



2021





Adult Occupant



94%

Child Occupant



Safety Assist

89%

Vulnerable Road Users



71%



82%

SPECIFICATION

Tested Model	Škoda ENYAQ iV 60 , LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1940kg
VIN From Which Rating Applies	- all ENYAQ iV
Class	Large Off-Road

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	•	•	0
Side pelvis airbag	×	×	×
Centre Airbag	•	•	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		•	
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	<u> </u>
SAFETY ASSIST			
Seat Belt Reminder	•	•	

OTHER SYSTEMS				
Active Bonnet	×			
AEB Vulnerable Road Users	•			
AEB Car-to-Car incl. Turn Across Path				
AEB Pedestrian - Reverse	×			
Speed Assistance	•			
Lane Assist System				

Note: Other equipment m	nay be available on the	e 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
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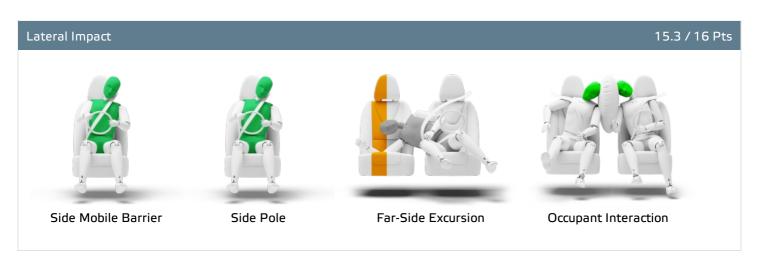
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

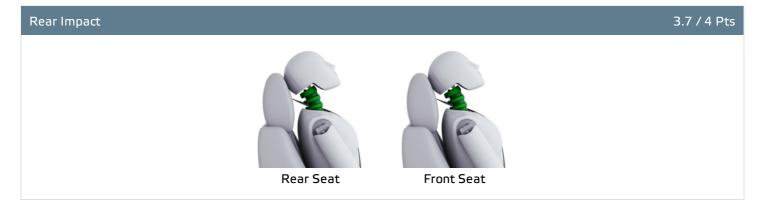




Total 36.0 Pts / 94%











Total 36.0 Pts / 94%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication					2.0 / 2 Pts
	Rescue Sheet	Available, ISO compliant			PDF
	Advanced eCall	Available			
	Multi Collision Brake	Available			

Comments

The passenger compartment of the ENYAQ iV remained stable in the frontal offset test. Dummy readings showed good protection for all critical body regions of the driver and for all critical body regions of the passenger except the left lower leg, protection of which was adequate. Skoda showed that good protection would be provided also to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deformable barrier used in the frontal offset test revealed no areas of excessive deformation. Combined with the deceleration profile of the trolley on which the barrier was mounted, this demonstrated that the ENYAQ iV would not be an aggressive crash opponent. In both the side barrier and side pole tests, the car provided good protection to all critical body regions and scored maximum points. Occupant excursion in a far-side impact was rated as marginal. The ENYAQ iV has, as standard, a centremounted airbag to provide protection in the event of a far-side impact. Euro NCAP's test showed that the airbag worked well, with good protection of the head. 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.



Total 44 Pts / 89%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer KidFix 2R* Restraint for 10 year old child: *Britax Römer KidFix 2R*

Safety Features 8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	•	•	×
i-Size	•	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



i-Size CRS







Britax Römer TriFix2 i-Size (i-Size)

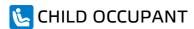


ISOFIX CRS









Total 44 Pts / 89%

Universal Belted CRS











Total 44 Pts / 89%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	<u> </u>	•
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	•	•	_	•
BeSafe iZi Kid X2 i-Size (i-Size)	•	•	_	•
Britax Römer TriFix2 i-Size (i-Size)	•	•	_	•
BeSafe iZi Flex FIX i-Size (i-Size)	•	•	_	•
BeSafe iZi Combi X4 ISOfix (ISOFIX)	•	•	_	•
Cybex Solution Z (ISOFIX)	•	•	<u>—</u>	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•
Britax Römer King II LS (Belt)	•	•	•	•
Cybex Solution Z (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In both the frontal offset test and the side barrier test, the ENYAQ iV provided good protection to all critical body areas of both the 6 year and 10 year dummy, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be fitted 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 child restraint types for which the ENYAQ iV is designed could be properly fitted and accommodated in the car.



🕺 VULNERABLE ROAD USERS

Total 38.3 Pts / 71%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 26.9 / 36 Pts



Head Impact	16.8 Pts
Pelvis Impact	4.1 Pts
Leg Impact	6.0 Pts

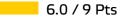
Vulnerable Road Users 11.5 / 18 Pts

System Name	Front Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



Total 38.3 Pts / 71%

AEB Pedestrian



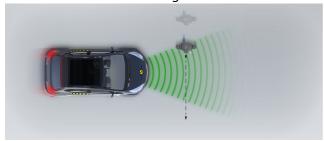
Day time

Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning

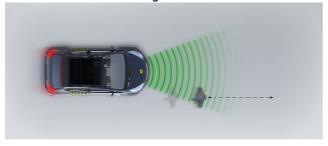
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

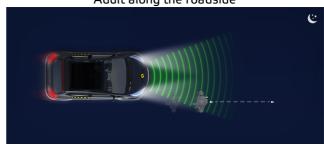


Night time

Adult crossing the road



Adult along the roadside

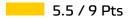


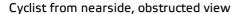




Total 38.3 Pts / 71%

AEB Cyclist

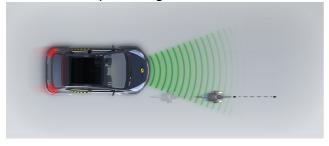








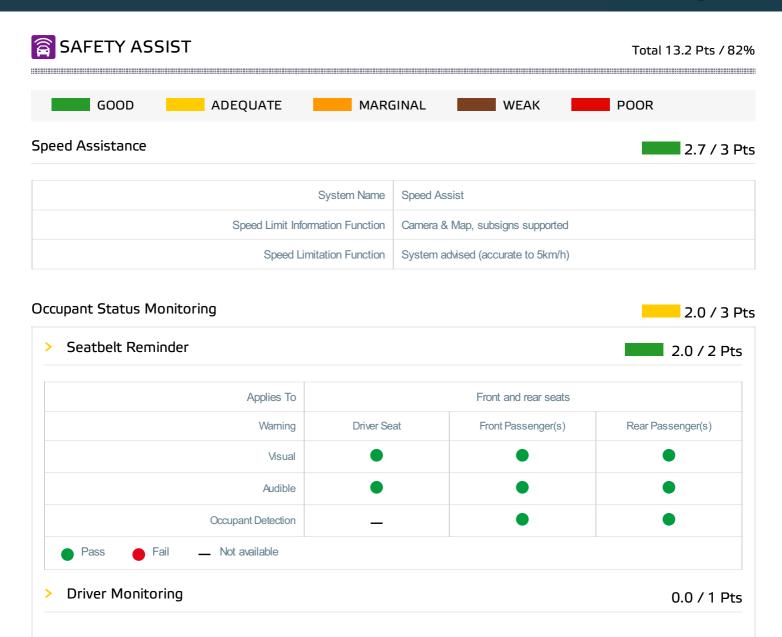
Cyclist along the roadside



Comments

The protection provided to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with some poor results recorded only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was more mixed with areas which performed well and some which performed poorly. The autonomous emergency braking (AEB) system of the ENYAQ iV can detect pedestrians and cyclists. In tests of its response to such vulnerable road users, the system performed adequately, avoiding or mitigating collision in most test scenarios. The ENYAQ iV cannot detect pedestrians to the rear of the car and AEB-reverse tests were not performed.









Lane Support 3.5 / 4 Pts

System Name	Lane Assist
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 5.1 / 6 Pts

System Name	Front Assist
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar



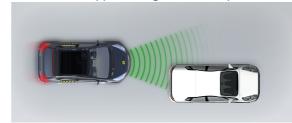


Autobrake function only

Test car turns across the path of an approaching car



Approaching a stationary car



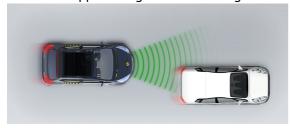
Approaching a stationary car



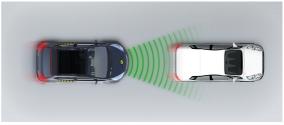
Approaching a stationary car



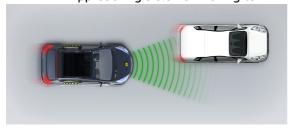
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

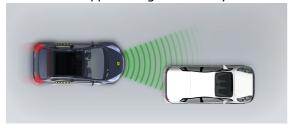




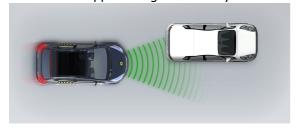


Driver reacts to warning

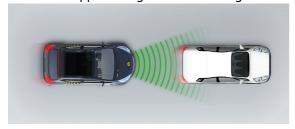
Approaching a stationary car



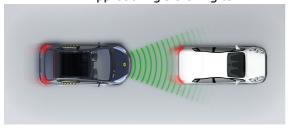
Approaching a stationary car



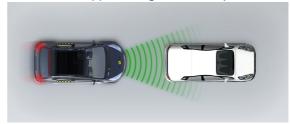
Approaching a slower moving car



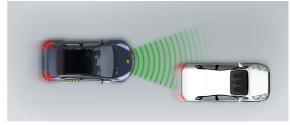
Approaching a braking car



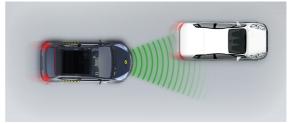
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Comments

The ENYAQ iV has a speed assistance system as standard. This uses a camera and digital mapping to determine the local speed limit and the driver can choose to allow the system to adjust the speed automatically. A seatbelt reminder is standard for all seating positions. A fatigue-detection system monitors driver alertness but this is available as an option only and was not included in the assessment. Lane assistance warns the driver if the car is drifting out of lane and gently corrects the vehicle path. The system also intervenes more aggressively in some more critical situations. The AEB system performed well in tests of its response to other vehicles, with collisions avoided or mitigated in almost all scenarios.



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating	Applies
				LHD	RHD
5 door SUV	Electric (109kW / 220Nm)	50	4 x 2	\checkmark	✓
5 door SUV	Electric (132kW / 310Nm)	60*	4 x 2	\checkmark	✓
5 door SUV	Electric (150kW / 310Nm)	80	4 x 2	✓	✓
5 door SUV	Electric (195kW / 425Nm)	80x	4 x 4	✓	✓
5 door SUV	Electric (225kW / 460Nm)	RS	4 x 4	✓	✓
5 door hatchback	Electric (132kW / 310Nm)	60	4 x 2	✓	✓
5 door hatchback	Electric (150kW / 310Nm)	80	4 x 2	✓	✓
5 door hatchback	Electric (195kW / 425Nm)	80x	4 x 4	✓	✓
5 door hatchback	Electric (225kW / 460Nm)	RS	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2021	Rating Published	2021 🗙 🖈 🖈 ★	✓