EV FACT SHEET

Skoda Elroq

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Skoda Elroq. Image: Skoda.

INTRODUCTION

Built on VW's highly flexible BEV-only MEB platform, the Elroq is classified in Australia as a small SUV.

As a VW group vehicle built on thre MEB platform, the Elroq is closely related to the VW ID.3, ID.4 and ID.5, as well as Skoda's other EV offering in Australia - the Enyaq. (In fact the Elroq shares much of the interior, the passenger doors, bonnet and front guards with the Enyaq, differing mainly in the bumpers and wheel arches, plus a shorter rear overhang to make it 173mm shorter than the Enyaq).

The Elroq is built in the Czech Republic and began production in early 2025, with Australian deliveries beginning in September that year.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

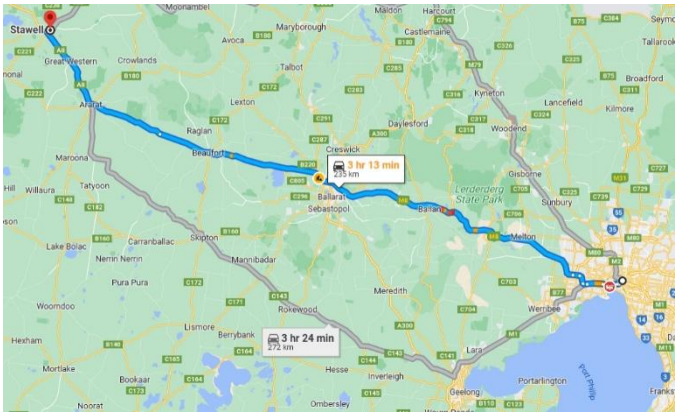
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional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

DRIVING RANGE (continued)

National testing system range estimates: (km)		
NEDC (Aust ADR 81/02)	**WLTP (Euro)**	**US EPA**
Not rated	529	NA[1]

Table 1: Driving range estimates for the Skoda Elroq.

Using the WLTP number with a 10% discount for extended highway driving, a Skoda Elroq should, at its limit, make a round-trip from the Melbourne CBD to Stawell (in central Victoria, NW of Melbourne) – provided the heating or air conditioning are not heavily used. For this sort of trip, a short DC top-up charge in at one of the many DC charger sites popping up on this route would be recommended. For further charging options and availability, see: https://www.plugshare.com/



Example Skoda Elroq return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

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

Notes:

1. The Elroq is not sold in the USA
2. The Elroq can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs. In addition, it will only charge at the single-phase rate on a Type 1 EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Skoda Elroq 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 Elroq 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)
38.25h	25.5h	12.25h	8.25h	1.5h	30m

Table 2: Approx. charging times for the Skoda Elroq.

DC fast charging

The Skoda Elroq uses the CCS2 DC fast-charge connector and can charge at up 175 kW DC.

V2X capability:

The Elroq 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 car outlet)
- 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 the Skoda Elroq, an 11kW three 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 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:
  - All seats up: 338
  - Rear seats down, to roof: 1,580
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,480 mm
- Overall height: 1,625 mm
- Ground clearance: 186 mm
- Overall width (edge of doors): 1,884 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 82 kWh (77 kWh usable)

Energy consumption:

Note: this is ADR 81/02. Aust. WLTP not yet available.

- 16.6 kWh/100km (greenvehicleguide.gov.au)

Kerb weight:

- 2,180 kg

Charging:

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

Charge port location:

- Right-hand rear corner.

Drive configuration:

- Rear-wheel drive (RWD)

Towing: (unbraked/braked)

- 750/1000 kg

Performance:

Max. power/torque (kW/Nm)	0 to 100km/h (Sec)
210/545	6.6

IMPORTANT NOTE

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