



**Skoda Kodiaq**  
Standard Safety Equipment

2017



Adult Occupant



92%

Child Occupant



77%

Pedestrian



71%

Safety Assist



54%

## SPECIFICATION

|                               |   |
|-------------------------------|---|
| Tested Model                  | Škoda Kodiaq 2.0 TDI "Ambition", LHD      |
| Body Type                     | - 5 door SUV                              |
| Year Of Publication           | 2017                                      |
| Kerb Weight                   | 1653kg                                    |
| VIN From Which Rating Applies | - all Kodiaqs of the specification tested |
| Class                         | Large Off-Road                            |

## SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | ✘    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ●      | ✘         | ✘    |
| SIDE CRASH PROTECTION    |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ○    |
| Side pelvis airbag       | ✘      | ✘         | ✘    |

Version 120522

## SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isofix/i-Size         | —      | ○         | ●    |
| Integrated CRS        | —      | ✘         | ✘    |
| Airbag cut-off switch | —      | ●         | —    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    | ●      | ●         | ●    |

| OTHER SYSTEMS           |   |
|-------------------------|---|
| Active Bonnet (Hood)    | ✘ |
| AEB Pedestrian          | ● |
| AEB City                | ● |
| AEB Inter-Urban         | ● |
| Speed Assistance System | ● |
| Lane Assist System      | ○ |

**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 35.3 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.1 Pts




Passenger                      Driver

**Frontal Full Width** 7.3 Pts




Rear Passenger                      Driver

**Whiplash Rear Impact** 2.4 Pts



Front seat                      Rear seat

**Lateral Impact** 16.0 Pts



Car                      Pole

**AEB City** 2.5

Performance: ■ Good



ADULT OCCUPANT

Total 35.3 Pts / 92%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 35.3 Pts / 92%

## Comments

The passenger compartment of the Kodiaq remained stable in the frontal offset test. Dummy readings indicated 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 sat in different positions. In the full-width rigid barrier frontal impact, protection for the driver's chest was rated as marginal and that of all other critical body areas as good or adequate, for both driver and rear passenger. The Kodiaq scored full points in the side barrier test, with good protection of all critical body regions. In the more severe side pole impact, protection of the chest was adequate and that of other areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats, including the optional third row, indicated marginal whiplash protection. The Kodiaq has a standard-fit autonomous emergency braking system which operates at the low speeds, typical of city driving, at which many whiplash injuries are caused. The system performed well in tests of its low-speed functionality.

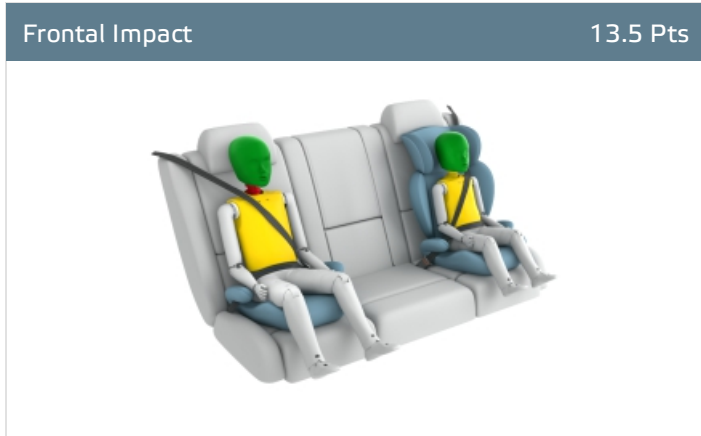
**CHILD OCCUPANT**

Total 38.2 Pts / 77%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

21.5 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Nania Booster*

**Safety Features**

6.0 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center | 3rd row outboard * |
|----------------|-----------------|------------------|----------------|--------------------|
| Isofix         | ○               | ●                | ✘              | ✘                  |
| i-Size         | ✘               | ●                | ✘              | ✘                  |
| Integrated CRS | ✘               | ✘                | ✘              | ✘                  |

\* 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

10.7 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)




Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





 CHILD OCCUPANT

Total 38.2 Pts / 77%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 38.2 Pts / 77%

|   | Seat Position |         |        |       |         |        |       |
|---|---------------|---------|--------|-------|---------|--------|-------|
|   | Front         | 2nd row |        |       | 3rd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | —             | ●       | —      | ●     | —       | —      | —     |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)  | —             | ●       | —      | ●     | —       | —      | —     |
| BeSafe iZi Kid X2 i-Size (iSize)                  | —             | ●       | —      | ●     | —       | —      | —     |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX)          | —             | ●       | —      | ●     | —       | —      | —     |
| BeSafe iZi Kid X4 ISOfix (ISOFIX)                 | —             | ●       | —      | ●     | —       | —      | —     |
| Britax Römer Duo Plus (ISOFIX)                    | —             | ●       | —      | ●     | —       | —      | —     |
| Britax Römer KidFix XP (ISOFIX)                   | —             | ●       | —      | ●     | —       | —      | —     |
| Maxi Cosi Cabriofix (Belt)                        | ●             | ●       | ●      | ●     | ●       | ✘      | ●     |
| Maxi Cosi Cabriofix & EasyBase2 (Belt)            | ●             | ●       | ✘      | ●     | ✘       | ✘      | ✘     |
| Britax Römer King II LS (Belt)                    | ●             | ●       | ●      | ●     | ●       | ✘      | ●     |
| Britax Römer KidFix XP (Belt)                     | ●             | ●       | ●      | ●     | ●       | ✘      | ●     |

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed
- Not available

Comments

In the frontal offset test, readings of neck tension in the 10 year dummy indicated poor protection. Otherwise, protection of both dummies was good or adequate in this test. In the side barrier test, protection of all critical body areas was good, for both dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that position. Clear information is provided regarding the status of the airbag and the system was rewarded. The Group 0+ Universal restraint could not be properly installed in the rear outboard seats, and no Universal restraints should be used in the optional third row seats. Otherwise, restraints could be properly installed and accommodated.

**PEDESTRIAN**

Total 30.0 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

| Pedestrian    |   | 26.1 Pts    |          |               |         |            |         |  |
|---------------|---|-------------|----------|---------------|---------|------------|---------|--|
|               | <table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">15.7 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">4.4 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> </table> | Head Impact | 15.7 Pts | Pelvis Impact | 4.4 Pts | Leg Impact | 6.0 Pts |  |
| Head Impact   | 15.7 Pts  |             |          |               |         |            |         |  |
| Pelvis Impact | 4.4 Pts   |             |          |               |         |            |         |  |
| Leg Impact    | 6.0 Pts   |             |          |               |         |            |         |  |

| AEB Pedestrian         |   | 4.0 Pts |
|------------------------|---|---------|
| System Name            | Front Assist  |         |
| Type                   | Auto-Brake with Forward Collision Warning                                     |         |
| Operational From       | 8 km/h  |         |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light |         |

| PERFORMANCE                               |                                 |                                |
|---|---------------------------------|--------------------------------|
|   | Autobrake Function              |                                |
|   | Avoidance                       | Mitigation                     |
| Running Adult crossing from Farside       | Collision avoided up to 45 km/h | Impact mitigated up to 55 km/h |
| Walking Adult crossing from Nearside -25% | Collision avoided up to 25 km/h | Impact mitigated up to 50 km/h |
| Walking Adult crossing from Nearside -75% | Collision avoided up to 25 km/h | Impact mitigated up to 45 km/h |
| Running Child from behind parked vehicles | Collision avoided up to 25 km/h | Impact mitigated up to 45 km/h |

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with some poor results recorded on the stiff windscreen pillars. The Kodiaq scored maximum points for the protection provided by the bumper to pedestrians' legs, with good results at all test locations. Protection of the pelvis area was mostly good but with some poor results recorded. The autonomous emergency braking system is capable of detecting pedestrians and, in tests of this functionality, performed adequately.

 SAFETY ASSIST

Total 6.5 Pts / 54%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.3 Pts

|                                  |                                   |
|----------------------------------|-----------------------------------|
| Speed Limit Information Function | N/A                               |
| Warning Function                 | Manually set                      |
| Speed Limitation Function        | Manually set (accurate to 10km/h) |

Seatbelt Reminder

2.6 Pts

| Applies To | All seats   |                    |                   |
|------------|-------------|--------------------|-------------------|
|            | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning    |             |                    |                   |
| Visual     | ●           | ●                  | ●                 |
| Audible    | ●           | ●                  | ●                 |

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

 SAFETY ASSIST

Total 6.5 Pts / 54%

AEB Inter-Urban

2.7 Pts

|                        |   |
|------------------------|---|
| Type                   | Forward Collision Warning with Auto-Brake |
| Operational From       | 8 km/h                                    |
| Additional Information | Default On; Supplementary Warning         |

PERFORMANCE | 

|                                   | Autobrake Function Only     | Driver reacts to warning   |
|-----------------------------------|-----------------------------|--|
| Operational Speed                 | 8-80 km/h                   | 8-80 km/h  |
| Approaching a stationary car      | See AEB City                | Crash avoided up to 45km/h.<br>Crash speed reduced up to 60km/h. |
| Approaching a slower moving car   | Crash avoided up to 70km/h. | Crash avoided up to 80km/h.                                      |
| FOLLOWING A CAR AT SHORT DISTANCE |                             |  |
| Car in front brakes gently        | Avoidance                   | Avoidance  |
| Car in front brakes harshly       | Mitigation                  | Mitigation   |
| FOLLOWING A CAR AT LONG DISTANCE  |                             |  |
| Car in front brakes gently        | Avoidance                   | Avoidance  |
| Car in front brakes harshly       | Avoidance                   | Avoidance  |

Comments

The standard-fit autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided in almost all scenarios. Also standard are a driver-set speed limitation device and seatbelt reminders for the front and second row seats. A seatbelt reminder is optional for the third row seats, where installed.

## RATING VALIDITY

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### Variants of Model Range

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### Annual Reviews and Facelifts

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| Date      | Event            | Outcome          |
|-----------|------------------|------------------|
| May 2017  | Rating Published | 2017 ★ ★ ★ ★ ★ ✓ |
| May 2018  | Annual Review    | 2017 ★ ★ ★ ★ ★ ✓ |
| May 2020  | Annual Review    | 2017 ★ ★ ★ ★ ★ ✓ |
| June 2021 | Facelift Review  | 2017 ★ ★ ★ ★ ★ ✓ |
| May 2022  | Annual Review    | 2017 ★ ★ ★ ★ ★ ✓ |