

ŠKODA ENYAQ iV



ŠKODA
SIMPLY CLEVER

Technical specifications	ENYAQ iV 50	ENYAQ iV 60	ENYAQ iV 80	ENYAQ iV 80x
Engine				
Engine type	permanent magnet synchronous motor			rear – permanent magnet synchronous motor / front – asynchronous motor
Max. system engine performance [kW]	109**	132**	150**	195***
Max. torque [Nm]	220	310		425
Battery capacity brutto (netto) [kWh]	55 (52)	62 (58)	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	0.262–0.272	0.255–0.277	0.258–0.280	



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Outside dimensions					
Length	[mm]	4649			
Width	[mm]	1879			
Height (at kerb weight)	[mm]	1619	1621	1620	
Wheel base	[mm]	2764	2764	2765	
Clearance (at kerb weight)	[mm]	186	188	187	
Height of the loading sill (at kerb weight)	[mm]	704	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]	1056			
Headroom in rear seats	[mm]	990			
Storage capacity	[l]	585			
Storage capacity – with rear seatback folded down	[l]	1710			
Weights					
Kerb weight – incl. driver*	[kg]	1938–2071	1992–2171	2107–2148	2193–2381
Payload – incl. driver*	[kg]	429–562	404–583	467–508	440–628
Total weight	[kg]	2425	2500	2540	2746
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]	11.3	8.8	8.6	6.9
Fuel consumption – combined (WLTP) [kWh/100 km]	16.1–16.5	15.9–17.1	16.2–17.4	16.9–18.4
CO ₂ emissions [g/km]	0			
Range (WLTP) [km]	355	408	532	513
AC charging (0–100 %) – power/time (according to the type of cable)	7.2 kW/7 h 30 min	11 kW/6 h 15 min	11 kW/7 h 30 min	11 kW/7 h 30 min
DC charging (10–80 %) – power/time	110 kW/36 min	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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