



2017









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	•	•	0
Side pelvis airbag	×	×	×



# **SAFETY EQUIPMENT (NEXT)**

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		0	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

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 page	ack
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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





Passenger

Total 35.3 Pts / 92%

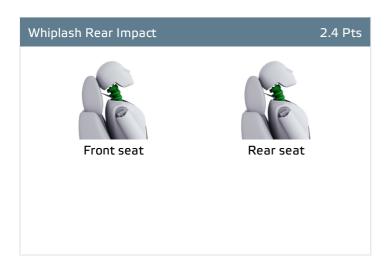
**POOR** 

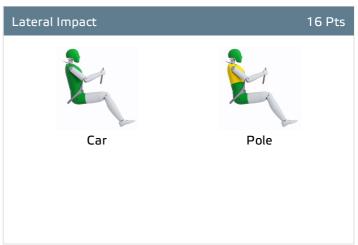


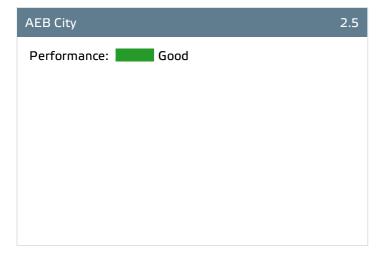
Driver



WEAK











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.



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: *Römer Kidfix XP* Restraint for 10 year old child: *Nania Booster* **Safety Features** 

6 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	0	•	×	×
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

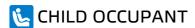
#### i-Size CRS









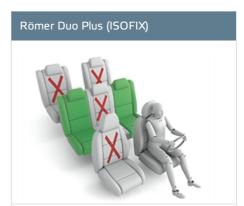


Total 38.2 Pts / 77%

#### ISOFIX CRS









#### Universal Belted CRS











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)		•		•			
Römer Duo Plus (ISOFIX)		•		•			
Römer KidFix XP (ISOFIX)		•		•			
Maxi Cosi Cabriofix (Belt)	•	•	•	•	•	×	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•	×	×	×
Römer King II LS (Belt)	•	•	•	•	•	×	•
Römer KidFix XP (Belt)	•	•	•	•	•	×	•

Install without problem

Install with care

Safety critical problem

★ Installation not allowed

#### 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.





Total 30.0 Pts / 71%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 30.0 Pts



Head Impact 15.7 Pts

Pelvis Impact 4.4 Pts

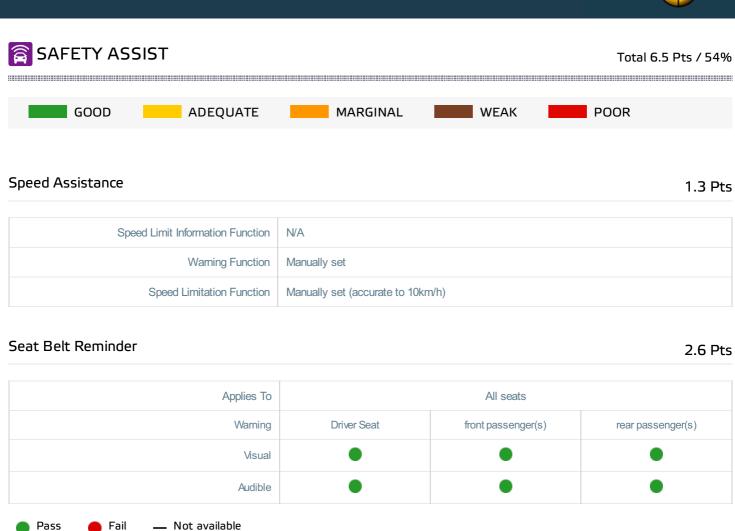
Leg Impact 6 Pts

AEB Pedestrian		4 Pt		
System Name	Front Assist			
Туре	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   PE				
	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		
Walking Adult crossing from Nearside -75%  Running Child from behind parked vehicles	Collision avoided up to 25 km/h 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.





Lane Support 0 Pts

Operational From	0 km/h
PERFORMANCE	
LDW Confirmation Test	Fail





Total 6.5 Pts / 54%

AEB Interurban 2.7 Pts

Туре	Forward Collision Warning with Auto-Brake				
Operational From	8 Km/h				
Additional Information	Default On; Supplementary Warning				
PERFORMANCE   PE					
Operational Speed	8-80 Km/h	8-80 Km/h			
	Autobrake Function Only	Driver reacts to warning			
Approaching a stationary car	See AEB City	Crash avoided up to 45km/h. 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**

### Annual Reviews and Facelifts

Date	Event	Outcome
May 2017	Rating Published	2017 ★ ★ ★ ★ ★