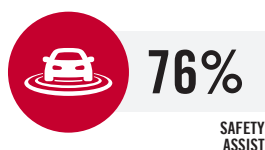
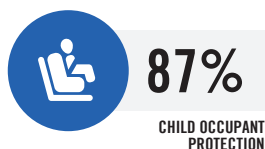
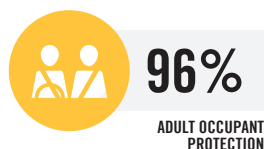


SKODA KAMIQ

NZ: SEPTEMBER 2019 - DECEMBER 2025
AUS: AUGUST 2020 - DECEMBER 2025
ALL VARIANTS



TESTED
2019



SKODA KAMIQ

OVERVIEW

The Skoda Kamiq was introduced in New Zealand in September 2019 and Australia in October 2020. The ANCAP safety rating for the Skoda Kamiq is based on testing of the Skoda Scala. Additional frontal offset and pedestrian tests were performed on the Skoda Kamiq to confirm the results. This ANCAP safety rating applies to all Kamiq variants.

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

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) are standard on all variants.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

SMALL SUV

AIRBAGS

Dual frontal, side head, side chest (1st & 2nd row), driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Skoda Kamiq Ambition TSI 85kW	5 door SUV	1.0 litre petrol	2WD	-	✓
Skoda Kamiq Ambition+ TSI 110kW	5 door SUV	1.5 litre petrol	2WD	-	✓
Skoda Kamiq Monte Carlo TSI 110kW	5 door SUV	1.5 litre petrol	2WD	-	✓
Skoda Kamiq Scoutline 85kW	5 door SUV	1.0 litre petrol	2WD	-	✓
Skoda Kamiq 85TSI Style	5 door SUV	1.0 litre petrol	2WD	✓	-
Skoda Kamiq 110TSI Special Edition	5 door SUV	1.5 litre petrol	2WD	✓	-
Skoda Kamiq 110TSI Monte Carlo	5 door SUV	1.5 litre petrol	2WD	✓	-

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION



96%

36.67 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection for all other critical body regions was GOOD.

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

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD and the Skoda Kamiq scored maximum points in these tests.

The autonomous emergency braking system (AEB) showed GOOD performance at low speeds typical of city driving, with collisions avoided in all test scenarios.

FRONTAL OFFSET [#]	7.17 (out of 8)
FULL WIDTH FRONTAL [#]	7.89 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	8.00 (out of 8)
WHIPLASH PROTECTION	1.60 (out of 2)
AEB - City	4.00 (out of 4)

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

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	3.06 pts
Upper legs:	4.00 pts
Lower legs:	3.29 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.91 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.79 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.78 pts
Upper legs:	4.00 pts
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



Driver

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

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.23 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.87 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated MARGINAL and ADEQUATE protection of the neck of the 10 year and 6 year dummy respectively. Otherwise, protection of both dummies was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Skoda Kamiq is fitted with lower ISOFix anchorages and top tether anchorages for the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	14.87 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



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

CHILD OCCUPANT PROTECTION



87%

42.87 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE E	Booster - 4 to 8 years	×	●	●	●	–	–
ISOFIX	TYPE A	Rearward facing capsule	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–

* 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 above 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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



80%

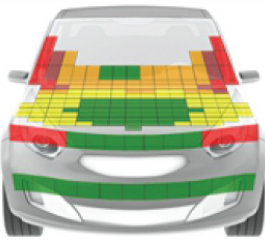
38.40 POINTS
OUT OF 48

The bonnet of the Skoda Kamiq provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL to POOR results recorded only on the rear edge of the bonnet, the base of the windscreen and the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds. The system's overall performance was classified as GOOD.










HEAD IMPACTS	18.06 (out of 24)
UPPER LEG IMPACTS	3.23 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.12 (out of 6)
AEB - Cyclist	6.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-50 km/h
DESCRIPTION: System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist							
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING	Cyclist crossing from kerb		Cyclist travelling along road (50%)	FORWARD COLLISION WARNING	Cyclist travelling along road (25%)		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY		
																		
	GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD	
PERFORMANCE	GOOD																	



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



76%

9.98 POINTS
OUT OF 13

The Skoda Kamiq is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). A blind spot monitoring system (BSM) is available in an option pack.

Tests of the AEB system showed GOOD performance in highway speed scenarios with collisions avoided or mitigated in most scenarios.

Tests of LSS functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios, and overall performance was classified as GOOD.

A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

SPEED ASSISTANCE SYSTEMS

1.25 (out of 3)

SEAT BELT REMINDERS

2.50 (out of 3)

LANE SUPPORT SYSTEMS

3.50 (out of 4)

AEB - Interurban

2.73 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-250 km/h

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

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



76%

9.98 POINTS
OUT OF 13

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT AVAILABLE]

FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									

AUTONOMOUS EMERGENCY BRAKING - Interurban									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
									
	PERFORMANCE	GOOD							

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

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) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 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 - 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)	●	●
Pre-crash systems	●	●
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 on Australian vehicles built from June 2023.

Effective for New Zealand vehicles built from February 2022.

● 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
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Skoda Kamiq TSI Ambition LHD
2019
5 door SUV
1.0 litre petrol
October 2020
October 2023