

Skoda Superb



RATING	SCORE	Front: 9	Side: 15	Pole: 2
 ADULT OCCUPANT ★★☆☆☆	26			
 PEDESTRIAN ☆☆☆☆☆	N/A			

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Roemer Prince, forward facing
3 year old Child	Roemer Prince, forward facing

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Skoda Superb 1.9 TDi Comfort
Body type	4 door saloon
Year of publication	2003
Kerb weight	1490
VIN from which rating applies	TMB22*63U*39035260

Comments

The Superb is based on VW's Passat, which already has four stars for occupant protection. And, after a re-test, the Skoda matched that score. It also equalled Euro NCAP's worst-car pedestrian rating by achieving no points whatsoever. The body was judged to be unstable and the driver risked chest injuries from hitting the steering wheel as well as knee injuries from hard points behind the fascia. Warnings against the installation of child seats opposite an airbag were also poor.

Front impact

The driver's chest hit the steering wheel through the airbag. This and the fact that the Superb's body was badly damaged by the impact and lost structural strength were major problems, although its restraint systems protected occupants. The front belts were load limited with reel-mounted pre-tensioners. Hard points behind the fascia threatened the driver's knees and upper legs. One advantage the car scored over the Passat was that its centre passenger seat has a three-point belt as standard. This is much safer than a lap-only belt.

Side impact

Skoda decided to fit a head airbag curtain as standard after the car's first side-impact test, so Euro NCAP allowed a re-test and the results for that are shown here. The curtain protected the heads of front and rear occupants and the seat-mounted thorax airbag worked well to cushion the driver's chest and abdomen. The arm rest on the door hit his lower ribs and abdomen but this was not considered to amount to a serious risk.

Child occupant

Labels to warn of the dangers of fitting a rear-facing child seat opposite an airbag were poor. The seat belts could be locked to improve their hold on the restraints. But no instructions were provided so this feature was not tested. Both children were in forward-facing universal seats secured by the adult belts. They worked well, but the 18-month-old took a high loading on his neck from the impact.

Pedestrian

Protection offered to pedestrians was abysmal. The car scored no points and gained no stars: a dreadful result, says Euro NCAP.