

SKODA OCTAVIA



APPLIES TO
All variants

BUILT FROM
July 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium Car

ON SALE FROM
March 2026

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
n/a

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee



ANCAP
SAFETY

TESTED
2025



The Skoda Octavia was introduced in Australia and New Zealand in April 2021. Updates were introduced for vehicles built from July 2025 on sale from March 2026, and this ANCAP safety rating applies to all vehicles built from July 2025 and on sale from March 2026 (sedan VIN TMBBV0NX0TM***** onwards and wagon VIN TMBKV0NX6TY***** onwards).

This ANCAP safety rating for the Skoda Octavia is based on testing of the Skoda Octavia conducted in 2019, 2022, and 2025. Separate ANCAP safety ratings apply to Skoda Octavia vehicles built prior to July 2025.

Dual frontal, side chest-protecting and side head-protecting airbags, as well as a driver knee airbag 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 a speed assist system (SAS) with a speed sign recognition system are standard on all variants.

ASSESSMENT SCORES



Adult Occupant Protection

85%

34.22 out of 40



Child Occupant Protection

81%

40.04 out of 49



Vulnerable Road User Protection

81%

51.39 out of 63



Safety Assist

82%

14.86 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Skoda Octavia 110TSI Select	4 door sedan	1.4L petrol	FWD	✓	-
Skoda Octavia 110TSI Sportline	4 door sedan	1.4L petrol	FWD	✓	-
Skoda Octavia 195TSI RS	4 door sedan	2.0L petrol	FWD	✓	✓
Skoda Octavia 110TSI Select / Selection	5 door wagon	1.4L petrol	FWD	✓	✓
Skoda Octavia 110TSI Sportline	5 door wagon	1.4L petrol	FWD	✓	-
Skoda Octavia 195TSI RS	5 door wagon	2.0L petrol	FWD	✓	✓
Skoda Octavia 110TSI mHEV Select / Selection	4 door sedan	1.5L petrol	FWD	✓	✓
Skoda Octavia 110TSI mHEV Sportline	4 door sedan	1.5L petrol	FWD	✓	-
Skoda Octavia 110TSI mHEV Select / Selection	5 door wagon	1.5L petrol	FWD	✓	✓
Skoda Octavia 110TSI mHEV Sportline	5 door wagon	1.5L petrol	FWD	✓	-



Adult Occupant Protection

85%

34.22 out of 40

FRONTAL OFFSET (MPDB)*
4.02 points out of 8

OBLIQUE POLE*
5.29 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL*
7.33 points out of 8

WHIPLASH PROTECTION
3.58 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 remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection of the driver's chest and ADEQUATE protection for the lower legs of both the driver and front passenger. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Skoda Octavia presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 5.57 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, chest protection was ADEQUATE for the driver and MARGINAL for the rear passenger. All other critical body regions for the driver and passenger were GOOD.

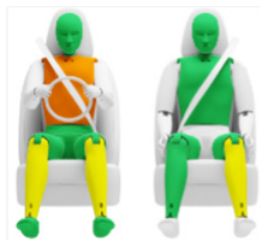
In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and maximum points were scored.

In the **oblique pole** test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The Skoda Octavia 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 GOOD for both the vehicle-to-vehicle impact and vehicle-to-pole scenarios.

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 Octavia 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	2.15 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.46 pts	3.82 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions	-5.57 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	2.93 pts	2.37 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	2.11 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

85%

34.22 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	2.83 pts	0.75 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

81%

40.04 out of 49

DYNAMIC TEST (FRONT)
14.23 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
7.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, dummy readings for the 10 year dummy indicated ADEQUATE protection for the chest and MARGINAL protection for the neck, with GOOD all other critical body areas of both child dummies.

In the **side impact** test, protection of the 10 year dummy's chest was POOR while the other body areas of both the 6 year and 10 year dummies was GOOD.

The Skoda Octavia is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard. However, the system did not meet ANCAP's requirements and was not rewarded.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD

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)	✗	✗	✗	-	-

* Not available on Australian vehicles, standard on New Zealand vehicles. ● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE**	FRONT ROW PASSENGER	2nd ROW			3rd ROW		
		L	C	R	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	✗	●	●	●	-	-	-
ISOFIX							
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)	✗	●	-	●	-	-	-

● 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 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.childseats.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

81%

51.39 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.78 points out of 18	KNEE & TIBIA PROTECTION 7.21 points out of 9	AEB CYCLIST 7.61 points out of 9
PELVIS PROTECTION 4.21 points out of 4.5	AEB PEDESTRIAN (Forward) 6.08 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 **pedestrian impact** tests, the bonnet and windscreen of the Skoda Octavia 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 and femurs was GOOD, while protection of the lower legs was mixed, with areas of GOOD to MARGINAL performance.

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, with collisions avoided or mitigated in most tests, including turning scenarios. Performance in reverse (**AEB Backover**) scenarios was MARGINAL.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including in turning scenarios. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**) but this system was not standard on the tested vehicle and hence these tests were not conducted.

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning and in many of the emergency lane keeping 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

	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
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	ADEQUATE	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

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

● PASS ✗ FAIL - N/A

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



Vulnerable Road User Protection

81%

51.39 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h	GOOD	GOOD	GOOD	MARGINAL
8km/h	MARGINAL	MARGINAL	MARGINAL	MARGINAL
PERFORMANCE	MARGINAL			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET	12m HEADWAY	40m HEADWAY	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED		
AEB (10-50km/h)	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	30km/h	45km/h	60km/h
FCW (30-80km/h)	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	30km/h	45km/h	60km/h
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

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

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD	MARGINAL	MARGINAL	GOOD	GOOD

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



Safety Assist

82%

14.86 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)
3.95 points out of 4

SPEED ASSISTANCE SYSTEMS
2.16 points out of 3

AEB / AES (Head-On)
0.50 points out of 1

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

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. **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 changing the 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
Operational From	4-250 km/h



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



Safety Assist

82%

14.86 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	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
10km/h	GOOD	GOOD	GOOD	-	-	-	-	-
15km/h	GOOD	GOOD	GOOD	-	-	-	-	-
20km/h	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
30km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
40km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
50km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
60km/h	-	-	-	MARGINAL	GOOD	GOOD	GOOD	GOOD
PERFORMANCE	GOOD			GOOD				

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

LANE SUPPORT SYSTEMS (Car-to-Car)

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

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

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

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



Safety Assist

82%

14.86 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 Octavia, Selection, LHD
Skoda Octavia, Ambition, LHD

TESTED VEHICLE ENGINE

1.5L petrol

RATING UPDATED

n/a

RATING PUBLISHED

May 2026

TESTED BODY TYPE

5 door wagon