

SKODA KODIAQ



APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	October 2024	2023-2025
VEHICLE TYPE	ON SALE FROM	RATING EXPIRES
Large SUV	March 2025	December 2031
ENGINE / MOTOR TYPES	MODEL SERIES	AIRBAGS
Petrol	PS	Dual frontal, side chest, side head, centre



ANCAP
SAFETY

TESTED
2024

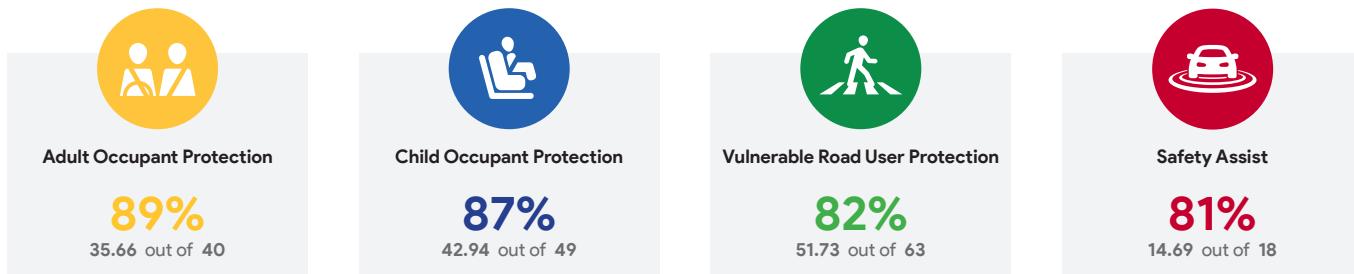


The Skoda Kodiaq was introduced in Australia and New Zealand in March 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard on all variants.

ASSESSMENT SCORES



RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Skoda Kodiaq Select 140TSI	5 door SUV	2.0L petrol	AWD	✓	✓
Skoda Kodiaq Sportline 140TSI	5 door SUV	2.0L petrol	AWD	✓	✓
Skoda Kodiaq Select 110TSI	5 door SUV	1.4L petrol	FWD	-	✓
Skoda Kodiaq Select 110TSI	5 door SUV	1.5L petrol	FWD	-	✓
Skoda Kodiaq RS 195TSI	5 door SUV	2.0L petrol	AWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

89%

35.66 out of 40

FRONTAL OFFSET (MPDB) [#] 3.96 points out of 8	OBlique POLE [#] 6.00 points out of 6	RESCUE & EXTRICATION 4.00 points out of 4
FULL WIDTH FRONTAL [#] 7.70 points out of 8	WHIPLASH PROTECTION 4.00 points out of 4	
SIDE IMPACT [#] 6.00 points out of 6	FAR SIDE IMPACT 4.00 points out of 4	

[#] Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Skoda Kodiaq remained stable in the **frontal offset** (MPDB) test. Protection of the driver chest and lower legs was **ADEQUATE**, with **GOOD** protection offered to all other body regions of the driver and front passenger.

The front structure of the Skoda Kodiaq presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 6.79 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was **ADEQUATE** for the chest of the driver, and chest and neck of the rear passenger. Protection was **GOOD** for all other critical body regions of the driver and rear passenger.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was **GOOD** and the Skoda Kodiaq scored maximum points in these tests.

The Skoda Kodiaq is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided **GOOD** protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as **ADEQUATE** for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Skoda Kodiaq would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.21 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.51 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions -6.79 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.67 pts
Chest	3.84 pts	3.27 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBlique POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

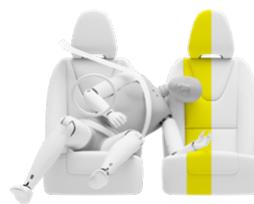


Adult Occupant Protection

89%

35.66 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

87%

42.94 out of 49

DYNAMIC TEST (FRONT)
15.94 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the neck of the 10 year dummy was **ADEQUATE**. Protection offered to all other critical body regions of both the 6 and 10 year dummies was **GOOD**.

In the **side impact** test, protection of the 6 year and 10 year dummies was **GOOD** for all critical body areas.

A child presence detection (CPD) system is not available.

The Skoda Kodiaq is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the second row seating positions and full points were scored for this assessment.

NOTE: Top tether anchorages are not available in the third row of seating. Installation of child restraints in the third row is therefore not recommended.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	✗	-
Top Tether Anchorage	✗	●	●	✗	-
Airbag Disabling	✗ / ●*	-	-	-	-
Child Presence Detection	✗	✗	✗	✗	-
0.00 pts (out of 4.00pts)					

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

* Not available on Australian vehicles, but standard on New Zealand vehicles.

CHILD RESTRAINT TYPE^*

FRONT ROW
PASSENGER 2nd ROW
L C R 3rd ROW
L C R

BELTED	Rearward-facing capsule	✗	●	●	✗	-	✗
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	✗	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	✗	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	✗	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	✗	-
	Booster - 4 to 8 years	✗	●	●	●	✗	-
	Booster - 4 to 10 years	✗	●	●	●	✗	-
	Rearward-facing capsule	✗	●	-	●	-	-
ISOFIX	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-

● INSTALL WITHOUT PROBLEM ○ INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR ■ NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian consumers this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australian child restraints - see www.childcarseats.com.au. Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible. The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



Vulnerable Road User Protection

82%

51.73 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.67 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.39 points out of 9
PELVIS PROTECTION 2.35 points out of 4.5	AEB PEDESTRIAN (Forward) 5.82 points out of 7	AEB MOTORCYCLE 6.00 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 0.50 points out of 2	LSS MOTORCYCLE 2.50 points out of 3

In **physical impact** tests, the bonnet and windscreen of the Skoda Kodiaq provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD to POOR performance, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. Performance in reverse scenarios (**AEB Backover**) was MARGINAL.

GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at most test speeds, including in the turning scenarios. The vehicle provides information and warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB** and **LSS** **motorcyclist** tests, including in the turning and in some overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Front Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	4-85 km/h

AEB CYCLIST TEST SCENARIOS (forward)	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
							
PERFORMANCE							

CYCLIST DOORING

Information (driver door)	
Warning (driver door)	
Retention (driver door)	
Warning or retention (all other doors)	

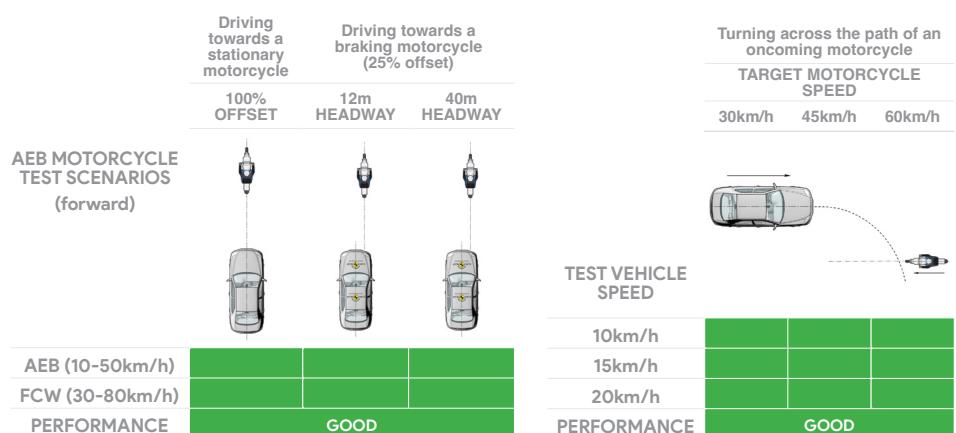
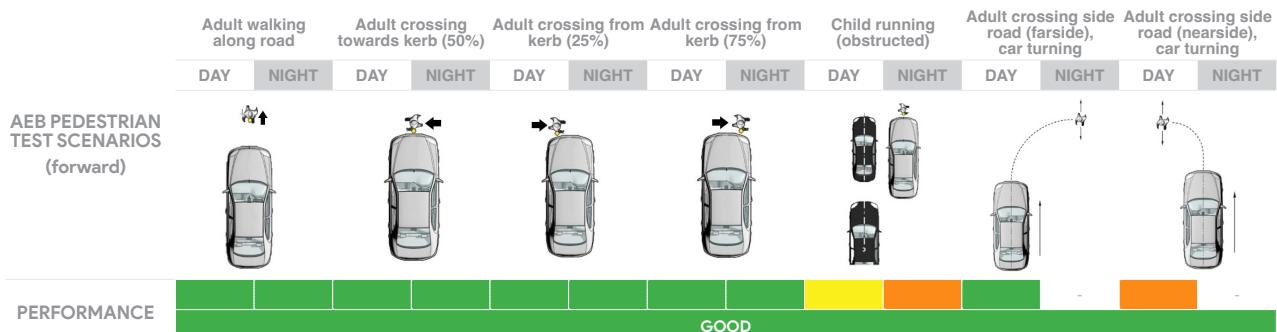
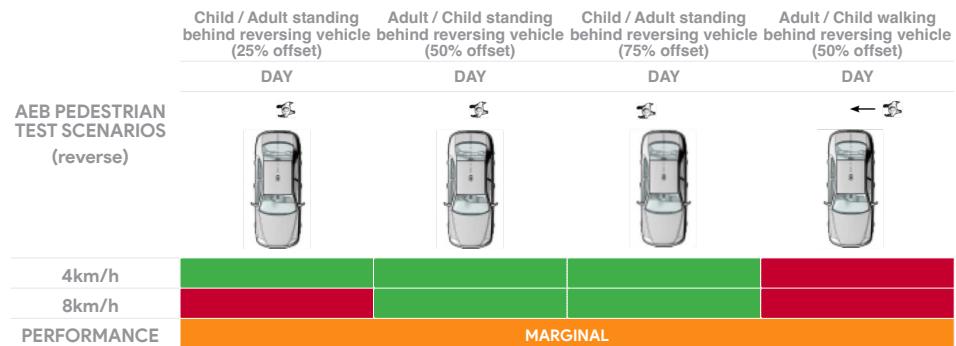
 PASS  FAIL - N/A



Vulnerable Road User Protection

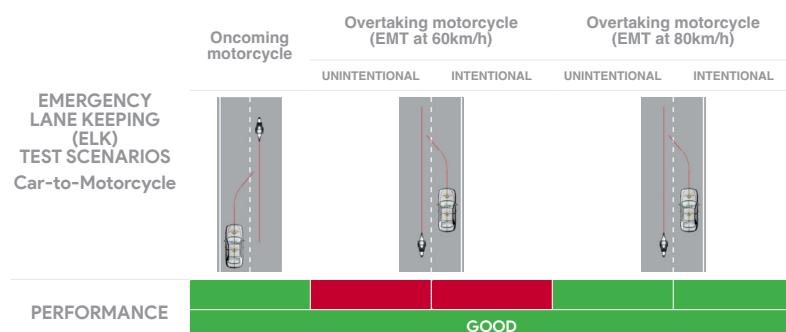
82%

51.73 out of 63



LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Support System		
Operational From	65-215 km/h		





Safety Assist

81%

14.69 out of 18

SEAT BELT REMINDERS 1.00 points out of 1	AEB / AES (Car-to-Car) 4.00 points out of 4	LANE SUPPORT SYSTEMS 3.00 points out of 3
DRIVER MONITORING 0.25 points out of 2	AEB / AES (Junction & Crossing) 3.72 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.21 points out of 3	AEB / AES (Head-On) 0.50 points out of 1	

The Skoda Kodiaq is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed **GOOD** performance with collisions avoided or mitigated in all car-to-car rear test scenarios, including in **AEB Junction** and some **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. Tests of the **AEB Head-On** system functionality showed **ADEQUATE** performance.

Tests of **lane support system** functionality showed **GOOD** performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system (indirect) is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Front Assist
Type	Autonomous emergency braking with forward collision warning with emergency steering assist
Operational From	4-250 km/h

TEST VEHICLE SPEED	Driving towards a stationary car	Driving towards a slower moving car	Driving towards a lightly braking car	Driving towards a heavily braking car
	OFFSETS +/- 50%, 75%, 100%	OFFSETS +/- 50%, 75%, 100%	HEADWAY 12m & 40m	HEADWAY 12m & 40m
10km/h				
15km/h				
20km/h				
25km/h				
AEB				
30km/h				
35km/h				
40km/h				
45km/h				
50km/h				
55km/h				
60km/h				
65km/h				
FCW				
70km/h				
75km/h				
80km/h				
PERFORMANCE	GOOD	GOOD	GOOD	GOOD



Safety Assist

81%

14.69 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle					
	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h	
Start from stop	-	-	-	-	-	-	-	-	
10km/h	GOOD	GOOD	GOOD	-	-	-	-	-	
15km/h	GOOD	GOOD	GOOD	-	-	-	-	-	
20km/h	GOOD	GOOD	GOOD	-	-	-	-	-	
30km/h	-	-	-	-	-	-	-	-	
40km/h	-	-	-	-	-	-	-	-	
50km/h	-	-	-	-	-	-	-	-	
60km/h	-	-	-	MARGINAL	-	-	-	-	
PERFORMANCE	GOOD			GOOD					

TEST VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle		
	50km/h	70km/h	PERFORMANCE
Travelling straight	50km/h		-
	70km/h		-
Lane change	50km/h		-
	70km/h		-
PERFORMANCE	ADEQUATE		

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Support Systems		
Operational From	65-210 km/h		

TEST SCENARIOS Car-to-Car	Dashed line		Solid line		PERFORMANCE
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					GOOD

TEST SCENARIOS Car-to-Car	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge	Solid line	PERFORMANCE
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car								GOOD

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 NOT TESTED



Safety Assist

81%

14.69 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✗	✗
Fatigue	●	✗
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	✗
Intelligent Adaptive Cruise Control (iACC)	✗
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	✗	✗
Seat belt pre-tensioners (rear centre seat) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - dual frontal (driver & front passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	✗	✗
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	✗	✗
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	○	○
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ○ AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Skoda Kodiaq Selection LHD

TESTED VEHICLE ENGINE
2.0 diesel

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
March 2025