKODA Motorsport Customer Program, private teams purchased 63 special cars over the course of seven years, all of which were based on the second generation of the model series. The FABIA Rally2, homologated in 2015, even surpassed its predecessor. The carmaker's team won several Czech and world rally titles with it, and the customer teams won dozens of national and regional championships. To date, the ŠKODA Motorsport team has delivered more than 400 rally bestsellers to its customers.



IN THE NAME OF CONNECTIVITY

THE NEW FABIA ENABLED THE PASSENGERS TO CONNECT THEIR SMARTPHONES THROUGH THE MIRRORLINK SMARTGATE FUNCTIONS TO THE CAR'S INFOTAINMENT, CONTROLLED VIA ITS 6.5-INCH DISPLAY. CUSTOMERS GRADUALLY BEGAN USING THE WIDE RANGE OF ŠKODA CONNECT ONLINE SERVICES.



The ŠKODA FABIA was the first car with which I got to meet life's challenges at the age of 18. I remember the moment I got inside the first generation with its 1.9 SDI engine, which my parents lent me. The FABIA accompanied me on the most important moments of my life (e.g. high school graduation), drove me to my dormitories when I studied at the university in Liberec and still serves me today. I've only replaced the older model with a newer one. To drive to my first job, I'm currently using the new FABIA 1.0 TSI model of the third generation in the Monte Carlo version with its beautiful grey Steel colour. I already look forward to the new generation, especially with the 1.5 TSI engine!

Martin Rychtářech
BM/1 - PURCHASING METAL

2014

The carmaker presents its FABIA III and FABIA COMBI III models in Paris.

2015

The homologation process of the FABIA R5 special is successfully completed.

2016

The FABIA III defends its year-old victory in the Best Small Car category of the prestigious "What Car?" magazine competition.

2018

The modernised FABIA III is unveiled in Geneva.

