



Skoda ENYAQ iV  
Standard Safety Equipment

2021



Adult Occupant



94%

Child Occupant



89%

Vulnerable Road Users



71%

Safety Assist



82%

SPECIFICATION

Tested Model	Škoda ENYAQ iV 60 , LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1940kg
VIN From Which Rating Applies	- all ENYAQ iV
Class	Large Off-Road



## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	✗	✗	✗
Centre 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	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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





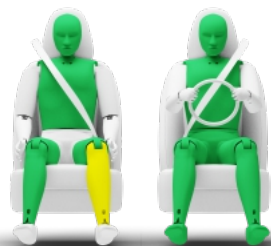
## ADULT OCCUPANT

Total 36.0 Pts / 94%

GOOD ADEQUATE MARGINAL WEAK POOR

## Frontal Impact

15.1 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

## Lateral Impact

15.3 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

## Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat





ADULT OCCUPANT

Total 36.0 Pts / 94%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the ENYAQ iV remained stable in the frontal offset test. Dummy readings showed good protection for all critical body regions of the driver and for all critical body regions of the passenger except the left lower leg, protection of which was adequate. Skoda showed that good protection would be provided also to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deformable barrier used in the frontal offset test revealed no areas of excessive deformation. Combined with the deceleration profile of the trolley on which the barrier was mounted, this demonstrated that the ENYAQ iV would not be an aggressive crash opponent. In both the side barrier and side pole tests, the car provided good protection to all critical body regions and scored maximum points. Occupant excursion in a far-side impact was rated as marginal. The ENYAQ iV has, as standard, a centre-mounted airbag to provide protection in the event of a far-side impact. Euro NCAP's test showed that the airbag worked well, with good protection of the head. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection.





## CHILD OCCUPANT

Total 44.0 Pts / 89%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

24.0 / 24 Pts

## Frontal Impact

16 Pts



## Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix 2R*Restraint for 10 year old child: *Britax Römer KidFix 2R*

## Safety Features

8.0 / 13 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

12.0 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z (ISOFIX)







CHILD OCCUPANT

Total 44.0 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z (Belt)



Comments

In both the frontal offset test and the side barrier test, the ENYAQ iV provided good protection to all critical body areas of both the 6 year and 10 year dummy, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be fitted 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 child restraint types for which the ENYAQ iV is designed could be properly fitted and accommodated in the car.





## CHILD OCCUPANT

Total 44.0 Pts / 89%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z (Belt)	●	●	●	●

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

## Comments

In both the frontal offset test and the side barrier test, the ENYAQ iV provided good protection to all critical body areas of both the 6 year and 10 year dummy, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be fitted 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 child restraint types for which the ENYAQ iV is designed could be properly fitted and accommodated in the car.





VULNERABLE ROAD USERS

Total 38.3 Pts / 71%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

VRU Impact Protection

26.9 / 36 Pts



Head Impact	16.8 Pts
Pelvis Impact	4.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

11.5 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h









## VULNERABLE ROAD USERS

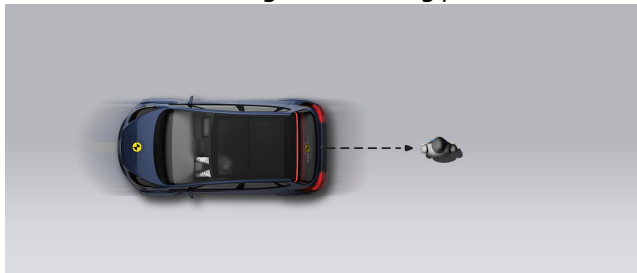
Total 38.3 Pts / 71%

## AEB Pedestrian

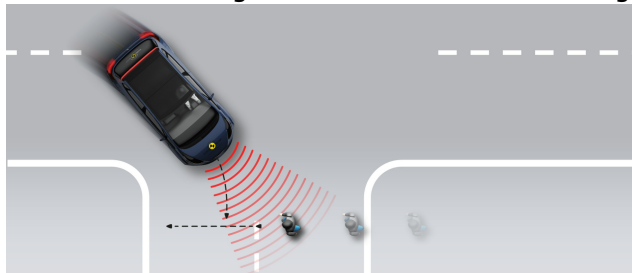
6.0 / 9 Pts

■ Day time

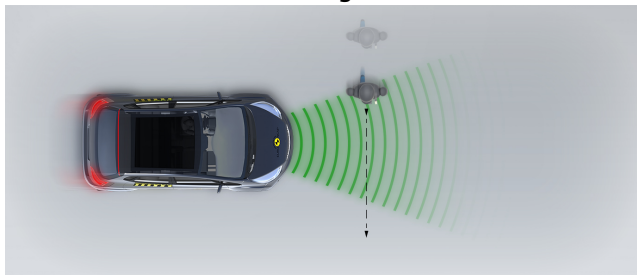
Vehicle reversing into standing pedestrian



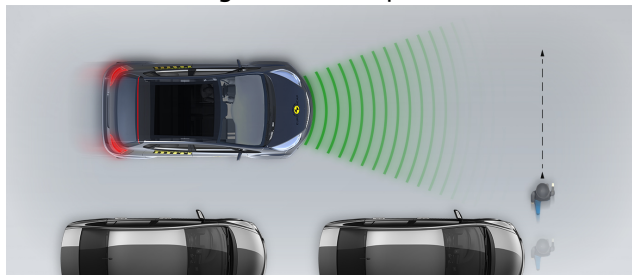
Pedestrian crossing a road into which a car is turning



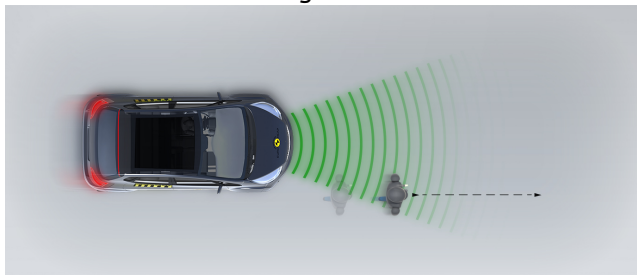
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

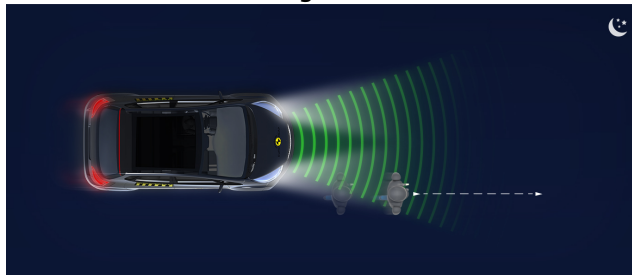


■ Night time

Adult crossing the road



Adult along the roadside







## VULNERABLE ROAD USERS

Total 38.3 Pts / 71%

## AEB Cyclist

5.5 / 9 Pts

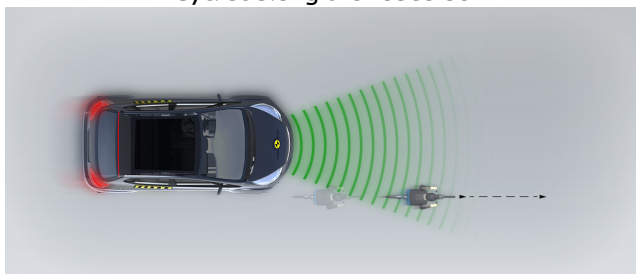
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



## Comments

The protection provided to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with some poor results recorded only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was more mixed with areas which performed well and some which performed poorly. The autonomous emergency braking (AEB) system of the ENYAQ iV can detect pedestrians and cyclists. In tests of its response to such vulnerable road users, the system performed adequately, avoiding or mitigating collision in most test scenarios. The ENYAQ iV cannot detect pedestrians to the rear of the car and AEB-reverse tests were not performed.





## SAFETY ASSIST

Total 13.2 Pts / 82%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

## Speed Assistance

 2.7 / 3 Pts









System Name	Speed Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




## Occupant Status Monitoring

 2.0 / 3 Pts

## &gt; Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

## &gt; Driver Monitoring

0.0 / 1 Pts





SAFETY ASSIST

Total 13.2 Pts / 82%



Lane Support 3.5 / 4 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	<span></span> GOOD
Lane Keep Assist	<span></span> GOOD
Human Machine Interface	<span></span> GOOD

AEB Car-to-Car 5.1 / 6 Pts

System Name	Front Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar



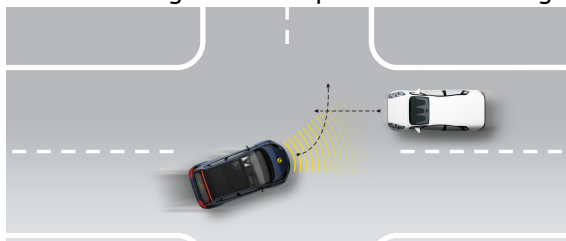


## SAFETY ASSIST

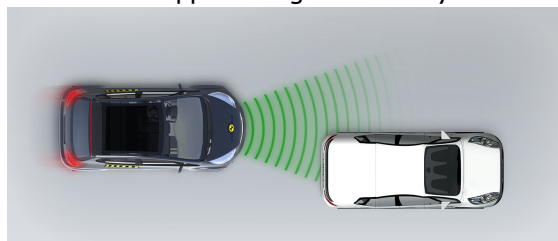
Total 13.2 Pts / 82%

## ■ Autobrake function only

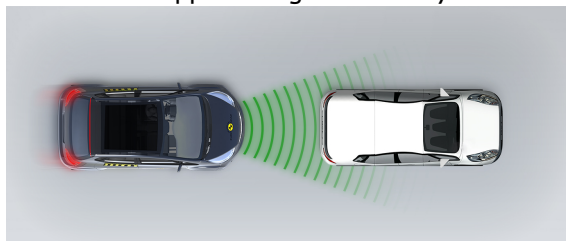
Car turning across the path of an oncoming car



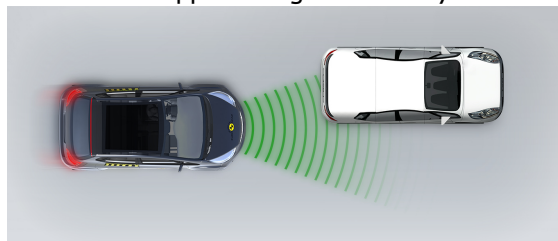
Approaching a stationary car



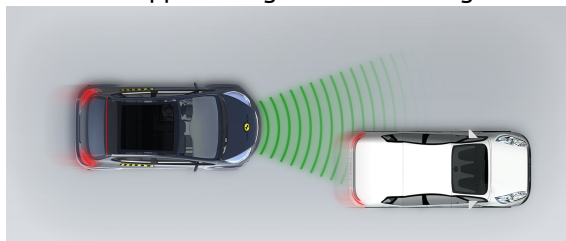
Approaching a stationary car



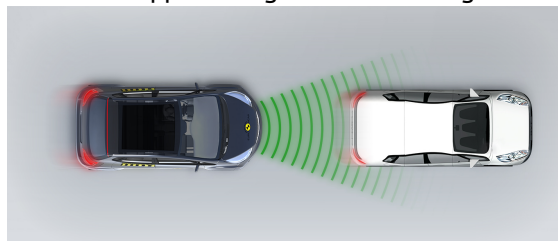
Approaching a stationary car



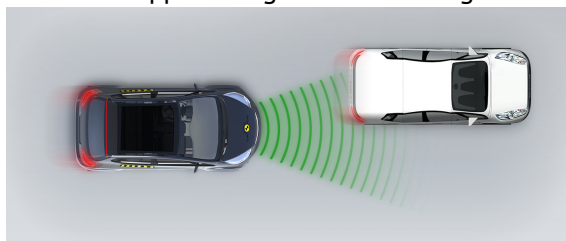
Approaching a slower moving car



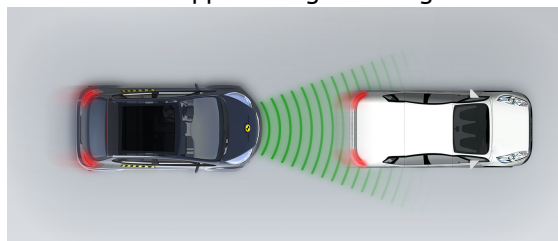
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





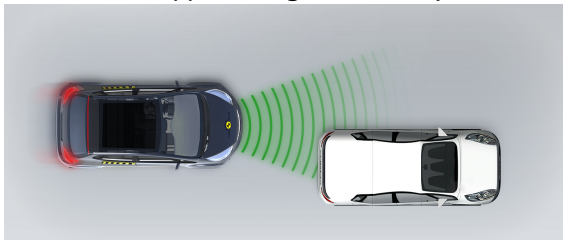


## SAFETY ASSIST

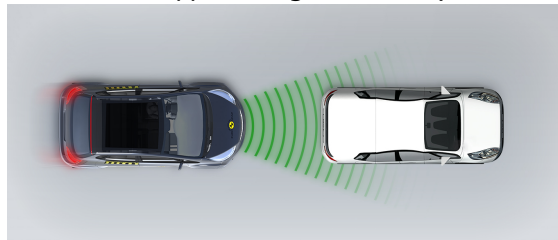
Total 13.2 Pts / 82%

### ■ Driver reacts to warning

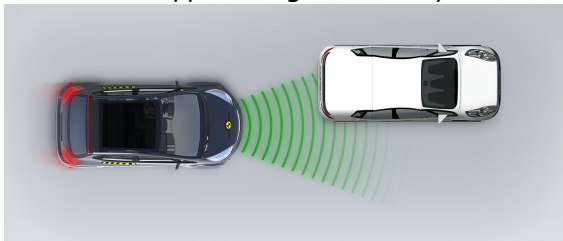
Approaching a stationary car



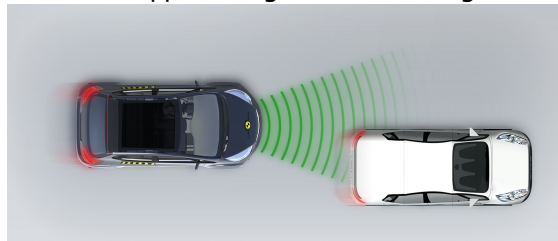
Approaching a stationary car



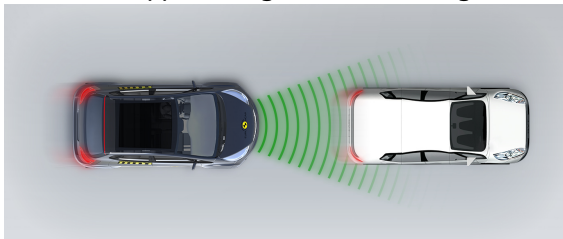
Approaching a stationary car



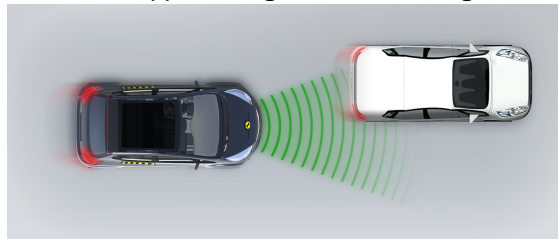
Approaching a slower moving car



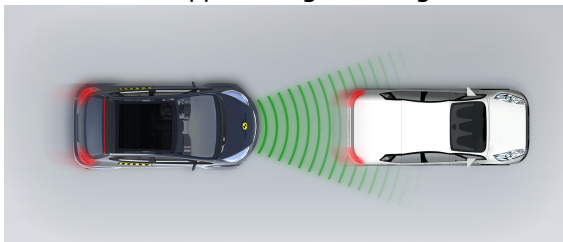
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13.2 Pts / 82%

## Comments

The ENYAQ iV has a speed assistance system as standard. This uses a camera and digital mapping to determine the local speed limit and the driver can choose to allow the system to adjust the speed automatically. A seatbelt reminder is standard for all seating positions. A fatigue-detection system monitors driver alertness but this is available as an option only and was not included in the assessment. Lane assistance warns the driver if the car is drifting out of lane and gently corrects the vehicle path. The system also intervenes more aggressively in some more critical situations. The AEB system performed well in tests of its response to other vehicles, with collisions avoided or mitigated in almost all scenarios.



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric (109kW / 220Nm)	50	4 x 2	✓	✓
5 door SUV	Electric (132kW / 310Nm)	60*	4 x 2	✓	✓
5 door SUV	Electric (150kW / 310Nm)	80	4 x 2	✓	✓
5 door SUV	Electric (195kW / 425Nm)	80x	4 x 4	✓	✓
5 door SUV	Electric (225kW / 460Nm)	RS	4 x 4	✓	✓
5 door hatchback	Electric (132kW / 310Nm)	60	4 x 2	✓	✓
5 door hatchback	Electric (150kW / 310Nm)	80	4 x 2	✓	✓
5 door hatchback	Electric (195kW / 425Nm)	80x	4 x 4	✓	✓
5 door hatchback	Electric (225kW / 460Nm)	RS	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome	
April 2021	Rating Published	2021 ★ ★ ★ ★ ★	✓
April 2022	Annual Review	2021 ★ ★ ★ ★ ★	✓
April 2023	Annual Review	2021 ★ ★ ★ ★ ★	✓