

Powertrains: Four petrol and two diesel engines as well as mild-hybrid options

- › Two 1.5 TSI petrol engines with optional mild-hybrid technology and DSG
- › More power for the two 2.0 TSI engines
- › Outputs from 85 kW (115 hp) to 195 kW (265 hp), one all-wheel-drive variant

Mladá Boleslav, 14 February 2024 – The Škoda Octavia is available with a range of advanced four-cylinder engines – four petrol units and two diesels. Power outputs range from 85 kW (115 hp) in the two entry-level variants to 195 kW (265 hp) in the Octavia RS. The 2.0 TSI with 150 kW (204 hp) is due to be launched at a later date and will come with all-wheel drive as standard.

Mild hybrids for even more efficiency

The powertrain line-up of the updated Octavia starts with a 1.5 TSI petrol engine and a 2.0 TDI diesel, each with 85 kW (115 hp) of power and a manual 6-speed gearbox. Like the 1.5 TSI version with 110 kW (150 hp), the entry-level petrol engine is optionally available with mild-hybrid technology and DSG. Energy recovered during braking is stored in a 48-volt lithium-ion battery, using a water-cooled 48-volt belt-driven starter-generator. This supports the internal combustion engine with a surge of electric power or allows the Octavia to coast with the engine completely switched off. When less power is required, both 1.5 TSI engines can switch off two cylinders using ACT+ active cylinder deactivation to reduce fuel consumption. The turbocharger features variable turbine geometry and superior thermal efficiency.

Up to 15 kW (20 hp) more power for the 2.0 TSI engines

Both 2.0 TSI engines inject fuel with a pressure of 350 bar and feature variable valve lift. Improved air intake and friction optimisation contribute to increased power output. The 150 kW (204 hp) variant with all-wheel drive as standard runs on the Budack cycle with an increased compression ratio of 12.2:1 and is 10 kW (14 hp) more powerful than its predecessor. The top petrol engine in the Octavia RS now produces 195 kW (265 hp) – 15 kW (20 hp) more than before.

Diesel with exhaust gas treatment using the twin-dosing process

In both 2.0 TDI engines, a crankshaft drive with steel pistons efficiently reduces heat losses while at the same time increasing combustion speed. Injection pressure is 2,200 bar, while the turbocharger benefits from variable turbine geometry, which ensures optimum boost pressure over a wide rev range, resulting in a smoother power curve characteristic. The optimised exhaust gas treatment system reducing nitrogen oxide (NO_x) emissions is

positioned close to the engine and uses a twin-dosing process to inject AdBlue upstream of two SCR catalytic converters arranged in series.

Engine line-up

Petrol engines			
Power	Torque [Nm]	Drive	Transmission
1.5 TSI/85 kW (115 hp)	220	FWD	6-speed manual
1.5 TSI/85 kW (115 hp) mHEV	220	FWD	7-speed automatic
1.5 TSI/110 kW (150 hp)	250	FWD	6-speed manual
1.5 TSI/110 kW (150 hp) mHEV	250	FWD	7-speed automatic
2.0 TSI/150 kW (204 hp) (2025)	320	AWD	7-speed automatic
2.0 TSI/195 kW (265 hp)	370	FWD	7-speed automatic
Diesel engines			
Power	Torque [Nm]	Drive	Transmission
2.0 TDI/85 kW (115 hp)	300	FWD	6-speed manual
2.0 TDI/110 kW (150 hp)	360	FWD	7-speed automatic

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