



**ŠKODA**  
SIMPLY CLEVER

# ŠKODA OCTAVIA SCOUT

Technical specifications	1.5 TSI/110 kW	2.0 TDI/85 kW	2.0 TDI/147 kW 4x4 (A)
<b>Engine</b>			
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders	4		
Displacement [cm <sup>3</sup> ]	1498	1968	
Bore × Stroke [mm × mm]	74.5 × 85.9	81.0 × 95.5	
Max. engine performance/revs [kW at rpm]	110/5000–6000	85/2750–4250	147/3600-4100
Max. torque/revs [Nm at rpm]	250/1500–3500	300/1600–2500	400/1750-3500
Compression ratio	10.5 : 1	16.0 : 1	15.5 : 1
Emission limit	EU 6 DG		EU 6 AP
Fuel injection system	electronically controlled direct injection	electronically controlled high-pressure direct injection – common-rail system	
Ignition	control unit controlled electronic ignition system	-	
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	unleaded petrol min, RON 95	diesel	
<b>Transmission</b>			
Wheel drive	front 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-3.750 II-1.952 III-1.200 IV-0.925 V-0.767 VI-0.652 R-3.583	I-3.750 II-1.952 III-1.200 IV-0.833 V-0.638 VI-0.510 R-3.583	I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 R-2.900
Axle ratio	3.944	3.684	4.471/3.304



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<b>Chassis</b>			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	compound link crank-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, electromechanical 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		
<b>Body</b>			
Body	5 door, two compartment, 5 seater		
Drag coefficient $c_w$	0.288	0.291	0.293
<b>Outside dimensions</b>			
Length [mm]	4703		
Width [mm]	1829		
Height (at kerb weight) [mm]	1488	1487	
Wheel base [mm]	2688	2680	
Clearance (at kerb weight) [mm]	163	161	
Height of the loading sill (at kerb weight) [mm]	651	650	
Track front [mm]	1535		
Track rear [mm]	1531	1533	
<b>Inside dimensions</b>			
Width of front seats [mm]	1463		
Width of rear seats [mm]	1444		
Headroom in front seats [mm]	1039		
Headroom in rear seats [mm]	985		
Storage capacity [l]	640		
Storage capacity with rear seatback folded down [l]	1700		



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<b>Weights</b>				
Kerb weight – incl. driver*	[kg]	1392–1556	1477–1641	1602–1766
Payload – incl. driver*	[kg]	429–593	394–558	504–668
Total weight	[kg]	1910	1960	2195
Max. roof load	[kg]		75	
Max. trailer load w/o brakes	[kg]	690	730	750
Max. trailer load with brakes – 12%	[kg]		1500	2000
Max. trailer load with brakes – 8%	[kg]		1500	2000
Max. nose weight	[kg]		80	
<b>Liquids</b>				
Tank capacity	[l]		45	55
<b>Performance/consumption</b>				
Maximum speed	[km/h]	220	201	230
Acceleration 0–100 km/h	[s]	8.4	10.6	6.8
Fuel consumption (NEDC)				
– urban	[l/100 km]	6,3–6,4	4,2	6,4
– extra-urban	[l/100 km]	4,0–4,2	3,2–3,3	4,3
– combined	[l/100 km]	4,9–5,0	3,5–3,6	5,1
CO <sub>2</sub> emissions	[g/km]	112–115	93–94	135
Fuel consumption (WLTP)				
– combined	[l/100 km]	–	–	–
CO <sub>2</sub> emissions	[g/km]	–	–	–
Turning circle diameter	[m]		10,4	

The technical data is valid for the basic version.

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

– The technical data are not available on the press deadline.

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1<sup>st</sup> 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 CO<sub>2</sub> emissions. Starting on September 1<sup>st</sup> 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 CO<sub>2</sub> emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC.

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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, CO<sub>2</sub> emissions and the performance figures for the vehicle.

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