



EV FACT SHEET

Skoda Enyaq

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Skoda Enyaq. Image: Skoda

INTRODUCTION

As Skoda is part of the VW automotive conglomerate, it should come as no surprise that the Skoda Enyaq is built on the VW MEB electric-only platform. Whilst offered overseas in SUV and crossover/coupe body shapes, currently only the coupe is offered here.

Classified by VFACTS Australia as a 'medium SUV', Skoda prefer to call it an 'SUV coupe'. The Enyaq has initially been released here in two coupe variants: the rear-wheel drive Sportline and all-wheel drive RS. Both come with an 82 kWh battery. (in the UK, a 55kWh battery is also available with the full SUV version).

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However, few importers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

Testing system range estimates			
Variant	NEDC (Aust)	WLTP (Euro)	EPA (USA)
Sportline (2WD)	Not rated	561 km	NA ¹
RS (AWD)	Not rated	530 km	NA ¹

Table 1: Driving range estimates for the Skoda Enyaq variants

DRIVING RANGE (continued)

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Kia EV5 Air with the 82kWh battery should be capable of a return trip from the Melbourne GPO to Golden Beach. (Golden Beach is on 90 Mile Beach next to the Gippsland Lakes in Victoria's east). This is assuming neither the heating nor air conditioning are heavily used.

If done as a day-trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see:

<https://www.plugshare.com/>



Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Skoda Enyaq is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

1. Skoda do not sell in the USA.
2. The Enyaq can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Skoda Enyaq is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Skoda Enyaq are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (175+kW)
	25.5h	12.25h			30m

Table 2: Approx. charging times for the Skoda Enyaq

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Skoda Enyaq uses the CCS2 DC fast-charge connector and can charge at up to 175 kW DC.

V2X capability:

The Enyaq currently does not have any V2X capabilities in Australia, although it has been announced for Europe that it will be capable of V2H and V2G at 11 kW DC.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for a Skoda Enyaq, an 11kW (3 phase) AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at [EVchoice.com.au](https://www.evchoice.com.au) or read articles in:
(a) Renew magazine edition 143. (EVSE wiring)
(b) Renew magazine edition 156. (EVSE buyer’s guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 570 L
- Boot - seat folded/to roof: 1,610 L
- Froot (front boot): NA

Dimensions:

- Overall length: 4,653 mm
- Overall height: 1,618 mm
- Ground clearance: 177 mm
- Overall width (edge of doors): 1,879 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 82 kWh (77 kWh usable)

Energy consumption: (WLTP test cycle)

- Sportline: 15.86 kWh/100km
- RS: 16.32 kWh/100km

Kerb weight:

- 2,235 kg (Sportline)
- 2,310 kg (RS)

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 175 kW.

Charge port location:

- RHS, rear (just behind rear passenger door)

Drive configuration:

- Sportline: 2WD (rear)
- RS: AWD

Towing:

- Sportline: 750kg/1,000 kg (unbraked/braked)
- RS: 750kg/1,200 kg (unbraked/braked)

Performance:

Variant	Max. Power (kW)	0 to 100km/h (Sec)
Sportline (2WD)	210	6.7
RS (AWD)	250	5.4

Spare tyre: No

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.