



ŠKODA
SIMPLY CLEVER

ŠKODA KAMIQ SCOUTLINE

Petrol engines

Technical specifications	1.0 TSI/70 kW	1.0 TSI/81 kW	1.0 TSI/81 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 [cm³]	999			1498	
Bore × Stroke [mm × mm]	74.5 × 76.4			74.5 × 85.9	
Max. engine performance/revs [kW at rpm]	70/5000–5500	81/5500		110/5000–6000	
Max. torque/revs [Nm at rpm]	175/2000–3500	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-3.769 II-1.955 III-1.281 IV-0.881 V-0.673 R-3.182	I-3.769 II-1.947 III-1.281 IV-0.973 V-0.778 VI-0.642 R-3.182	I-3.765 II-2.273 III-1.531 IV-1.133 V-1.176 VI-0.956 VII-0.795 R-4.170	I-4.111 II-2.118 III-1.360 IV-1.029 V-0.857 VI-0.733 R-4.000	I-3.500 II-2.087 III-1.343 IV-0.933 V-0.974 VI-0.778 VII-0.653 R-3.722
Axle ratio	4.357	4.353	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	0.296–0.335	0.298–0.336		0.302–0.336	
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				
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				



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Weights						
Kerb weight – incl. driver*	[kg]	1244–1375	1257–1388	1277–1408	1286–1417	1305–1436
Payload – incl. driver*	[kg]	440–547	447–554	447–554	438–545	439–548
Total weight	[kg]	1716–1740	1736–1760	1756–1780	1756–1780	1778–1800
Max. roof load	[kg]	75				
Max. trailer load w/o brakes	[kg]	620	620	630	640	650
Max. trailer load with brakes – 12%	[kg]	1000	1200		1250	
Max. trailer load with brakes – 8%	[kg]	1000	1200		1250	
Max. nose weight	[kg]	75				
Liquids						
Tank capacity	[l]	50				
Performance/consumption						
Maximum speed	[km/h]	189	199	198	219	218
Acceleration 0–100 km/h	[s]	11.1	10.1	10.2	8.0	8.2
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	132–141	127–136	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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