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2025 skoda enyaq rs

Wallpaper* is part of Future plc, an international media group and leading digital publisher. Visit our corporate site. © Future Publishing Limited Quay House, The Ambury, Bath BA1 1UA. All rights reserved. England and Wales company registration number 2008885. Skoda Enyaq reviewFord Puma Gen-E reviewTesla Model Y reviewHyundai Inster reviewPolestar 4 reviewPolestar 3 reviewMG55 EV reviewSkoda Enyaq reviewFord Puma Gen-E review Car layout in automotive design Typical dual motor layout In automotive design, dual-motor, four-wheel-drive layout is mainly used by battery electric vehicles by having two electric motors that each drives the front and rear axle, creating a four-wheel drive layout. This is made possible by the smaller size of electric motors compared to internal combustion engines (ICEs), which in addition are also accompanied by a bulky engine cooling system, allowing it to be fit more versatily into multiple locations. The use of separate motors for the front and rear drive wheels eliminates the need of a drive shaft that is ubiquitous in four-wheel drive ICE vehicles, freeing up space for bigger battery modules, which are commonly mounted on the chassis floor between the axles.[1] The dual-motor layout is beneficial in re-distributing torque and power to maximize effective propulsion in response to road grip conditions and weight transfer in the vehicle. For example, during hard acceleration, the front motor must reduce torque and power in order to prevent the front wheels from overspinning as weight transfers to the rear of the vehicle. The excess power is transferred to the rear motor where it can be used immediately. The opposite applies when braking, when the front motor can accept more regenerative braking torque and power.[2] However dual-motor vehicles usually have less range for the same battery size than single-motor designs.[3] In addition, electric vehicles may be equipped with more than two electric motors to achieve greater power output and superior handling. The first mass-produced triple-motor layout was introduced on the Audi e-tron in 2020, which consists of one motor at the front and two motors at the rear.[4][5] A rare example of a non-electric vehicle utilizing this layout is the Citroën 2CV Sahara, which has two flat-twin petrol engines.[6] Individual wheel drive ^ Park, Jim. "Dumping the Driveshaft on Electric Vehicles". www.truckinginfo.com. Retrieved 2022-04-23. ^ "Tesla All Wheel Drive (Dual Motor) Power and Torque Specifications". www.tesla.com. 2015-09-21. Retrieved 2022-04-23. ^ Ramos, Alex (2022-12-31). "Dual-Motor EVs vs. Single-Motor EVs: Which Is Best?". MUO. Retrieved 2024-01-22. ^ "sport100 (2020-03-02)". "Audi Claim World First with Mass Production Three Motor EV Powertrain". leccar. Retrieved 2022-04-23.{{cite web}}: CS1 maint: numeric names: authors list (link) ^ O'Kane, Sean (2020-02-28). "Audi announces three-motor performance versions of the E-Tron". The Verge. Retrieved 2022-04-23. ^ "Citroen 2CV 4x4 Sahara". Louman Museum. 2013-08-04. Retrieved 2024-11-15. Retrieved from " Skoda Enyaq RS and Skoda Enyaq Coupe RS revealed Skoda Auto, the Czech auto major has now revealed the Enyaq RS Facelift and its coupe sibling- the Enyaq Coupe RS, just after two months of unveiling the Enyaq Facelift. The Enyaq RS is a sportier version of the Enyaq and the brand has taken off the wraps from the facelifted iterations with a bigger battery and increased power configurations.2025 Skoda Enyaq RS, Enyaq Coupe RS- PowertrainThe Skoda Enyaq RS Facelift has been updated with an 84 kWh battery pack, ditching the 63 kWh and the 82 kWh battery packs. The carmaker claims that the range for the facelifted version has now been boosted to deliver 562 km and 568 km for the Enyaq RS and the Enyaq Coupe RS, respectively. The power unit can be charged from null to full in just 8 hours via the 11 kW AC charger. Also, it can shoot from 10 percent to 80 percent in 26 minutes with a speed of up to 185 kW.2025 Skoda Enyaq RS, Enyaq Coupe RS - ExteriorThe facelifted avatar of the Skoda Enyaq and the Enyaq coupe RS have received sleeker design elements as compared to the earlier version. It gets sleeker LED split headlamps and a sleeker enclosed grille on the front fascia. Also, the facelifted Enyaq RS and Coupe RS feature several blacked-out elements like- Skoda badges on the window, winglets, and mirrors. It also gets bigger 20-inch tyres and 21-inch tyres as options. Skoda has added a Mamba green color to the portfolio.2025 Skoda Enyaq RS, Enyaq Coupe RS- InteriorThe 2025 Skoda Enyaq RS and the Enyaq Coupe RS get two styling themes for the customers- RS Lounge and RS Suite. The RS Lounge is designed to suit the sporty appeal of the car, while the RS Suit gives appeals a taste of minimalist design. The RS Lounge has suede microfibre upholstery, while the RS Suit has artificial leather upholstery.The functions and design have been retained from the facelifted Enyaq and Coupe models. Share – copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt – remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution – You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike – If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions – You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. The first record broken by Skoda was for the Longest Continuous Vehicle Drift on Ice. Driving the recently launched Skoda Enyaq iV vRS SUV, Richard Meaden set a new officially-verified record for Longest Continuous Vehicle Drift on Ice by holding the car in a controlled slide for 7.351 km (4.568 miles). Meaden's drift beat the previous record of 6.231 km (3.872 miles), set in China in 2022. In a remarkable show of skill, Meaden kept the car sliding for more than 15 minutes to eclipse the previous record. In breaking the first record, Meaden and the Skoda Enyaq iV vRS SUV set a second record for the ‘Longest Continuous Vehicle Drift on Ice (electric car)’. Set with a Guinness World Records adjudicator present and international drifting judge David Kalas as a witness, Skoda set the record on the brand’s fourth day on location following numerous practice runs with different tyre combinations and minimal daylight hours. A total of 18 hours of drifting were put in across the full five days in sub-zero temperatures to achieve the perfect drift. Despite the brutal conditions, the Enyaq iV vRS SUV’s performance was consistently strong. The car powered round the drift circle 39 times during the 15 minutes and 58 seconds of its record-breaking run. During the record run, it also achieved a top speed of 48.69 km/h (30.25 mph) and was travelling at 31.64 km/h (19.66 mph) at its slowest point. The standard production car used to complete the record was fitted with 20-inch alloy wheels. The Däckprofssen ‘event tyres’ (sourced from Michelin) 245/35-R20 tyres on the front had 600 5 mm studs, enabling greater traction and steering input on the frozen grip-less surface; whilst the Nokian Haakapeitta 255/45-R20 tyres fitted on the rear wheels had 300 2 mm studs across the tyre surface, which proved the ideal combination for a controlled slide on the 40 cm deep ice surface. The setting of two new GUINNESS WORLD RECORDS titles returns Skoda, Meaden and vRS nameplate to the record books. In 2011, the British driver set a new Southern Californian Timing Association (SCTA) Land Speed Record for a 2.0-litre forced induction production car of 227.080 mph. Driving a Skoda UK-built Octavia vRS, the record was set at the legendary Bonneville Salt Flats in the USA. The Enyaq iV vRS SUV is the second all-electric Skoda to bear the vRS badge, offering 299 PS and 0-62 mph in just 6.5 seconds from its 82 kWh (77 kWh net) battery and twin electric motors. With one on each axle, the Enyaq iV vRS produces 460 Nm of torque, with instant acceleration and powerful performance. As with all Enyaq iV vRS production models, the record-breaking car featured sports suspension 15 mm lower at the front over the standard (non-vRS) Enyaq iV, and 10 mm lower at the rear. Enhanced dynamics came courtesy of progressive steering, in addition to Drive Mode Select and optional Dynamic Chassis Control for an adaptive damping system. The car was also fitted with exterior body enhancements including vRS sports bumpers with gloss black E-shaped air curtain surrounds, gloss black exterior detailing, unique vRS badging and Skoda’s innovative Crystal Face grille, illuminated with 131 LEDs – all of which come as standard specification on UK Enyaq iV vRS SUV models. Inside, the vRS Design Selection interior featured sports seats with black perforated leather upholstery with grey piping and contrast stitching, which extended to the steering wheel and dashboard trim. The Enyaq iV vRS can be rapid charged at speeds of up to 135 kW via a CCS connector, meaning an 80% charge can be achieved in as little as 36 minutes via a 150 kW charger (or faster). The record-breaking Enyaq iV vRS SUV will be arriving with UK customers from early summer 2023. This content is hosted by a third party (www.youtube.com). By accessing and viewing this external content, you acknowledge personal data processing may occur by the relevant external provider and you confirm that you accept the terms and conditions as well as the relevant privacy notice of this provider.www.youtube.comAccept This content is hosted by a third party (www.youtube.com). By accessing and viewing this external content, you acknowledge personal data processing may occur by the relevant external provider and you confirm that you accept the terms and conditions as well as the relevant privacy notice of this provider.www.youtube.comAccept The newly unveiled Enyaq RS, alongside the recently priced Elroq RS, is now Skoda’s fastest-charging and quickest-accelerating model. With dual motors delivering 250 kW of system output and all-wheel drive, the RS sprints from 0 to 100 kph in 5.4 seconds. While Skoda has not yet announced pricing, it is expected to exceed that of the smaller Elroq RS, which debuted in April from just over €53,000 - making it the most expensive model in its range. For reference, the current top Enyaq model, the 85x, is listed at €51,150. The RS will likely be positioned above that.The RS launch coincides with Skoda’s Enyaq facelift: since February, the updated version of the MEB-based SUV has been rolling off the production line in Mladá Boleslav, alongside the smaller Elroq and the ICE-powered Octavia. This includes the RS versions of both Enyaq and Elroq, which use the well-known all-wheel-drive powertrain from VW’s GTX models. At the heart of the Enyaq RS is a 79-kWh battery (84 kWh gross), which supports peak DC charging rates of up to 185 kW. The standard charge from 10 to 80 per cent takes 26 minutes.The rear axle uses the 210 kW APF550 electric motor, also found in the rear-wheel-drive Enyaq 85. This permanently excited synchronous motor from the VW Group delivers 345 Nm of torque and high efficiency. By contrast, the Enyaq 85 and Enyaq 85x (220 kW AWD) are fitted with a 77-kWh battery (82 kWh gross), which charges at up to 135 kW and 175 kW. respectively. The new 79-kWh battery is exclusive to the 250 kW variants. Despite the powertrain differences, WLTP range is nearly identical for the RS models: 550 km for the SUV and 560 km for the Coupé. Skoda quotes an AC charging time of 8.5 hours from 0 to 100 per cent at 11 kW. Image: Skoda Image: Skoda Image: Skoda Image: Skoda Image: Skoda Image: Skoda Image: Skoda Image: SkodaSkoda also introduced bidirectional charging as a new feature. While the carmaker has not provided technical specifics, it is likely a V2H (vehicle-to-home) application, similar to what Ford recently enabled for its MEB models. This would allow self-generated energy, such as from a photovoltaic system, to be stored in the vehicle and later fed back into the home grid.Standard equipment on the RS includes Matrix LED headlights, an illuminated Tech-Deck face, an augmented reality head-up display, and 20-inch alloy wheels (21-inch optional). Black exterior accents on the windows, mirrors and roof rails are included. The sports suspension lowers the front axle by 15 mm and the rear by 10 mm for improved agility. Adaptive chassis control (DCC) and progressive steering are available as options and can be tailored via selectable drive profiles.DriveRWDRWDAWDAWDPower150 kW210 kW210 kW220 kWAcceleration8.1 s6.7 s6.7 s5.4 sTop speed160 kph180 kph180 kph180 kphWLTP range437 km586 km549 km550 kmBattery63/59 kWh82/77 kWh82/77 kWh84/79 kWhCharging capacity DC165 kW135 kW175 kW185 kWCharging time DC 10-80%24 min28 min26 minPrice (in Germany)44,400 euros48,900 euros51,150 euros–Given the increased performance, the RS also features upgraded brakes with twin-piston callipers at the front. Skoda has also assigned two external sound profiles to the different drive modes. In addition to the standard colours of the Enyaq range, the RS variants are also offered exclusively in Mamba Green.Inside, the standard ‘Design Selection RS Lounge’ features black sports seats with Lime Green stitching and a mix of microfibre and synthetic leather. The optional ‘Design Selection RS Suite’ adds leather/synthetic leather seats with grey contrast stitching. These design themes extend to the steering wheel and other cabin details. The front door trims and dashboard sport a carbon-look finish.Heated front seats, an electrically adjustable driver’s seat with a massage function, and a heated multifunction sports steering wheel are all included. Keyless entry, three-zone climate control, acoustic glazing for the front windows, and tinted rear windows also come as standard. Rounding out the features are all-round parking sensors, integrated sat-nav, a Canton sound system, and the AR head-up display.Johannes Neft, Skoda Auto Board Member for Technical Development, commented: “With the Enyaq vRS and Enyaq Coupé vRS, we have made the range toppers of the new Enyaq family even more dynamic, while maintaining their high level of comfort and everyday usability.”skodamedia.com NEWSWagon and coupe version of all-electric SUV borrow tech and sharper styling from latest ElroqThe 2025 Skoda Enyaq RS wagon and 2025 Skoda Enyaq RS coupe have been updated with fresh styling and new hardware from the smaller Elroq RS, with the update seeing the mid-size SUVs become among the quickest Skodas to charge.Retaining the current car’s dual-motor powertrain, which produces the same 250kW and 545Nm of torque for a very brisk dash to 100km/h of 5.4 seconds, the Skoda Enyaq RS also keeps the old car’s 79kWh battery. This retains a potential range of to 560km, while its charging capacity has been dialled up from 175kW to 185kW.At the higher rate, a 10 to 80 per cent top up now takes 26 minutes - matching the new Elroq RS and making the refreshed Enyaq RS among the fastest-charging Skodas.Externally, it’s not hard to spot the facelifted Enyaq RS.Adopting Skoda’s ‘Modern Solid’ design language like the rest of the recently upgraded Enyaq line-up, the 2025 Enyaq RS gets the brand’s fresh Tech Deck face that incorporates a set of slim four-element LED headlights linked by a gloss black grille.Distinguishing the Enyaq RS from lesser Enyaqs are side window trims, roof rails, door mirrors and badging all finished in gloss black. There are also bespoke front and rear bumpers.The larger 20-inch matte-black alloy wheels – or optional 21-inch anthracite metallic rims – are both specific to the sporty flagship.Meanwhile, the optional Mamba Green paint and tinted rear side windows are further giveaways that you’re looking at the fastest version.Cars for sale2024 SKODA Enyaq RS Auto AWD MY252025 SKODA Enyaq RS Auto AWD MY252025 SKODA Enyaq RS Auto AWD MY252024 SKODA Enyaq RS Auto AWD MY252024 SKODA Enyaq RS Auto AWD MY252024 SKODA Enyaq RS Auto AWD MY252024 SKODA Enyaq RS Auto AWD MY25Sitting 15mm lower up front and 10mm lower at the rear, the flagship wagon and SUV-coupe comes with Skoda’s Dynamic Chassis Control (DCC) adaptive dampers and sports suspension, while bigger performance brakes complete the chassis update.Inside there’s the choice of either an RS Lounge or RS Suite cabin. The former comes with faux suede and leather seats with lime green stitching, while the latter sports a more mix of real and fake leather combined with more sober grey stitching.A perforated leather steering wheel, heated front sport seats with a massage function for the driver, a new 13.0-inch infotainment system, three-zone climate control and rear sunshades complete the update.Options include a massage seat for the passenger, plus a heat pump to ramp up the Enyaq’s efficiency in colder weather.Skoda Australia announced earlier this year that the updated 2025 Skoda Enyaq range would touch down locally in the third quarter of this year (July to September), with full prices and specifications to be announced closer to the range’s arrival. It’s thought the the fast RS wagon and coupe might also arrive around that time.The current Enyaq RS is priced from \$83,990 plus on-road costs, a figure that is expected to climb marginally with the arrival of the refreshed model.SKODAEnyaqCar NewsSUVElectric CarsFamily Cars