



ŠKODA
SIMPLY CLEVER

ŠKODA ENYAQ COUPÉ iV

| Technical specifications | 60 | 80 | 80x |
|---------------------------------------|--|--|--|
| Engine | | | |
| Engine type | permanent magnet synchronous motor | | rear – permanent magnet synchronous motor / front – asynchronous motor |
| Max. system engine performance [kW] | 132** | 150** | 195*** |
| Max. torque [Nm] | 310 | | 425 |
| Battery capacity brutto (netto) [kWh] | 62 (58) | 82 (77) | 82 (77) |
| Battery type | Li-Ion (DC-high-voltage) | | |
| Transmission | | | |
| Wheel drive | rear wheel drive | | four-wheel drive |
| Transmission | single-speed | | two single-speed |
| Axle ratio | 4.389 | | rear – 3.900 / front – 2.760 |
| Chassis | | | |
| Front axle | MacPherson suspension with lower triangular links and torsion stabiliser | | |
| Rear axle | multi-element axle, with five transverse links and 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 | disc brakes with inner cooling, with two-piston floating caliper | |
| Brake – rear | drum 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 | | |
| Drag coefficient c_w | 0.234–0.263 | 0.240–0.271 | |



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| Outside dimensions | | | | |
| Length | [mm] | | 4653 | |
| Width | [mm] | | 1879 | |
| Height (at kerb weight) | [mm] | 1621 | | 1622 |
| Wheel base | [mm] | 2764 | | 2765 |
| Clearance (at kerb weight) | [mm] | 186 | | 187 |
| Height of the loading sill (at kerb weight) | [mm] | 705 | | 704 |
| Track front | [mm] | | 1587 | |
| Track rear | [mm] | | 1565 | |
| Inside dimensions | | | | |
| Width of front seats | [mm] | | 1506 | |
| Width of rear seats | [mm] | | 1488 | |
| Headroom in front seats | [mm] | | 1095 | |
| Headroom in rear seats | [mm] | | 990 | |
| Storage capacity | [l] | | 570 | |
| Storage capacity – with rear seatback folded down | [l] | | 1610 | |
| Weights | | | | |
| Kerb weight – incl. driver* | [kg] | 2002–2153 | 2149–2289 | 2202–2363 |
| Payload – incl. driver* | [kg] | 432–583 | 428–568 | 462–623 |
| Total weight | [kg] | 2510 | 2642 | 2750 |
| Max. roof load | [kg] | | 75 | |
| Max. trailer load w/o brakes | [kg] | | 750 | |
| Max. trailer load with brakes – 12% | [kg] | | 1000 | 1200 |
| Max. trailer load with brakes – 8% | [kg] | | 1200 | 1400 |
| Max. nose weight | [kg] | | 75 | |



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| Performance/consumption | | | |
| Maximum speed [km/h] | | 160 | |
| Acceleration 0–100 km/h [s] | 8.8 | 8.8 | 7.0 |
| Fuel consumption – combined (WLTP) [kWh/100 km] | 15.5–16.7 | 15.7–17.1 | 16.6–18.0 |
| CO ₂ emissions [g/km] | | 0 | |
| Range (WLTP) [km] | 416 | 544 | 520 |
| AC charging (0–100 %) – power/time (according to the type of cable) | 11 kW/6 h 15 min | 11 kW/7 h 30 min | 11 kW/7 h 30 min |
| DC charging (10–80 %) – power/time | 120 kW/35 min | 135 kW/29 min | 135 kW/36 min |
| Turning circle diameter [m] | | 9.3 | 10.8 |

* Weight of driver 75 kg.

** The availability of the maximum electrical output could be limited. The amount of power available in individual driving situations depends on various factors, such as ambient temperature and the charge status, temperature, and condition or physical age of the high-voltage battery.

*** Maximum electrical output of 195 kW: Maximum output that can be accessed for a maximum of 30 seconds, calculated in accordance with UN GTR No. 21. The amount of power available in individual driving situations depends on various factors, such as ambient temperature and the charge status, temperature, and condition or physical age of the high-voltage battery. The availability of the maximum power requires the high-voltage battery to be between 23°C and 50°C and have a charge level of > 88%. Deviations from the aforementioned parameters in particular may lead to a reduction in power, through to the complete unavailability of the maximum power.

The battery temperature can be indirectly influenced by the auxiliary air conditioner to a certain extent and the charge level can, for example, be adjusted in the vehicle. The amount of power available at a particular time is shown in the vehicle's power display. To maintain the high-voltage battery's usable capacity as effectively as possible, a battery charging target of 80% is recommended if the vehicle is used daily (to be switched to 100% prior to long-distance journeys for example).

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