Škoda Karoq Sportline 4×4

Petrol engine

Technical specifications		2.0 TSI/140 kW 4×4 (A)
Engine		
Engine type		turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front
Cylinders		4
Displacement	[cm^3]	1984
Bore × Stroke	[mm × mm]	82.5 × 92.8
Max. engine performance/revs	[kW at rpm]	140/4200–6000
Max. torque/revs	[Nm at rpm]	320/1500–4100
Compression ratio		12.2 : 1
Emission limit		EU 6 AP
Fuel injection system		electronically controlled combined (direct and port) 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		four-wheel drive with automatic torque distribution
Clutch		two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission		automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio		I-3.400 II-2.750 III-1.767 IV-0.925 V-0.705 VI-0.755 VII-0.635 Z-2.900
Axle ratio		I-4.471 II-3.304
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

Škoda Karoq Sportline 4×4

Petrol engine

Technical specifications		2.0 TSI/140 kW 4×4 (A)
Body		
Body		5 door, two compartment, 5 seater
Drag coefficient c_w		0.310–0.360
Outside dimensions		
Length	[mm]	4384
Width	[mm]	1841
Height (at kerb weight)	[mm]	1612
Wheel base	[mm]	2630
Clearance (at kerb weight)	[mm]	173
Height of the loading sill (at kerb weight)	[mm]	689
Track front	[mm]	1572
Track rear	[mm]	1544
Inside dimensions		
Width of front seats	[mm]	1486
Width of rear seats	[mm]	1445
Headroom in front seats	[mm]	1058
Headroom in rear seats	[mm]	1020
Storage capacity	[l]	500
Storage capacity with rear seats backrests down	[l]	1609

Škoda Karoq Sportline 4×4

Petrol engine

Technical specifications		2.0 TSI/140 kW 4×4 (A)
Weights		
Kerb weight – incl. driver*	[kg]	1583–1763
Payload – incl. driver*	[kg]	528–665
Total weight	[kg]	2112–2220
Max. roof load	[kg]	75
Max. trailer load w/o brakes	[kg]	750
Max. trailer load with brakes – 12%	[kg]	1900
Max. trailer load with brakes – 8%	[kg]	1900
Max. nose weight	[kg]	90
Liquids		
Tank capacity	[l]	55
Performance/consumption		
Maximum speed	[km/h]	221
Acceleration 0–100 km/h	[s]	7.0
Fuel consumption – combined (WLTP)	[l/100 km]	7.5–8.1
CO_2 emissions – combined (WLTP)	[g/km]	171–184
Turning circle diameter	[m]	10.2

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 CO_2 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 CO_2 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, CO_2 emissions and the performance figures for the vehicle.

Škoda Karoq Sportline 4×4

Diesel engine

Technical specifications		2.0 TDI/110 kW 4×4 (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]	110/3000–4200
Max. torque/revs	[Nm at rpm]	360/1600–2750
Compression ratio		16.0 : 1
Emission limit		EU 6 AP
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		two coaxial wet multiple-disk clutch, electro-hydraulically operated
Transmission		automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio		I-3.579 II-2.750 III-1.677 IV-0.889 V-0.677 VI-0.722 VII-0.561 Z-2.900
Axle ratio		I-4.471 II-3.304
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

Škoda Karoq Sportline 4×4

Diesel engine

Technical specifications		2.0 TDI/110 kW 4×4 (A)
Body		
Body		5 door, two compartment, 5 seater
Drag coefficient c_w		0.309–0.371
Outside dimensions		
Length	[mm]	4384
Width	[mm]	1841
Height (at kerb weight)	[mm]	1612
Wheel base	[mm]	2630
Clearance (at kerb weight)	[mm]	173
Height of the loading sill (at kerb weight)	[mm]	689
Track front	[mm]	1572
Track rear	[mm]	1544
Inside dimensions		
Width of front seats	[mm]	1486
Width of rear seats	[mm]	1445
Headroom in front seats	[mm]	1058
Headroom in rear seats	[mm]	1020
Storage capacity	[l]	500
Storage capacity with rear seats backrests down	[l]	1609

Škoda Karoq Sportline 4×4

Diesel engine

Technical specifications		2.0 TDI/110 kW 4×4 (A)
Weights		
Kerb weight – incl. driver*	[kg]	1604–1830
Payload – incl. driver*	[kg]	395–669
Total weight	[kg]	2110–2240
Max. roof load	[kg]	75
Max. trailer load w/o brakes	[kg]	750
Max. trailer load with brakes – 12%	[kg]	2100
Max. trailer load with brakes – 8%	[kg]	2100
Max. nose weight	[kg]	90
Liquids		
Tank capacity	[l]	55
Performance/consumption		
Maximum speed	[km/h]	204
Acceleration 0–100 km/h	[s]	8.8
Fuel consumption – combined (WLTP)	[l/100 km]	5.7–6.2
CO_2 emissions – combined (WLTP)	[g/km]	150–162
Turning circle diameter	[m]	10.2

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 CO_2 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 CO_2 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, CO_2 emissions and the performance figures for the vehicle.