

## Battery and powertrain variants: front-wheel drive architecture and efficient electric performance

- › **The Epiq is the first Škoda model to be based on the new front-wheel-drive MEB+ electric platform, optimized for a new generation of compact electric vehicles**
- › **Full one-pedal driving in B mode, with switchable regeneration intensity**
- › **Front-wheel drive and smaller, lighter traction batteries for a more spacious interior and reduced energy consumption**
- › **Three power variants and two traction battery capacities available**
- › **A range of around 440 kilometres and fast DC charging from 10% to 80% in approximately 24 minutes**

**Mladá Boleslav, 19 May 2026 – The Epiq is Škoda's first electric model built on the MEB+ platform, optimized for small front-wheel-drive electric cars. It uses smaller, lighter traction batteries, allowing for lower energy consumption and increased interior space. This SUV crossover is available with two traction battery capacities and three power variants, ranging from 85 kW to 155 kW, and offering a maximum range of around 440 kilometres. At DC fast-charging stations, the range-topping 55 version can be charged from 10% to 80% in approximately 24 minutes.**

### **Two traction battery versions**

The Epiq is available in two traction-battery versions: the smaller battery has a gross capacity of 38.5 kWh (37.5 kWh net) and uses lithium-iron-phosphate (LFP) chemistry. The larger battery offers a gross capacity of 55 kWh (51.5 kWh net) and uses nickel-manganese-cobalt (NMC) chemistry, providing a higher energy density and supporting a longer driving range.

### **Three power variants**

The Epiq is offered in three power variants: 35, 40, and 55. The Epiq 35 delivers a maximum output of 85 kW using a smaller traction battery, as does the Epiq 40, which, however, offers a maximum output of 99 kW. Both variants deliver maximum torque of 267 Nm, cover around 310 kilometres on a single charge, and reach a top speed of 150 km/h.

The range-topping Epiq 55 is paired with the larger battery and drives the front wheels with an output of 155 kW and a maximum torque of 290 Nm. Its top speed is limited to 160 km/h. This variant offers a range of around 440 kilometres and fast DC charging from 10% to 80% in approximately 24 minutes. All variants are powered by a highly efficient permanent-magnet synchronous motor, enabling dynamic acceleration. Regenerative braking, a coasting function and an ECO assistant support efficient driving and extend the vehicle's range.

**First Škoda model on the MEB+ electric platform**

The Epiq makes its debut on the new MEB+ electric platform. Alongside the Epiq, three other Volkswagen Group models will also be introduced on this platform this year, positioning the car manufacturer in the competitive small BEV segment: the Volkswagen ID. Polo, the Volkswagen ID. Cross, and the Cupra Raval. The front-wheel-drive configuration distinguishes the Epiq from other Škoda BEV models. The platform architecture is designed for smaller, lighter traction batteries, contributing to reduced energy consumption and efficient vehicle packaging.

**Bidirectional charging**

The Epiq features bidirectional charging. This enables the energy stored in the battery to be used outside the vehicle. Specifically, the Epiq supports V2L (Vehicle-to-Load) for powering external electrical devices, as well as V2H (Vehicle-to-Home) and V2G (Vehicle-to-Grid), subject to the use of a compatible wallbox.

**Axles and brakes**

Both axles of the new Epiq are fitted with disc brakes, with ventilated discs at the front. Due to the front-wheel-drive configuration, the rear axle does not use regenerative braking to slow the car down, resulting in more frequent use of the rear brakes and consequently limiting the oxidation of the discs. The front axle features a MacPherson layout with lower triangular wishbones and a transverse torsion stabiliser. At the rear, a proven trailing-arm axle with a torsion beam is used.

**One-pedal driving**

The new Epiq makes everyday driving even more convenient thanks to its full one-pedal driving function in B mode. Once activated, the driver can control the vehicle using only the accelerator pedal: when it is released, the Epiq decelerates smoothly while efficiently recuperating energy back into the battery. The intensity of recuperation can also be adapted to the current driving situation and personal preferences, bringing greater comfort, especially in urban traffic, when moving slowly in queues or when driving down long descents. The function therefore supports intuitive vehicle control, a calmer driving experience and more efficient use of the electric powertrain.

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- > is successfully steering through the new decade with the Next Level Škoda Strategy;
- > aims to become one of the top three best-selling brands in Europe by the end of the decade by offering its customers the best of both worlds through a range of attractive BEV, hybrid & ICE products;
- > effectively exploits the potential in important growth markets such as India, Vietnam and the ASEAN region;
- > currently offers customers 12 passenger car model ranges: Fabia, Scala, Octavia, Superb, Kamiq, Karoq, Kodiaq, Elroq, Enyaq, Slavia, Kylaq and Kushaq;
- > delivered more than 1,040,000 vehicles to customers worldwide in 2025;
- > has been part of the Volkswagen Group, one of the world's most successful car manufacturers, for more than 30 years;
- > is part of Brand Group CORE, an organisational merger of the Volkswagen Group's volume brands, with the aim of achieving joint growth and significantly increasing the overall efficiency of all five volume brands;
- > independently develops and produces components such as MEB battery systems, engines and transmissions for other Volkswagen Group brands;
- > operates three production plants in the Czech Republic; has production capacities in Slovakia, Kazakhstan and India, mostly through group partnerships, as well as in Vietnam and Ukraine in cooperation with a local partner;
- > employs around 40,000 people worldwide and is active in almost 100 markets.