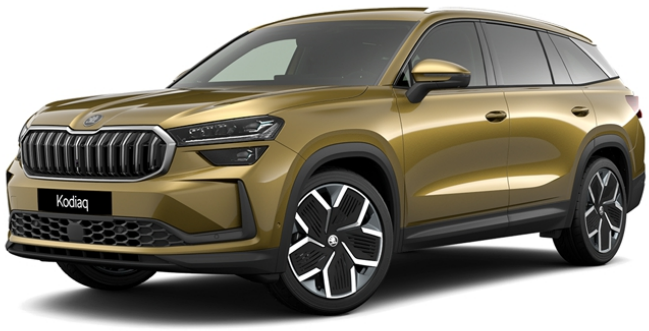
Škoda Kodiaq

Standard Safety Equipment

2024



Adult Occupant 89%

Child Occupant 83%

Vulnerable Road Users 82%

Safety Assist 78%

SPECIFICATION

Tested Model	Škoda Kodiaq 2.0 TDI "Selection", LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1928kg
VIN From Which Rating Applies	- all Škoda Kodiaqs
Class	Large SUV

Version 090724

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
Centre Airbag	●	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	●	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

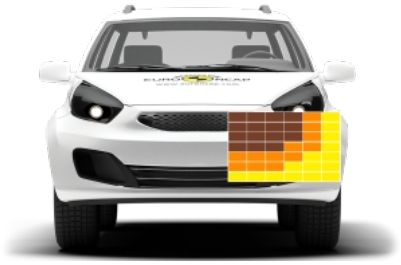
○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 35.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 11.7 / 16 Pts



Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 35.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Kodiaq remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Škoda showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the passenger, all critical body areas were well protected. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Kodiaq would be an aggressive impact partner in a frontal collision. The deformable impact barrier was 'bottomed out' in places and a penalty was applied. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of the driver and rear passenger. In both the side barrier and pole impact tests, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Kodiaq has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test, with good protection of the heads of both front occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Kodiaq has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Škoda demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 40.9 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 23.9 / 24 Pts

Frontal Impact 15.9 Pts

Lateral Impact 8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Britax Römer Kidfix i-Size*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	●	●	✖	✖
i-Size	●	●	✖	✖
Integrated CRS	✖	✖	✖	✖
Top tether	●	●	✖	✖
Child Presence Detection	✖	✖	✖	✖

* Third row seats available as option

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check 11.0 / 12 Pts

i-Size	Seat Position						
	Front		2nd row			3rd row	
	Airbag ON	Airbag OFF	Left	center	Right	Left	Right
i-Size	●	●	●	–	●	–	–

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 40.9 Pts / 83%

Isofix	Seat Position						
	Front		2nd row			3rd row	
			Left	center	Right	Left	Right
	●	✖	●	–	●	–	–
	✖	●	●	–	●	–	–
	●	✖	●	–	●	–	–
	●	✖	●	–	●	–	–
	●	✖	●	–	●	–	–
	✖	●	●	–	●	–	–

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position						
	Front		2nd row			3rd row	
			Left	center	Right	Left	Right
	✖	●	●	●	●	✖	✖
	●	✖	●	●	●	✖	✖
	●	✖	●	●	●	✖	✖
	●	✖	●	●	●	✖	✖
	●	✖	●	✖	●	✖	✖
	✖	●	●	✖	●	✖	✖

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 090724

CHILD OCCUPANT

Total 40.9 Pts / 83%

Comments

In the both the frontal offset and side barrier tests, protection was good for all critical body areas of both child dummies apart from the neck of the 10 year dummy, protection of which was adequate. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The Kodiaq does not have a child presence detection system, which warns when a child or infant may have been left in the car. All of the child restraint types for which the Kodiaq is designed could be properly installed and accommodated in the car, except for the occasional, foldable third row seats.

VULNERABLE ROAD USERS

Total 51.7 Pts / 82%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.6 / 36 Pts

Pedestrian & Cyclist Head	12.7 Pts
Pelvis	2.4 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.2 / 27 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

PERFORMANCE |

AEB Pedestrian

6.3 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.6 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 51.7 Pts / 82%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	information and warning, all doors"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly adequate, with poor results recorded on the still windscreen pillars and at the base of the screen. Protection of the pelvis was generally good. Protection of the femur and of the knee and tibia was good at all test points, and the Kodiaq scored maximum points for these areas. The autonomous emergency braking (AEB) system of the Škoda can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was adequate and good in tests of its response to cyclists, including for 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring well for its lane support.

SAFETY ASSIST

Total 14.2 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.7 / 3 Pts

System Name	Predictive Speedlimiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

Applies To	Front and rear seats, including optional third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

0.3 / 2 Pts

System Name	Driver Alert System
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

Version 090724

SAFETY ASSIST

Total 14.2 Pts / 78%

Lane Support

3.0 / 3 Pts

System Name	Lane Support System
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.2 / 9 Pts

System Name	Front Assist
Type	Autonomous emergency braking
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested

SAFETY ASSIST

Total 14.2 Pts / 78%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats, including the optional third-row seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 petrol	1.5 TSI mHEV	4 x 2	✓	✓
5 door SUV	2.0 petrol	2.0 TSI	4 x 4	✓	✓
5 door SUV	2.0 diesel	2.0 TDI	4 x 2	✓	✓
5 door SUV	2.0 diesel	2.0 TDI	4 x 4 *	✓	✓
5 door SUV	1.5 petrol PHEV	1.5 TSI PHEV	4 x 2	-	-

* Tested variant
- additional tests ongoing

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2024	Rating Published	2024 ★★★★★	✓