



Škoda Kamiq
Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



85%

Vulnerable Road Users



80%

Safety Assist



76%

SPECIFICATION

| | |
|-------------------------------|--|
| Tested Model | Škoda Kamiq 1.0 petrol 'Ambition', LHD |
| Body Type | - 5 door hatchback |
| Year Of Publication | 2019 |
| Kerb Weight | 1156kg |
| VIN From Which Rating Applies | - all Kamiqs |
| Class | Small SUV |

 Rating Expired

General comments

The Škoda Kamiq is structurally identical to the Škoda Scala rated earlier in 2019 by Euro NCAP, and has the same fitment of safety equipment. Some additional tests have been conducted where small differences might occur owing to the different ride-heights. Accordingly, this assessment is based on that of the Scala and the results of the additional tests.

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 | ✗ | ✗ | ✗ |
| 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 Cyclist | ● |
| 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 36.7 Pts / 96%

| | | | | |
|--|--|--|---|--|
|  GOOD |  ADEQUATE |  MARGINAL |  WEAK |  POOR |
|--|--|--|---|--|

Frontal Offset Deformable Barrier 7.2 / 8 Pts



Passenger



Driver

Frontal Full Width 7.9 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat



Rear seat

Lateral Impact 16.0 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 36.7 Pts / 96%

GOOD

ADEQUATE

MARGINAL

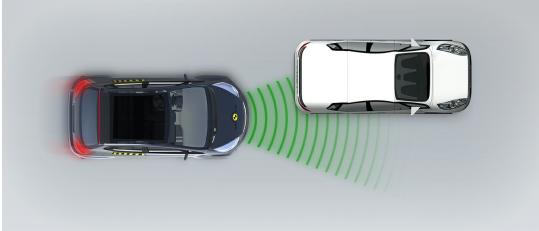
WEAK

POOR

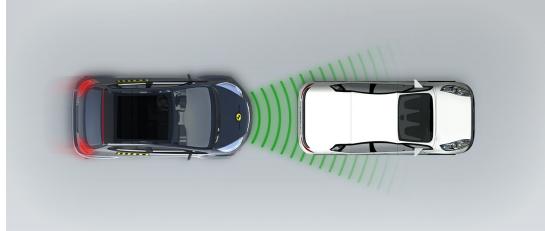
AEB City

4.0 / 4 Pts

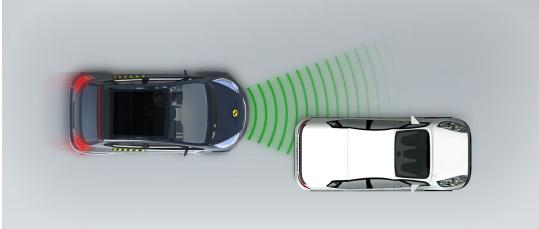
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.7 Pts / 96%

Comments

The passenger compartment of the Kamiq remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Škoda showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and rear passenger. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good and the car scored full points in both of these tests. 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 also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur.

 CHILD OCCUPANT

Total 41.9 Pts / 85%



Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts

| Frontal Impact | 14.9 Pts | Lateral Impact | 8 Pts |
|---|----------|----------------|-------|
|  | | | |
| | | | |

Restraint for 6 year old child: *Britax Römer KidFix XP II*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features 7.0 / 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 & 2wayFix (rearward) (iSize)



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



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT 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 41.9 Pts / 85%

■ 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 test, protection of all critical body areas was good or adequate for both dummies, apart from the neck of the 10 year dummy, protection of which was rated as marginal, based on dummy readings of neck tension. In the side barrier impact, all critical body areas were well protected for both dummies and the Kamiq 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 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 Kamiq is designed could be properly installed and accommodated in the car.

 CHILD OCCUPANT

Total 41.9 Pts / 85%

| | 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) | ● | ● | — | ● |
| BeSafe iZi Flex FIT 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 test, protection of all critical body areas was good or adequate for both dummies, apart from the neck of the 10 year dummy, protection of which was rated as marginal, based on dummy readings of neck tension. In the side barrier impact, all critical body areas were well protected for both dummies and the Kamiq 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 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 Kamiq is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 38.4 Pts / 80%



VRU Impact Protection

27.3 / 36 Pts



| | |
|---------------|----------|
| Head Impact | 18.1 Pts |
| Pelvis Impact | 3.2 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users

11.1 / 12 Pts

| | |
|------------------|---|
| System Name | Front Assist |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 4 km/h |

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also generally good. The Kamiq's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to both was good, with collisions avoided or mitigated in most cases.



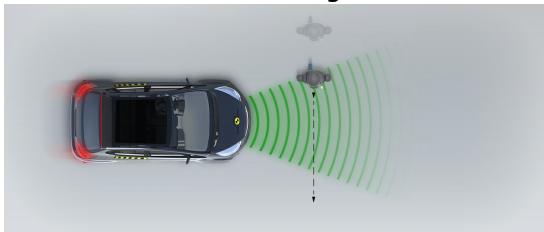
VULNERABLE ROAD USERS

Total 38.4 Pts / 80%

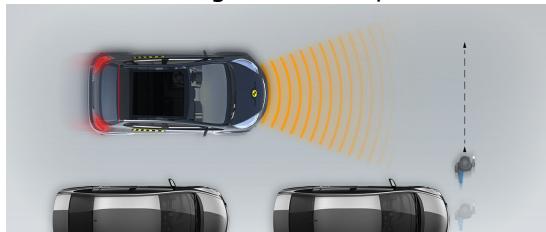
AEB Pedestrian

■ Day time

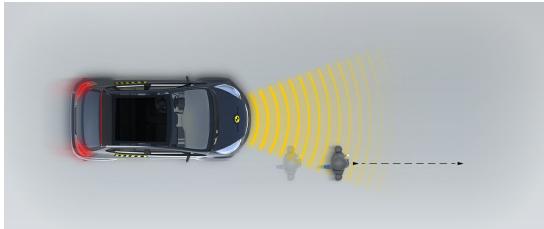
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

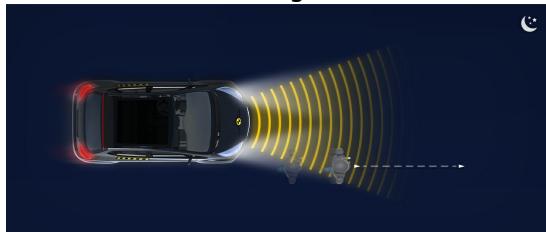


■ Night time

Adult crossing the road



Adult along the roadside

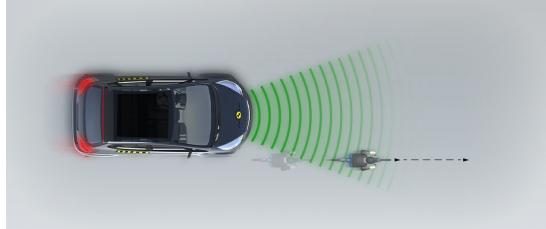


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

Total 10.0 Pts / 76%

| | | | | |
|------|----------|----------|------|------|
| GOOD | ADEQUATE | MARGINAL | WEAK | POOR |
|------|----------|----------|------|------|

Speed Assistance
 **1.3 / 3 Pts**

| | |
|---------------------------|----------------------------------|
| System Name | Speedlimiter |
| Speed Limitation Function | Manually set (accurate to 5km/h) |

Seatbelt Reminder
 **2.5 / 3 Pts**

| Applies To | All Seats | | |
|--------------------|-------------|--------------------|-------------------|
| | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |
| Occupant Detection | — | ● | — |

 Pass  Fail  Not available
Lane Support
 **3.5 / 4 Pts**

| | |
|------------------|---------------------------|
| System Name | Lane Assist |
| Type | ELK + LKA (including LDW) |
| Operational From | 60 km/h |

PERFORMANCE

| | |
|-------------------------|--|
| Emergency Lane Keeping |  GOOD |
| Lane Keep Assist |  GOOD |
| Human Machine Interface |  ADEQUATE |

 SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Inter-Urban

 2.7 / 3 Pts

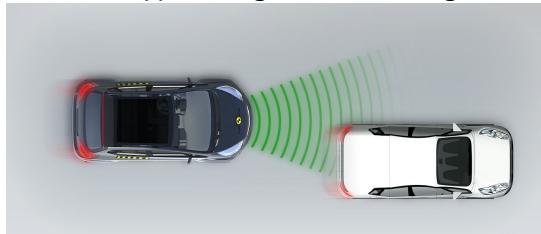
| | |
|------------------------|--|
| System Name | Front Assist |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 4 km/h |
| Additional Information | Supplementary warning |

Comments

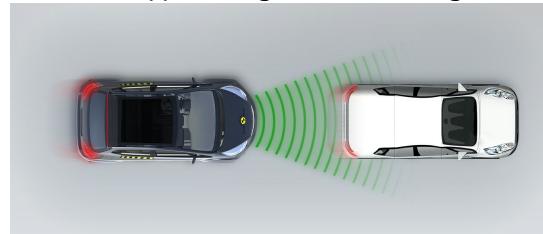
The Kamiq has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A driver-set speed limiter helps the driver not to over-speed while a lane support system helps prevent inadvertent drifting out of lane, as well as intervening more aggressively in some critical situations.

■ Autobrake function only

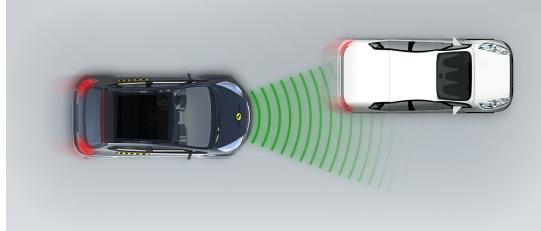
Approaching a slower moving car



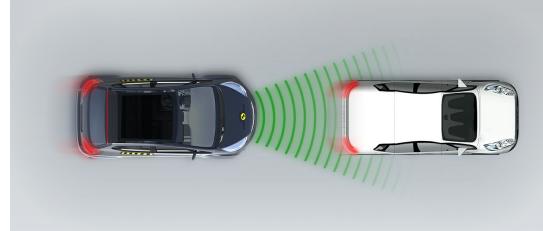
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

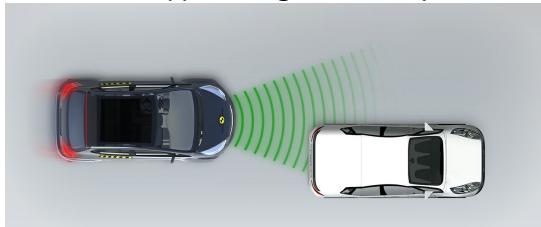


 SAFETY ASSIST

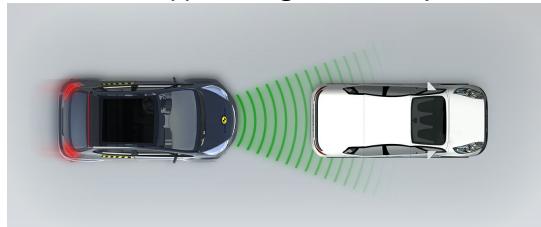
Total 10.0 Pts / 76%

■ Driver reacts to warning

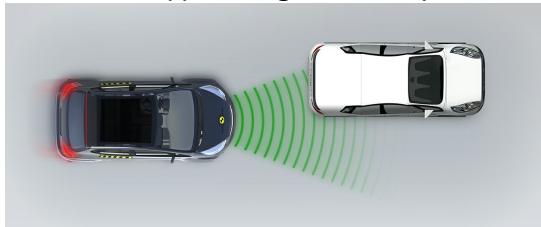
Approaching a stationary car



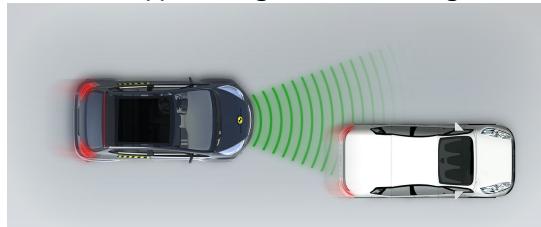
Approaching a stationary car



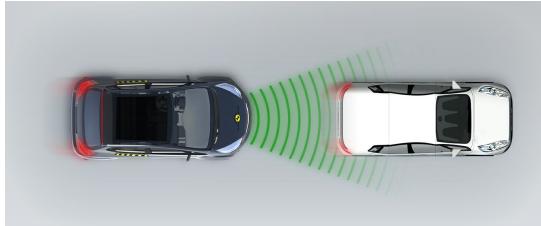
Approaching a stationary car



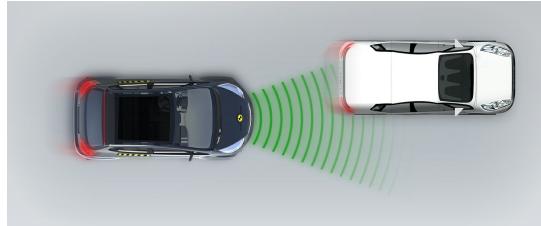
Approaching a slower moving car



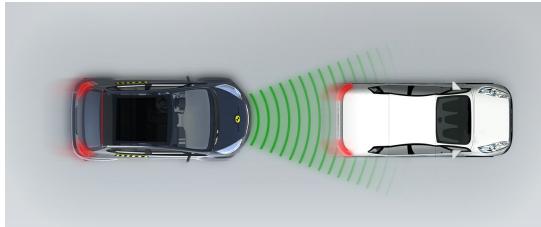
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|----------------|------------------|---|--|
| September 2019 | Rating Published | 2019   | |
| September 2020 | Annual Review | 2019   | |
| September 2021 | Annual Review | 2019   | |
| September 2022 | Annual Review | 2019   | |
| September 2023 | Facelift Review | 2019   | |