



ŠKODA
SIMPLY CLEVER

ŠKODA KAMIQ SCOUTLINE

Petrol engines

Technical specifications	1.0 TSI/70 kW	1.0 TSI/85 kW	1.0 TSI/85 kW (A)	1.5 TSI/110 kW	1.5 TSI/110 kW (A)
Engine					
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front				
Cylinders	3			4	
Displacement [cm ³]	999			1498	
Bore × Stroke [mm × mm]	74.5 × 76.4			74.5 × 85.9	
Max. engine performance/revs [kW at rpm]	70/5000–5500	81/5000		110/5000–6000	
Max. torque/revs [Nm at rpm]	175/1600–3500	200/2000–3000		250/1500–3500	
Compression ratio	11.5 : 1			10.5 : 1	
Emission limit	EU 6 AP				
Fuel injection system	electronically controlled direct injection				
Ignition	control unit controlled electronic ignition system				
Lubrication	force-feed lubrication with through-flow oil filter				
Fuel quality	unleaded petrol min. RON 95				
Transmission					
Wheel drive	front wheel drive				
Clutch	hydraulic single dry clutch disc with membrane spring, asbestos free		two coaxial dry multiple-disk clutch, electro-hydraulically operated	hydraulic single dry clutch disc with membrane spring, asbestos free	two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	manual 5-speed fully synchronized	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing	manual 6-speed fully synchronized	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.77 II-1.96 III-1.28 IV-0.88 V-0.67 R-3.18	I-3.77 II-1.95 III-1.28 IV-0.97 V-0.78 VI-0.64 R-3.18	I-3.77 II-2.27 III-1.53 IV-1.13 V-1.18 VI-0.96 VII-0.80 R-4.17	I-4.11 II-2.12 III-1.36 IV-1.03 V-0.86 VI-0.73 R-4.00	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72
Axle ratio	4.357	4.323	I-4.800 II-3.429 III-4.500	3.647	I-4.800 II-3.429 III-4.500



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Chassis					
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser				
Rear axle	compound link crank-axle				
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	drum brakes			disc brakes	
Parking brake	manual, on rear wheels				
Steering system	direct rack and pinion steering with electro mechanic power steering				
Body					
Body	5 door, two compartment, 5 seater				
Drag coefficient c_w	0.314	0.315		0.320	
Outside dimensions					
Length	[mm]	4241			
Width	[mm]	1793			
Height (at kerb weight)	[mm]	1534			
Wheel base	[mm]	2651			
Clearance (at kerb weight)	[mm]	188			
Height of the loading sill (at kerb weight)	[mm]	699			
Track front	[mm]	1521			
Track rear	[mm]	1507			



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Inside dimensions					
Width of front seats [mm]			1439		
Width of rear seats [mm]			1425		
Headroom in front seats [mm]			1051		
Headroom in rear seats [mm]			1003		
Storage capacity [l]			400		
Storage capacity with rear seatback folded down [l]			1395		
Weights					
Kerb weight – incl. driver* [kg]	1214–1380	1237–1396	1256–1415	1261–1420	1277–1436
Payload – incl. driver* [kg]	415–548	418–550	418–550	418–562	428–567
Total weight [kg]	1635–1720	1652–1746	1670–1760	1676–1780	1699–1800
Max. roof load [kg]			75		
Max. trailer load w/o brakes [kg]	600	610	620		630
Max. trailer load with brakes – 12% [kg]	1150		1200		1250
Max. trailer load with brakes – 8% [kg]	1150		1200		1250
Max. nose weight [kg]			75		
Liquids					
Tank capacity [l]			50		



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Performance/consumption						
Maximum speed	[km/h]	183	194	193	215	215
Acceleration 0–100 km/h	[s]	11.2	10.2	10.2	8.0	8.3
Fuel consumption – combined (WLTP)	[l/100 km]	5.4–5.9	5.4–5.8	5.8–6.2	5.6–6.0	6.0–6.3
CO ₂ emissions – combined (WLTP)	[g/km]	123–133	123–133	133–141	127–135	135–143
Turning circle diameter	[m]			10.1		

The technical data is valid for the basic version.

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

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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