

# 'Skoda Auto won't venture into CNG vehicles.'

**S Ronendra Singh**  
New Delhi

Skoda Auto will not enter into CNG for any of its vehicles — whether it is a sedan or SUV (sports utility vehicle) — because they already have refined engines with better mileage, a top official at the company said.

"We have no plan for CNG... it does not make any sense because we are already offering a very efficient engine... which can provide 20 km per litre, so you can hardly do much better. Because CNG on a turbo-charged petrol engine is a very expensive thing. People who drive CNG are usually on aspirational engines

which are much more simple... So this is not an option for our cars," Petr Janeba, Brand Director, Skoda Auto India, told *businessline*.

## COMPACT SUV

Meanwhile, the company announced pricing of its upcoming compact SUV Kylaq, ranging between ₹7.89 lakh and ₹14.40 lakh (introductory, ex-showroom). The company is looking for a market share of 8 per cent in this highly competitive segment among models such as Maruti Suzuki Brezza, Mahindra XUV 3XO, Tata Nexon, Hyundai Venue and Kia Sonet.

Kylaq will be rolled out from January 27 and Skoda Auto India has started book-



Petr Janeba, Brand Director, Skoda Auto India

ings of the vehicle, Janeba said, adding that the first 33,333 customers will also get three years of extended warranty.

The sub-four meter SUV will be competing in the most competitive segment that has a market of around one-lakh vehicles every

month (Domestic sales of 94,402 units in October as per Society of Indian Automobile Manufacturers).

"Our capacity is around 80,000, but anything around 60,000 will be good achievement. But, we are getting ready for the best and we can even expand the capacity without any additional investment at the plant," he added.

## MORE TOUCHPOINTS

The company is also adding 100 more touchpoints (showrooms) in the next few months, in addition to the existing 260 customer touchpoints, he said. The company is planning to add 30 touchpoints by December itself, especially in tier-II and -III cities, to cater to the market.