



ŠKODA
SIMPLY CLEVER

ŠKODA KODIAQ SCOUT

Diesel engines

Technical specifications	2.0 TDI/110 kW 4x4	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/140 kW 4x4 (A)
Engine			
Engine type	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front		
Cylinders	4		
Displacement [cm ³]	1968		
Bore × Stroke [mm × mm]	81.0 × 95.5		
Max. engine performance/revs [kW at rpm]	110/3500–4000		140/3500–4000
Max. torque/revs [Nm at rpm]	340/1750–3000		400/1750–3250
Compression ratio	16.2 : 1		15.5 : 1
Emission limit	EU 6 AG		
Fuel injection system	electronically controlled high-pressure direct injection – common-rail system		
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	diesel		
Transmission			
Wheel drive	four-wheel drive with automatic torque distribution		
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial wet multiple-disk clutch, electro-hydraulically operated	
Transmission	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	
Transmission ratio	I-3.769 II-2.087 III-1.324 IV-0.977 V-0.975 VI-0.814 R-4.549	I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 R-2.900	I-3.562 II-2.526 III-1.586 IV-0.938 V-0.722 VI-0.688 VII-0.574 R-2.789
Axle ratio	I-3.944 II-3.087	I-4.812 II-3.677	I-4.733 II-3.944
Chassis			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic diagonal dual-circuit braking system, vacuum servo assisted		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	disc brakes		
Parking brake	electromechanical, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		
Body			
Body	5 door, two compartment, 5 seater {7 seater}		
Drag coefficient c _w	0.332 {0.336}		



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Outside dimensions				
Length	[mm]	4707		
Width	[mm]	1882		
Height (at kerb weight)	[mm]	1660 {1659}		
Wheel base	[mm]	2791		
Clearance (at kerb weight)	[mm]	191		
Track front	[mm]	1586		
Track rear	[mm]	1576		
Inside dimensions				
Width of front seats	[mm]	1527		
Width of rear seats (2 nd /3 rd row)	[mm]	1510/- {1511/1270}		
Headroom in front seats	[mm]	1020		
Headroom in rear seats (2 nd /3 rd row)	[mm]	1014/- {1015/905}		
Storage capacity (behind 3 rd row of seats up to headrests, boot cover is stored under the boot floor)	[l]	{270***}		
Storage capacity up to the rear shelf (with 3 rd row of seats folded down, depending on position of backrest, and depending on the position of adjustable 2 nd row of seats)	[l]	650-835*** {560-765***}		
Storage capacity with rear seats folded down, up to the roof	[l]	2065 {2005}		
Weights				
Kerb weight – incl. driver**	[kg]	1725 {1768}	1762 {1805}	1775 {1818}
Payload – incl. driver**	[kg]	700 {738}	700 {720}	700 {725}
Total weight	[kg]	2350 {2431}	2387 {2450}	2400 {2468}
Max. roof load	[kg]	75		
Max. trailer load w/o brakes	[kg]	750 {-}	750	
Max. trailer load with brakes – 12%	[kg]	1950 {-}	2500 {2000}	
Max. trailer load with brakes – 8%	[kg]	1950 {-}	2500 {2000}	
Max. nose weight	[kg]	100 {-}	100 {80}	



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Liquids				
Tank capacity	[l]	60		
Performance/consumption				
Maximum speed	[km/h]	197 {196}	194 {193}	210 {209}
Acceleration 0–100 km/h	[s]	9.7 {9.9}	9.8 {10.0}	8.4 {8.6}
Fuel consumption (NEDC)				
– urban	[l/100 km]	6.5	6.2	6.6
– extra-urban	[l/100 km]	4.9	5.0	5.1
– combined	[l/100 km]	5.4	5.4	5.7
CO ₂ emissions	[g/km]	145	143	149
Turning circle diameter	[m]	11.6		

The technical data is valid for the basic version.

** Figures apply to basic version, weight of driver 75 kg.

*** The capacity depends on the position of the backrests and rear seats.

{ } Applies to 7-seater.

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.



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