

Škoda Enyaq

85 L&K ELECTRIC RWD AUTOMATIC

2024



96%



10.0 
/10

**Clean Air
Index**

9.4 
/10

**Energy Efficiency
Index**

9.6 
/10

**Greenhouse Gas
Index**

10.0
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

10.0/10 Cold Test



10.0/10 Warm Test



10.0/10 Highway



10.0/10 Cold Ambient Test



Road Test

10.0/10 On-Road Drive



5.0/5 On-Road Short Trip



8.0/8 On-Road Heavy Load



5.0/5 On-Road Light Load



2.0/2 Congestion



n.a.



good



adequate



marginal



weak



poor

Comments

With no tailpipe emissions, the Škoda Enyaq naturally scores the full 10 points in the Clean Air Index.

Energy Efficiency Tests



Laboratory Test

Energy

10.0/10	Cold Test		→	17.1 kWh/100 km
10.0/10	Warm Test		→	17.4 kWh/100 km
9.2/10	Highway		→	25.9 kWh/100 km
8.6/10	Cold Ambient Test		→	29.9 kWh/100 km

Consumption

Driving Range

Average	20.2 kWh/100 km	451 km
Worst-case	29.9 kWh/100 km	293 km



n.a.



good



adequate



marginal



weak



poor

Comments

The Enyaq's demand of almost 30 kWh/100 km in the -7°C Cold Ambient Test reflects the large interior volume that needs to be warmed-up to comfortable temperature levels. The challenging Highway Test requires 25.9 kWh/100 km, highlighting the increased need for power with higher speed, mainly due to the SUV body type and increasing aerodynamic drag. The overall weight of 2.2 tons plays a negative role on consumption as well. Nevertheless, the electric powertrain is efficient, as shown in the real world On-Road drive at 13°C ambient temperature where the Enyaq used just 20.5 kWh/100 km.

9.6 Greenhouse Gases Tests

/10



Greenhouse gases

CO₂

N₂O

CH₄

10.0/10 Cold Test



10.0/10 Warm Test



9.7/10 Highway



9.0/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

Comments

This Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of the energy are added to those of the tailpipe. As the Škoda Enyaq is purely electric, its GHG emissions originate only from electricity supply – ca. 48-84 g CO₂-eq./km, depending on the test consumption. Thanks to its generally low energy consumption and the low greenhouses intensity of European electricity supply, the score in this part of the assessment is an excellent 9.6 out of 10.

Our Verdict

The Enyaq tested here is an established electric SUV by Škoda, equipped with a new-generation battery. It appeals to many, but especially those looking for a big EV at reasonable price. The large battery (77 kWh declared capacity) enables a range of approx. 510 km according to the WLTP+ procedure and addresses most people's range anxiety. But even during highway driving or in very cold and unfavourable conditions, the range remains around 300 km. The consumption values in the Cold Ambient Test and in the Highway Test are notably higher than in the standard WLTP+ lab Tests, but are still in the range of other efficient EVs and better than those of other large electric SUVs tested by Green NCAP. When charging the vehicle with 11 kW (standard Green NCAP procedure), 89.5 % of the energy taken from the grid is available at the battery output side, which is in line with other well performing electric cars. During a full discharge from 100% to 0% the battery supplies more than 78 kWh, exceeding the official claim of 77 kWh by Škoda. The Enyaq scores a well-deserved 5 Green Stars with an Average Score of 96%.

Disclaimer [↗](#)

Specification

Tested Car

TMBJH9NY3RF00xxxx

Publication Date 03 2024	Vehicle Class Large SUV	Tyres 235/45 R21 255/40 R21	Emissions Class AX
Mass 2,195 kg	Engine Size n.a.	System Power/Torque 210 kW/545 Nm	Declared CO₂ n.a.
Declared Battery Capacity 77.0 kWh	Declared Driving Range Overall 537 km City 673 km	Declared Consumption 15.7 kWh/100 km	
Heating Concept PTC & Heat pump			



Think before you print