



Skoda Kodiaq
Standard Safety Equipment

2017



Adult Occupant



92%

Child Occupant



77%

VRU Impact Protection



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

X Rating Expired

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	✘	✘	✘
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
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 16.0 Pts

Car Pole

AEB City 2.5

Performance: ■ Good



ADULT OCCUPANT

Total 35.3 Pts / 92%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 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.

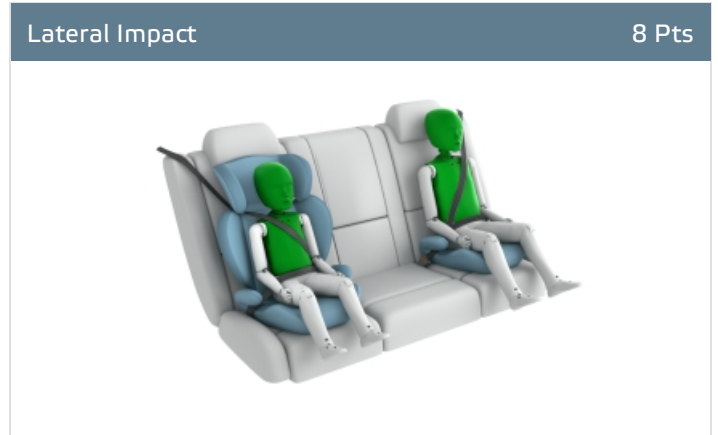
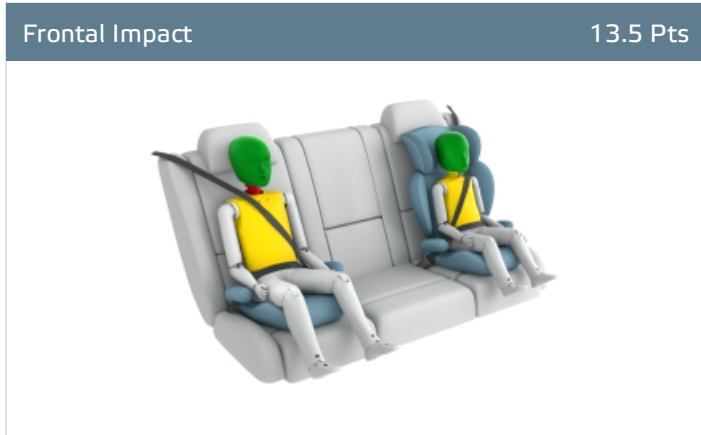
CHILD OCCUPANT

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

Safety Features

6.0 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	○	●	✘	✘
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

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



CHILD OCCUPANT

Total 38.2 Pts / 77%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



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.

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)	—	●	—	●	—	—	—
Britax Römer Duo Plus (ISOFIX)	—	●	—	●	—	—	—
Britax Römer KidFix XP (ISOFIX)	—	●	—	●	—	—	—
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	✘	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●	✘	✘	✘
Britax Römer King II LS (Belt)	●	●	●	●	●	✘	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	✘	●

● Easy ● Difficult ● Safety critical ✘ Not allowed — Not available

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.

VRU IMPACT PROTECTION

Total 30.0 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	26.1 Pts						
	<table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">15.7 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">4.4 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> </table>	Head Impact	15.7 Pts	Pelvis Impact	4.4 Pts	Leg Impact	6.0 Pts
Head Impact	15.7 Pts						
Pelvis Impact	4.4 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian		4.0 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 ■		
	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)

Seatbelt 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

SAFETY ASSIST

Total 6.5 Pts / 54%

AEB Inter-Urban

2.7 Pts

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

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	8-80 km/h	8-80 km/h
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

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
May 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
May 2018	Annual Review	2017 ★ ★ ★ ★ ★ ✓
May 2020	Annual Review	2017 ★ ★ ★ ★ ★ ✓
June 2021	Facelift Review	2017 ★ ★ ★ ★ ★ ✓
May 2022	Annual Review	2017 ★ ★ ★ ★ ★ ✓