

The Škoda Kodiaq

Discover a new kind of space

Valid as of June 2025

Engines

Engine	1.5 TSI 110 kW (mild hybrid)	1.5 TSI 150 kW (iV)	2.0 TSI 150 kW	2.0 TSI 195 kW	2.0 TDI 110 kW	2.0 TDI 142 kW
Transmission	7-DSG	6-DSG	7-DSG 4×4	7-DSG 4×4	7-DSG	7-DSG 4×4
Fuel consumption [l/100 km]	5.9-6.6	0.4-0.5	7.3-7.9	8.0-8.5	5.2-5.7	5.9-6.4
CO ₂ emissions [g/km]	135-151	9-11	166-180	183-193	137-151	155-169

Fuel and CO₂ figures are cited as min.-max., based on the transmission.

Key selling points



Ergonomics

- The interior offers a lot great ergonomics and design:
- Three Smart Dials combining digital and haptic operation under the infotainment system
 - A wide and tidy centre console provides more storage space than ever
 - Automatic transmission gear selector placed by the steering wheel
 - AGR-certified ergonomic seats with ten pneumatically controlled massage cushions, ventilation and heating



More digital

- Standard 10" Digital Display
 - Optional head-up display
- Two infotainment systems:
- Standard 10" Infotainment
 - Optional 13" Navigation



Comfort

- Three-zone air-conditioning
- 14-speaker Canton Sound System
- Intelligent Park Assist with Remote Parking and Remote Trained Parking



Connectivity

- MyŠkoda app and Škoda Connect
- SmartLink, Bluetooth and 5 × USB-C ports
- Phone Box with wireless fast charging (15 W) and ventilation for two phones



DCC Plus

- The Dynamic Chassis Control uses shock absorbers with two independent valves
- Extends the range of damping characteristics
- Improves driving performance and comfort

Special versions

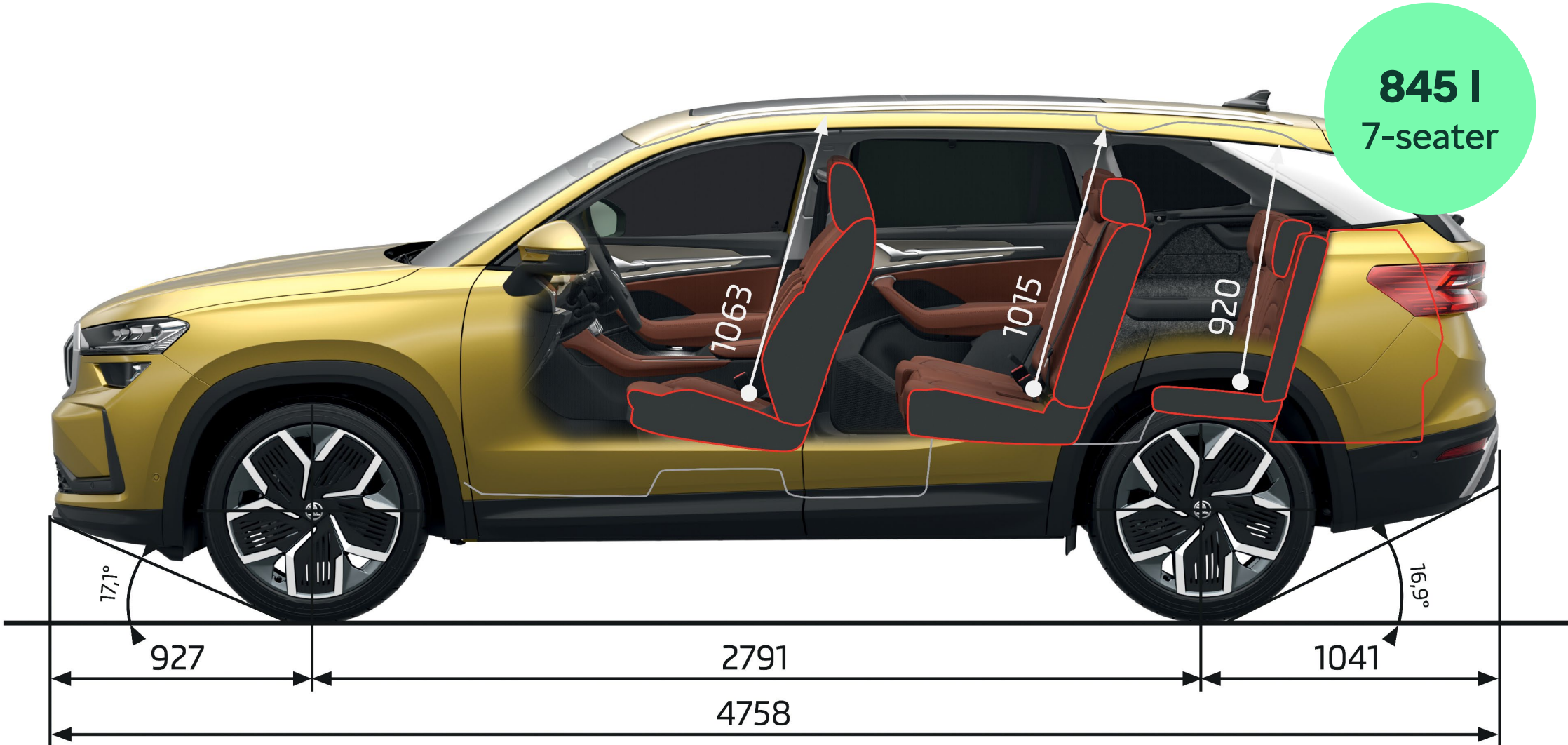
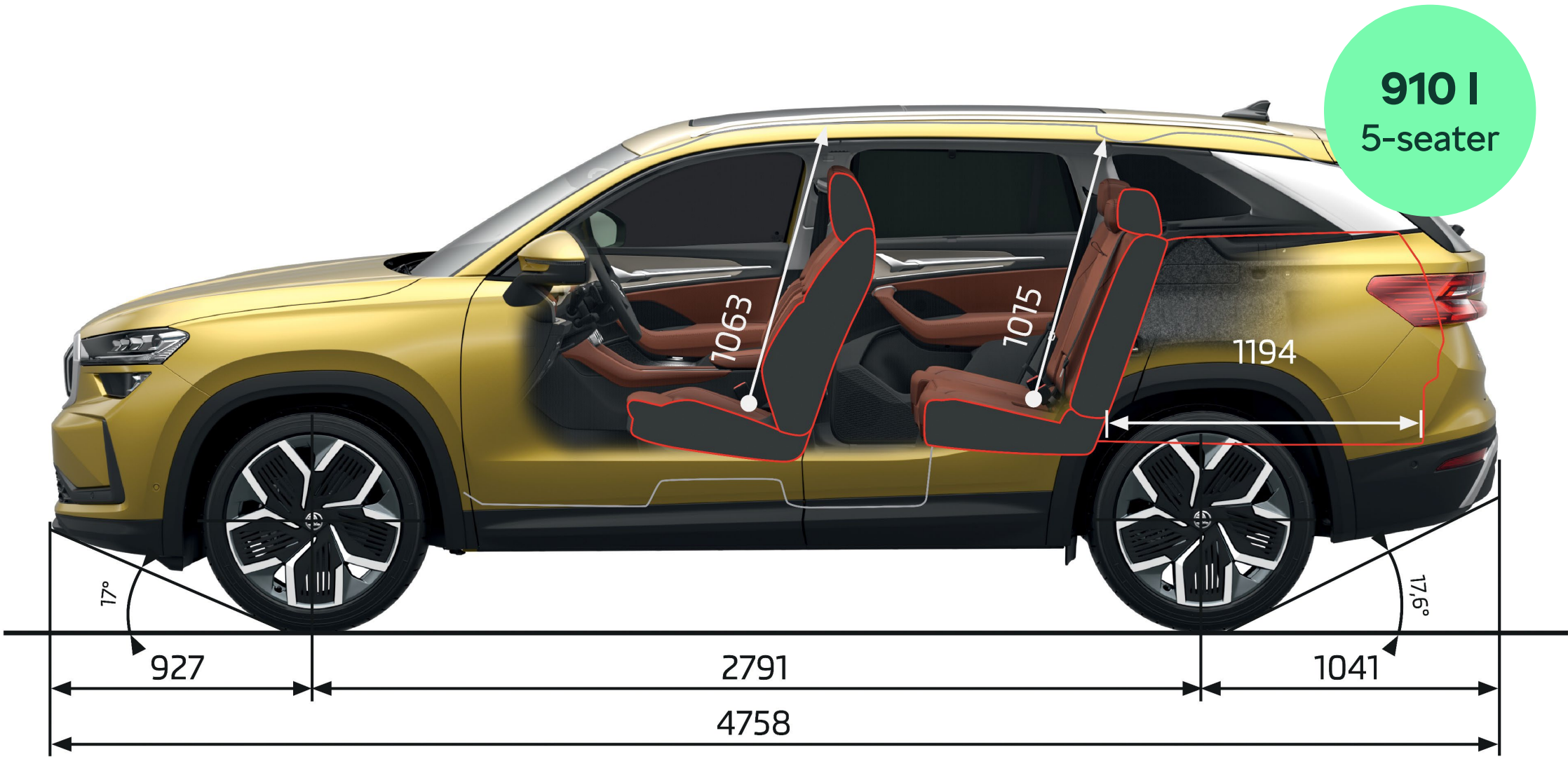


Sportline



RS

Dimensions



Highlights



- The only model in the Škoda range to offer seven seats
- Three-row seating configuration
- Two seats in the third row
- The luggage compartment, with the third row of seats folded flat into the floor, still offers plenty of space - 845 l

- Advanced plug-in hybrid drive:
- All-electric range of more than 100 km
 - Big battery capacity - 25.7 kWh
 - DC charging
 - A three-phase permanent magnet synchronous electric motor is built directly into the gearbox



- Uses an electrohydraulically controlled inter-axle multi-plate clutch in conjunction with a range of sensors and can redirect up to 100% of torque to the rear axle
- Comes exclusively with the most powerful petrol and diesel powertrains
- Model-specific driving modes: „Snow“ and „Offroad“