



**Skoda Kodiaq**  
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



92%

Child Occupant



77%

Pedestrian



71%

Safety Assist



54%

## SPECIFICATION

Tested Model	Skoda 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
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	✗
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	✗	✗	✗

Version 150517

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
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	○

**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 Pts

Car                      Pole

**AEB City** 2.5

Performance: ■ Good

 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.

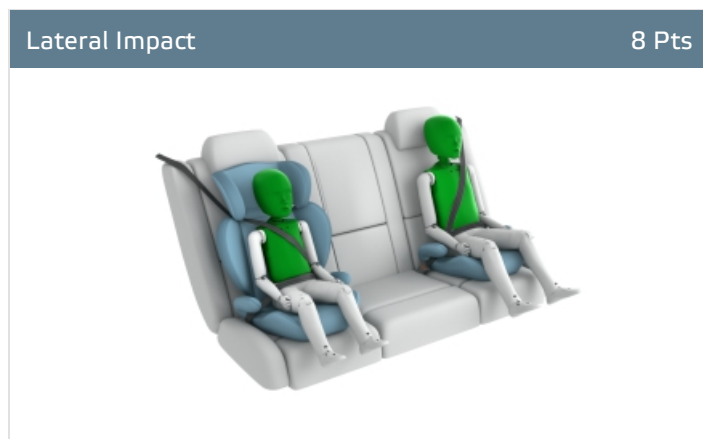
**CHILD OCCUPANT**

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: *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 *
Isfix	○	●	✗	✗
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**



**CHILD OCCUPANT**

Total 38.2 Pts / 77%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



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)	□	●	□	●	□	□	□
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.

**PEDESTRIAN PROTECTION**

Total 30.0 Pts / 71%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	30.0 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	15.7 Pts	Pelvis Impact	4.4 Pts	Leg Impact	6 Pts
Head Impact	15.7 Pts						
Pelvis Impact	4.4 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		4 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   <span style="color: yellow;">■</span>	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)

Seat Belt 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


Operational From	0 km/h
PERFORMANCE	
LDW Confirmation Test	Fail

 SAFETY ASSIST

Total 6.5 Pts / 54%

## AEB Interurban

2.7 Pts

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