

Progression



Ian Lamming takes a look at the new Skoda Karoq

THE Yeti is officially dead, shot no doubt by an illegal collector in the foothills of the Himalayas.

Feel free to weep; there goes another endangered species as man tramples his way around the world.

But there is reason to rejoice; Skoda may have killed off its veritable Big Foot but has replaced it with something that should be able to fill its shoes. Oh, how I love feet metaphors.

Enter Karoq, which might appear a little familiar as it looks like Skoda has left its Kodiaq in the car wash for a little too long and, like your favourite jumper, it has shrunk.

It's a good look, very macho, chunky and muscular. Unlike many SUVs Karoq actually looks like it could go off road and have the ability to get back on it at will.

Where it will trump the much-loved and lamented Yeti is in the technology stakes.

Karoq features a raft of new driver assistance systems and in-car technology so driver and passengers will enjoy one of the safest and most advanced vehicles in the sector.

The all-new Karoq is available in three familiar trim levels; SE, SE L and Edition.

Standard features across the range include alloy wheels, privacy glass, LED rear lights, dual-zone climate control, front assist, pedestrian monitor and driver fatigue sensor.

Passengers enjoy plenty of legroom in a well designed and equipped cabin, while the Varioflex system consists of three separate rear seats that can be individually adjusted or completely removed to create a maximum load volume of 1,810 litres.

Karoq comes with the choice of four engine options – two TSI petrol units with outputs of 115PS and 150 PS and two TDI diesels also with power outputs of 115PS and 150PS. All four are available with a seven-speed DSG transmission as an option, with the most powerful diesel model – the 2.0 TDI 150PS – also available with four-wheel drive.

Safety-wise the Skoda will be up among the best thanks to a large number of cameras as well as radar and sensor-based driver assistance systems. The front radar assistant, which includes city emergency braking with person recognition, helps to prevent accidents with pedestrians. Manoeuvre assist and pulling-away assist help the driver in reduced visibility and warn of hidden dangers.

Other safety features include an adaptive-distance assistant, a lane-keeping, camera-based traffic sign recognition, an emergency call function, a traffic jam assistant and fatigue detection. If you asked nicely, I'm sure it would take out the rubbish and do the washing up.

So Yeti is dead, but that's evolution for you. I liked them, so did a lot of people, but since I've got a swinging brick for a heart, where did I leave the keys to the Karoq? Move over, move on, what can we kill off next in the name of progress?

Fact File

- Skoda Karoq
- Engine: petrol or diesel
- Power: 115-190PS
- Transmission: Seven-speed DSG auto
- CO2: 138g/km - 117g/km
- Prices from £20,875.00