

## Powertrains: More efficient than ever with plug-in and mild-hybrid technology, a first for the Kodiaq

- › **Plug-in hybrid: more than 100 kilometres of electric range on the WLTP cycle**
- › **Wide range of powertrains: 1.5 TSI with mild-hybrid technology, one 2.0 TSI petrol engine and two 2.0 TDI diesels**
- › **Well-tuned chassis: DCC Plus adaptive chassis control for even better comfort and improved driving dynamics**

**Mladá Boleslav, 8 April 2024 – The second-generation Kodiaq showcases a versatile range of modern and highly efficient engines that includes both petrol and diesel options. For the first time, the Kodiaq is also available with plug-in and mild-hybrid technology. The plug-in hybrid powertrain for the Kodiaq iV offers a system output of 150 kW (204 hp) and an all-electric range of more than 100 kilometres on the WLTP cycle. Mild-hybrid technology comes in the entry-level 1.5 TSI with 110 kW (150 hp). A 2.0 TSI petrol unit with 150 kW (204 hp) and two 2.0 TDI diesels with 110 kW (150 hp) and 142 kW (193 hp) respectively complete the range. The top petrol engine and top diesel come with all-wheel drive as standard, and all engines are mated to a DSG transmission.**

**Johannes Neft, Škoda Auto Board Member for Technical Development,** says: “In terms of powertrains, the Kodiaq iV is the stand-out model in the second generation of our large SUV. As the first ever Kodiaq plug-in hybrid, it features the latest version of this powertrain based on the 1.5 TSI with a generous battery capacity of 25.7 kWh. This now enables an all-electric range of more than 100 kilometres, which is plenty enough for most real-world driving.”

### **Kodiaq iV uses the latest plug-in hybrid powertrain**

Škoda is using the latest iteration of its plug-in hybrid powertrain to electrify the second Kodiaq generation. It features a 110 kW (150 hp) 1.5 TSI unit which, together with an electric motor, delivers a system output of 150 kW (204 hp), transmitted to the front wheels via a 6-speed DSG. The new high-voltage battery enables a purely electric range of more than 100 kilometres on the WLTP cycle. The battery can be charged from 10 to 80 per cent in 2.5 hours, with a maximum charging rate of 11 kW at domestic wallboxes and AC charging points. For DC charging, the maximum charging rate is 50 kW. \* Recharging the battery from 10 to 80 per cent takes just 25 minutes. Energy is also recuperated during braking. Despite the large battery, the Kodiaq iV offers a generous luggage capacity of 745 litres.

The infotainment system includes numerous functions specific to the plug-in hybrid version – to make searches for charging stations particularly easy, for example.

**Kodiaq iV – technical data:**

System power output	150 kW
Petrol engine	1.5 TSI/110 kW
Battery capacity (gross)	25.7 kWh
Battery weight	173 kg
Electric range (WLTP)	Over 100 km
Charging rate	AC up to 11 kW DC up to 50 kW
Petrol fuel tank	45 l
Luggage capacity	745 l

**Mild-hybrid technology for the 1.5 TSI, top petrol and top diesel with all-wheel drive**

In addition to the Kodiaq iV, the SUV's second generation is available with two petrol engines and two diesels, all mated to a 7-speed DSG. The entry-level 1.5 TSI petrol model with 110 kW (150 hp) is the first in the range to feature mild-hybrid technology using a 48-volt belt-driven starter-generator and a 48-volt lithium-ion battery. Energy recovered during braking can support the internal-combustion engine with an electric power boost or allow the SUV to coast with the engine completely switched off. Both hybrid engines belong to the latest EA 211 evo2 engine series. Operating on the fuel-efficient Miller cycle, they are equipped with a turbocharger that uses variable turbine geometry. The 1.5 TSI engine, with integrated mild-hybrid technology, also features latest-generation active cylinder technology (ACT+). The two 2.0 TDI diesel variants deliver outputs of 110 kW (150 hp) and 142 kW (193 hp). The range-topping diesel and petrol engines come with all-wheel drive. Additionally, all engines in this lineup meet the Euro 6e emissions standard. Emphasising efficiency and smooth running, all engines in the second-generation Kodiaq are tailored for the discerning driver.

**Premiere for the new DCC Plus Dynamic Chassis Control**

The second-generation Kodiaq is optionally available with the new DCC Plus Dynamic Chassis Control. This new version uses two independently controlled valves to separate the suspension's rebound and compression stages. Previously, both functions were controlled by a shared valve. The new generation enables faster damping adjustment and a wider range of damping characteristics. Drivers and passengers will notice the difference in the form of faster responses, enhanced driving dynamics and increased comfort. Ground clearance with DCC Plus remains the same as with the standard suspension.

**The powertrain line-up for the Škoda Kodiaq**

Engines	Power	Torque	Transmission	Drive
<b>PHEV</b>				
1.5 TSI iV	150 kW / 204	350 Nm	6-speed DSG	Front
<b>Petrol</b>				
1.5 TSI mHEV	110 kW / 150	250 Nm	7-speed DSG	Front
2.0 TSI	150 kW / 204	320 Nm	7-speed DSG	4x4
<b>Diesel</b>				
2.0 TDI	110 kW / 150	360 Nm	7-speed DSG	Front
2.0 TDI	142 kW / 193	400 Nm	7-speed DSG	4x4

\*The value for the customer-relevant charging process is 40 kW, determined in accordance with DIN 70080.

Contact

**Vítězslav Kodym**

Head of Product Communications

+420 604 292 131

vitezslav.kodym@skoda-auto.cz

**Zbyněk Straškraba**

Spokesperson Product Communications

+420 605 293 168

zbynek.straskraba@skoda-auto.cz

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- › delivered over 866,000 vehicles to customers around the world in 2023.
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