**TEST RESULTS**

**Skoda Karoq**

**Standard Safety Equipment**

---

### SPECIFICATION

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Skoda Karoq 1.6 diesel 'Ambition', LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body Type</td>
<td>5 door SUV</td>
</tr>
<tr>
<td>Year Of Publication</td>
<td>2017</td>
</tr>
<tr>
<td>Kerb Weight</td>
<td>1365kg</td>
</tr>
<tr>
<td>VIN From Which Rating Applies</td>
<td>all Karoqs</td>
</tr>
<tr>
<td>Class</td>
<td>Small Off-Road</td>
</tr>
</tbody>
</table>

---

###成人乘客

- 安全带系统
  - 93%

###儿童乘客

- 安全带系统
  - 79%

###行人

- 安全带系统
  - 73%

###安全辅助

- 安全带系统
  - 58%

---

**Note:**

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## SAFETY EQUIPMENT

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FRONTAL CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frontal airbag</td>
<td>●</td>
<td>●</td>
<td>✗</td>
</tr>
<tr>
<td>Belt pretensioner</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Belt loadlimiter</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Knee airbag</td>
<td>●</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td><strong>SIDE CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side head airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Side chest airbag</td>
<td>●</td>
<td>●</td>
<td>✗</td>
</tr>
<tr>
<td>Side pelvis airbag</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>
## SAFETY EQUIPMENT (NEXT)

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHILD PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isofix/i-Size</td>
<td>—</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>Integrated CRS</td>
<td>—</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>Airbag cut-off switch</td>
<td>—</td>
<td>●</td>
<td>—</td>
</tr>
<tr>
<td><strong>SAFETY ASSIST</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seat Belt Reminder</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

### OTHER SYSTEMS

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Bonnet (Hood)</td>
<td>×</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AEB Pedestrian</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AEB City</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AEB Inter-Urban</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed Assistance System</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane Assist System</td>
<td>○</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 available
- ○ Not available
- — Not applicable

Version 120522

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ADULT OCCUPANT

<table>
<thead>
<tr>
<th>Category</th>
<th>Performance</th>
<th>Points</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal Offset Deformable Barrier</td>
<td>Good</td>
<td>7.4</td>
<td></td>
</tr>
<tr>
<td>Frontal Full Width</td>
<td>Adequate</td>
<td>7.2</td>
<td></td>
</tr>
<tr>
<td>Whiplash Rear Impact</td>
<td>Marginal</td>
<td>2.4</td>
<td></td>
</tr>
<tr>
<td>Lateral Impact</td>
<td>Weak</td>
<td>15.6</td>
<td></td>
</tr>
<tr>
<td>AEB City</td>
<td>Good</td>
<td>2.9</td>
<td></td>
</tr>
</tbody>
</table>

Total: 35.5 Pts / 93%
<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

**ADULT OCCUPANT**

Total 35.5 Pts / 93%
The passenger compartment of the Karoq remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Škoda demonstrated 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 test, protection of both occupants was good or adequate except for the chest of the rear passenger, protection of which was rated as marginal. In the side barrier test, protection of all critical body areas was good and the Karoq scored maximum points. In the more severe side pole test, protection of the chest was adequate and that of other parts of the body was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds typical of city driving at which many whiplash injuries are caused, with collisions avoided or mitigated at all test speeds.
CHILD OCCUPANT

Test Results

Total 38.9 Pts / 79%

<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

Crash Test Performance based on 6 & 10 year old children

| Frontal Impact | 11.9 Pts |
| Lateral Impact | 8 Pts |

Restraint for 6 year old child: KidFix XP
Restraint for 10 year old child: Safety 1st Manga

Safety Features

7.0 Pts

<table>
<thead>
<tr>
<th></th>
<th>Front Passenger</th>
<th>2nd row outboard</th>
<th>2nd row center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isofix</td>
<td>O</td>
<td>O</td>
<td>X</td>
</tr>
<tr>
<td>i-Size</td>
<td>X</td>
<td>O</td>
<td>X</td>
</tr>
<tr>
<td>Integrated CRS</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Fitted to test car as standard  Not on test car but available as option  Not available
<table>
<thead>
<tr>
<th>CRS Installation Check</th>
<th>12.0 Pts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install without problem</td>
<td>Install with care</td>
</tr>
</tbody>
</table>

### 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)**

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**Version 120522**

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CHILD OCCUPANT

Total 38.9 Pts / 79%

- Universal Belted CRS
  - Maxi Cosi CabrioFix (Belt)
  - Maxi Cosi CabrioFix & EasyBase2 (Belt)
  - Britax Römer King II LS (Belt)
  - Britax Römer KidFix XP (Belt)
## TEST RESULTS

### CHILD OCCUPANT

Total 38.9 Pts / 79%

<table>
<thead>
<tr>
<th>Seat Position</th>
<th>Front</th>
<th>2nd row</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PASSENGER</td>
<td>LEFT</td>
</tr>
<tr>
<td>Maxi Cosi 2way Pearl &amp; 2wayFix (rearward) (iSize)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>Maxi Cosi 2way Pearl &amp; 2wayFix (forward) (iSize)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>BeSafe iZi Kid X2 i-Size (iSize)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>Maxi Cosi CabrioFix &amp; FamilyFix (ISOFIX)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>BeSafe iZi Kid X4 ISOfix (ISOFIX)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>Britax Römer Duo Plus (ISOFIX)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>Britax Römer KidFix XP (ISOFIX)</td>
<td>—</td>
<td>★</td>
</tr>
<tr>
<td>Maxi Cosi CabrioFix (Belt)</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Maxi Cosi CabrioFix &amp; EasyBase2 (Belt)</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Britax Römer King II LS (Belt)</td>
<td>★</td>
<td>★</td>
</tr>
<tr>
<td>Britax Römer KidFix XP (Belt)</td>
<td>★</td>
<td>★</td>
</tr>
</tbody>
</table>

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

### Comments

In the frontal offset test, protection of the chest of the 6 year dummy was rated as weak, based on dummy readings of deceleration and neck protection of both dummies was rated as marginal, based on readings of tensile forces. In the side barrier test, protection of all critical body regions was good for both dummies. 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. All of the restraint types for which the Karoq is designed could be properly installed and accommodated.
PEDESTRIAN

TEST RESULTS

Total 31.0 Pts / 73%

Head Impact 16.0 Pts
Pelvis Impact 3.5 Pts
Leg Impact 6.0 Pts

Pedestrian 25.5 Pts

AEB Pedestrian 5.5 Pts

System Name Front Assist
Type Auto-Brake with Forward Collision Warning
Operational From 4 km/h
Additional Information Defaults on for every journey; operates above 40 km/h and in low ambient light

PERFORMANCE |

<table>
<thead>
<tr>
<th>Autobrake Function</th>
<th>Avoidance</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Running Adult crossing from Farside</td>
<td>Collision avoided up to 45 km/h</td>
<td>Impact mitigated up to 60 km/h</td>
</tr>
<tr>
<td>Walking Adult crossing from Nearside -25%</td>
<td>Collision avoided up to 35 km/h</td>
<td>Impact mitigated up to 60 km/h</td>
</tr>
<tr>
<td>Walking Adult crossing from Nearside -75%</td>
<td>Collision avoided up to 35 km/h</td>
<td>Impact mitigated up to 60 km/h</td>
</tr>
<tr>
<td>Running Child from behind parked vehicles</td>
<td>Collision avoided up to 35 km/h</td>
<td>Impact mitigated up to 50 km/h</td>
</tr>
</tbody>
</table>

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with poor results being recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians’ legs and scored maximum points. The protection provided to the pelvis area was mixed. Tests of the pedestrian detection function of the autonomous emergency braking system demonstrated good performance, with collisions avoided or mitigated in all scenarios.
## SAFETY ASSIST

**Total 7.0 Pts / 58%**

<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

### Speed Assistance

- **System Name**: Speedlimiter
- **Speed Limit Information Function**: N/A
- **Warning Function**: Manually set
- **Speed Limitation Function**: Manually set (accurate to 10km/h)

**1.3 Pts**

### Seatbelt Reminder

<table>
<thead>
<tr>
<th>Applies To</th>
<th>All seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning</td>
<td>Driver Seat</td>
</tr>
<tr>
<td>Visual</td>
<td>✔️</td>
</tr>
<tr>
<td>Audible</td>
<td>✔️</td>
</tr>
</tbody>
</table>

- ✔️ Pass
- ✔️ Fail
- — Not available

**3.0 Pts**

### Lane Support

**0 Pts**
SAFETY ASSIST

AEB Inter-Urban

<table>
<thead>
<tr>
<th>System Name</th>
<th>Front Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Forward Collision Warning with Auto-Brake</td>
</tr>
<tr>
<td>Operational From</td>
<td>4 km/h</td>
</tr>
<tr>
<td>Additional Information</td>
<td>Default On; Supplementary Warning</td>
</tr>
</tbody>
</table>

PERFORMANCE |  |  |  |

<table>
<thead>
<tr>
<th>Autobrake Function Only</th>
<th>Driver reacts to warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational Speed</td>
<td>4-250 km/h</td>
</tr>
<tr>
<td>Approaching a stationary car</td>
<td>See AEB City</td>
</tr>
<tr>
<td>Approaching a slower moving car</td>
<td>Crash avoided up to 70km/h.</td>
</tr>
</tbody>
</table>

FOLLOWING A CAR AT SHORT DISTANCE

<table>
<thead>
<tr>
<th>Car in front brakes gently</th>
<th>Avoidance</th>
<th>Avoidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car in front brakes harshly</td>
<td>Avoidance</td>
<td>Avoidance</td>
</tr>
</tbody>
</table>

FOLLOWING A CAR AT LONG DISTANCE

<table>
<thead>
<tr>
<th>Car in front brakes gently</th>
<th>Avoidance</th>
<th>Avoidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car in front brakes harshly</td>
<td>Avoidance</td>
<td>Avoidance</td>
</tr>
</tbody>
</table>

Comments

A seatbelt reminder system is standard for the front and rear seats as is a driver-set speed limiter. The autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in many scenarios and test speeds.
## Variants of Model Range

<table>
<thead>
<tr>
<th>Body Type</th>
<th>Engine &amp; Transmission</th>
<th>Model Name/Code</th>
<th>Drivetrain</th>
<th>Rating Applies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>LHD</td>
<td>RHD</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>1.0 petrol</td>
<td>1.0 TSI</td>
<td>4 x 2</td>
<td>yes</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>1.5 petrol</td>
<td>1.5 TSI</td>
<td>4 x 2</td>
<td>yes</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>1.5 petrol</td>
<td>1.5 TSI 4 x 4</td>
<td>4 x 4</td>
<td>yes</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>1.6 diesel*</td>
<td>1.6 TDI</td>
<td>4 x 2</td>
<td>yes</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>2.0 diesel</td>
<td>2.0 TDI</td>
<td>4 x 2</td>
<td>yes</td>
</tr>
<tr>
<td>5 door SUV</td>
<td>2.0 diesel</td>
<td>2.0 TDI 4 x 4</td>
<td>4 x 4</td>
<td>yes</td>
</tr>
</tbody>
</table>

* Tested variant

## Annual Reviews and Facelifts

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 2017</td>
<td>Rating Published</td>
<td>2017 ⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td>November 2020</td>
<td>Annual Review</td>
<td>2017 ⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td>November 2021</td>
<td>Annual Review</td>
<td>2017 ⭐⭐⭐⭐⭐</td>
</tr>
<tr>
<td>February 2022</td>
<td>Facelift Review</td>
<td>2017 ⭐⭐⭐⭐⭐</td>
</tr>
</tbody>
</table>