



Škoda Karoq
Standard Safety Equipment

2017



Adult Occupant



93%

Child Occupant



79%

Pedestrian



73%

Safety Assist



58%

SPECIFICATION

Tested Model	Škoda Karoq 1.6 diesel 'Ambition', LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1365kg
VIN From Which Rating Applies	- all Karoqs
Class	Small 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	●	●	✘
Side pelvis airbag	✘	✘	✘

Version 231017

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 35.5 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.4 Pts

Passenger Driver

Frontal Full Width 7.2 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.4 Pts

Front seat Rear seat

Lateral Impact 15.6 Pts

Car Pole

AEB City 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 35.5 Pts / 93%

Comments

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.

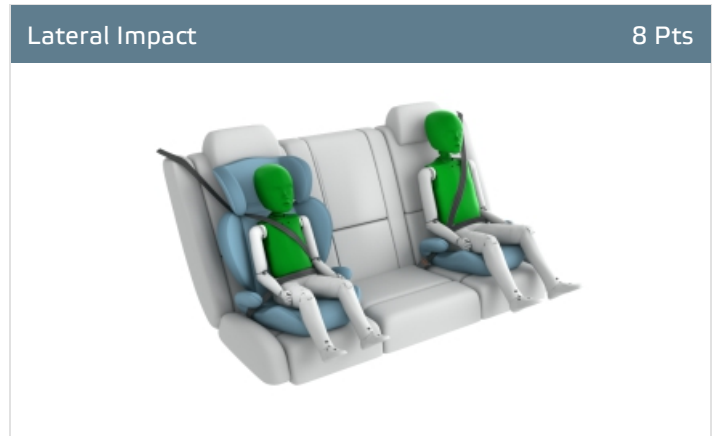
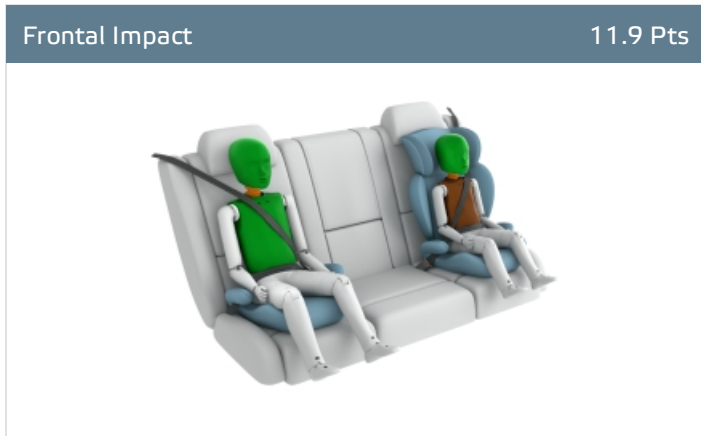
CHILD OCCUPANT

Total 38.9 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

19.9 Pts



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

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ **i-Size CRS**



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CHILD OCCUPANT

Total 38.9 Pts / 79%

■ **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 38.9 Pts / 79%

	Seat Position			
	Front	2nd row		
	PASSENGER	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, 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 PROTECTION

Total 31.0 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	31.0 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;">16 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.5 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	16 Pts	Pelvis Impact	3.5 Pts	Leg Impact	6 Pts
Head Impact	16 Pts						
Pelvis Impact	3.5 Pts						
Leg Impact	6 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 40km/h and in low ambient light	

PERFORMANCE ■	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 50 km/h

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%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

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

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

SAFETY ASSIST

Total 7.0 Pts / 58%

AEB Interurban

2.7 Pts

System Name	Front Assist	
Type	Forward Collision Warning with Auto-Brake	
Operational From	4 Km/h	
Additional Information	Default On; Supplementary Warning	
PERFORMANCE		
Operational Speed	4-250 Km/h	4-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 40km/h. Crash speed reduced up to 50km/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	Avoidance	Avoidance
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

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.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.0 petrol	1.0 TSI	4 x 2	✓	✓
5 door SUV	1.5 petrol	1.5 TSI	4 x 2	✓	✓
5 door SUV	1.5 petrol	1.5 TSI 4 x 4	4 x 4	✓	✓
5 door SUV	1.6 diesel*	1.6 TDI	4 x 2	✓	✓
5 door SUV	2.0 diesel	2.0 TDI	4 x 2	✓	✓
5 door SUV	2.0 diesel	2.0 TDI 4 x 4	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date
Event
Outcome
November 2017
Rating Published

2017 ★★★★★
✓