

SKODA KAROQ

OCTOBER 2018 - ONWARDS
ALL VARIANTS



TESTED
2017



93%

ADULT OCCUPANT
PROTECTION



79%

CHILD OCCUPANT
PROTECTION



73%

PEDESTRIAN
PROTECTION



58%

SAFETY
ASSIST



SKODA KAROQ

OVERVIEW

The Skoda Karoq was introduced in Australia and New Zealand in 2018. This ANCAP safety rating applies to all variants built from October 2018 (starting VIN TMBKR7NU2K2014184) when production changes were introduced.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags and a driver knee airbag are standard.

Autonomous emergency braking (AEB) is standard equipment, while a lane support systems (LSS) is standard in New Zealand but is available as part of an option pack in Australia.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2017

VEHICLE TYPE

Medium SUV

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Skoda Karoq	5 door SUV	1.5 litre petrol	2WD	✓	-
Skoda Karoq Ambition+	5 door SUV	1.5 litre petrol	2WD	-	✓
Skoda Karoq Style	5 door SUV	1.5 litre petrol	2WD	-	✓
Skoda Karoq Style	5 door SUV	2.0 litre diesel	4WD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



93%

35.52 POINTS
OUT OF 38

The passenger compartment of the Skoda Karoq remained stable in the frontal offset test. Protection of the chest of both the driver and front passenger was ADEQUATE, while protection to all other critical body regions was GOOD.

In the full width frontal test, ADEQUATE protection was offered to the chest of the driver and neck of the rear passenger. Protection of the chest of the rear passenger was MARGINAL. Australian vehicles are fitted with seat belt pretensioners for rear outboard seating positions. New Zealand models are not fitted with this feature. Vehicles without this feature have not been tested, however with a minimum score awarded for the rear occupant, the Adult Occupant Protection score continues to meet 5 star criteria.

In the side impact test, protection of all critical body regions was GOOD. In the oblique pole test, protection was GOOD or ADEQUATE.

The standard-fit autonomous emergency braking (AEB) system showed GOOD performance in tests of its functionality at low speeds typical of city driving.

FRONTAL OFFSET#	7.42 (out of 8)
FULL WIDTH FRONTAL#	7.22 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.63 (out of 8)
WHIPLASH PROTECTION	2.38 (out of 3)
AEB - City	2.87 (out of 3)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	2.85 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	3.59 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.62 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	3.87 points
Chest:	1.37 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	3.26 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.75 points
Front:	1.63 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 2.87 points

PERFORMANCE **GOOD**



CHILD OCCUPANT PROTECTION



79%

38.90 POINTS
OUT OF 49

In the frontal offset test, protection of the chest of the 6 year dummy was WEAK and neck protection of both dummies was rated as MARGINAL.

In the side impact test, protection of all critical body regions was GOOD for both dummies.

DYNAMIC TEST (FRONT)	11.90 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)

SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian 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 Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

PEDESTRIAN PROTECTION



73%

31.03 POINTS
OUT OF 42

The protection provided by the bonnet to the head of a struck pedestrian was predominantly GOOD or ADEQUATE with some POOR results being recorded only on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and scored maximum points, however the protection provided to the pelvis area was mixed.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users. The AEB system showed GOOD performance in pedestrian test scenarios, with collisions avoided or mitigated in most test scenarios.

HEAD IMPACTS	15.98 (out of 24)
UPPER LEG IMPACTS	3.52 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.53 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: Front Assist with City Emergency Brake
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-60 km/h
DESCRIPTION: Defaults ON for every journey. Detects pedestrians in daytime and low light scenarios.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 30 km/h	Impact mitigated up to 60 km/h
Running child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 50 km/h
PERFORMANCE	GOOD	

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



58%

6.96 POINTS
OUT OF 12

The Skoda Karoq is fitted with autonomous emergency braking (AEB) as standard equipment, while a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW) is standard in New Zealand and available as part of an option pack in Australia.

The AEB system demonstrated GOOD performance in tests of its functionality at highway speeds, with collisions avoided or mitigated in most test scenarios. The lane support system was not tested as it is not standard equipment across Australia and New Zealand.

A seatbelt reminder system for the front and rear seats is standard equipment as well as a driver-set speed limiter.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	0.00 (out of 3)
AEB - Interurban	2.71 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]	0.00 points
Warning Function	Manually set	0.50 points
Speed Limitation Function	Manually set	0.75 points

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: [NOT TESTED]
WARNING: [NOT TESTED]

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	[NOT TESTED]
Lane Keep Assist (LKA)	[NOT TESTED]

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-250 km/h
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AUTO BRAKE FUNCTION ONLY	DRIVER REACTS TO WARNING
Approaching a stationary car	See AEB (City)	Crash avoided up to 40 km/h Crash speed reduced up to 50 km/h
Approaching a slower moving car	Crash avoided up to 70 km/h	Crash avoided up to 80 km/h
FOLLOWING A CAR AT A SHORT DISTANCE	Car in front brakes gently	Avoidance
	Car in front brakes harshly	Avoidance
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance
	Car in front brakes harshly	Avoidance
PERFORMANCE	GOOD	

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard)	●	✗
Seat belt pre-tensioners (rear centre)	✗	✗
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 - frontal (driver)	●	●
Airbag - frontal (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 - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	○
Adaptive headlights	○	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	✗	✗

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	○	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	○
Fatigue detection	●	○
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	○	●
Lane keep assist (LKA)	○	●
Rear cross-traffic alert (RCTA)	○	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	✗	○
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Skoda Karoq Ambition LHD
TESTED VEHICLE(S) BUILT	2017
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.6 litre diesel
RATING PUBLISHED	December 2018
RATING UPDATED	April 2020