

TEST RESULTS

Skoda Citigo

Tested Car: VW up! 1.0, LHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 89%

FRONTAL IMPACT

14,2 pts



Driver



Passenger

SIDE IMPACT CAR

7,1 pts

SIDE IMPACT POLE

7,3 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,4 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	4mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 37mm
Upward pedal movement	clutch - 28mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Cloth, 6 way manual
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2 pts
- Medium severity	2,6 pts
- Low severity	2,6 pts

TEST RESULTS

CHILD OCCUPANT

Total 39 pts | 80%

18 MONTH OLD CHILD

Restraint Baby Safe Isofix
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Isofix Duo Plus Top Tether
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 11,1 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

4 pts

Airbag warning Label

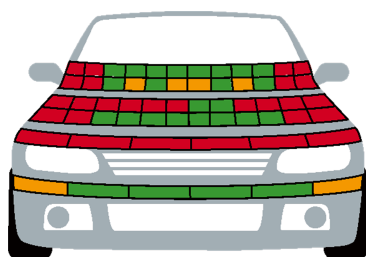
Non-permanent pictogram on B pillar

PEDESTRIAN

Total 17 pts | 46%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
MARGINAL
POOR

HEAD 11,7 pts
PELVIS 0 pts
LEG 4,9 pts

SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass
 Yaw rate ratio (1.00s) 2,27 %
 Yaw rate ratio (1.75s) 1,65 %
 Lateral displacement (1.07s) 3,11 m

SEATBELT REMINDER

3 pts

- driver Pass
 - passenger Pass
 - rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Tested Car: VW up! 1.0, LHD
Body type	3 door hatchback
Year of publication	2011
Kerb weight	855kg
VIN from which rating applies	applies to all Citigos of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	Combined head/thorax airbag
Electronic Stability Control	Meeting fitment requirements
Seatbelt Reminder	driver, passenger and rear seats

COMMENTS

The Skoda Citigo has been scrutinised by Euro NCAP and the car is structurally identical to the Volkswagen up! and has the same interior fittings. Skoda has informed Euro NCAP that the Citigo also has the same levels of safety equipment as the up!. Accordingly, Euro NCAP believes that the star rating of the up! can also be applied to the Skoda Citigo.

Adult occupant

In the frontal impact, the passenger compartment remained stable. Maximum points were scored for protection of the passenger dummy. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. It was demonstrated that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, most body areas had adequate protection. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the driver's chest. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

Child occupant

Based on dummy readings in the dynamic tests, maximum points were scored for protection of the three year dummy. In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear and the system was not rewarded by Euro NCAP. The dangers of using a rearward facing restraint in the passenger seat without first disabling the airbag are not clearly labelled in the car.

Pedestrian

The bumper provided mostly good protection to pedestrians' legs. However, the front edge of the bonnet was poor in all areas tested and scored no points. In those areas where a child's head might strike, the bonnet provided poor protection. In those areas where an adult's head would strike, protection was mixed, some areas providing good protection and others poor.

Safety assist

Electronic stability control is standard in most European countries but optional on some variants in some countries. Skoda provided information to show that it will meet Euro NCAP's fitment requirements for 2011, and the system passed the test requirements. A seatbelt reminder system is standard for the driver, passenger and rear seats. A speed limitation device is not offered on the Citigo.