

ANCAP Safety Rating SKODA OCTAVIA (From 2013)



ANCAP
Safety ★★★★★

Test Vehicle(s).

Variant:	Skoda Octavia LHD 1.6 AMBITION
Kerb Mass:	1280 kg
Built:	2013
Engine:	1.6 PETROL
Category:	Medium Car
Variant Applicability*:	Applies to all front-wheel-drive variants

Note: The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to all front-wheel-drive variants.



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head + Knee	Standard	15.87 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	2 (out of 3)	35.87 (out of 37)	★★★★★

The Skoda Octavia was introduced in Australia and New Zealand in November 2013. This ANCAP safety rating applies to all front-wheel-drive variants.

Dual frontal, side chest and side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Many other safety assist technologies are available. Advanced seat belt reminders are fitted to both front seats.

In the offset crash test driver leg protection was acceptable. Protection was good for all other driver body regions and for the passenger in this crash test. Driver protection in the side impact test was also good. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.87 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Injury Outcomes.

Frontal Offset
Driver

Passenger

Side Impact & Pole
Driver



Whiplash



GOOD
ACCEPTABLE
MARGINAL
POOR

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PEDESTRIAN PROTECTION

Pedestrian Test.

ACCEPTABLE - Scored 24.101 out of 36 points

Child head impacts: 8.48 points
Adult head impacts: 8.00 points
Upper leg impacts: 1.62 points
Lower leg impacts: 6.00 points

Protection of the head was generally adequate, with good areas towards the centre of the bonnet surface and some poor regions around the windscreen pillars. The protection provided by the bumper to pedestrians' legs was good but the front edge of the bonnet provided marginal or poor protection to the pelvic area.



GOOD
ADEQUATE
MARGINAL
WEAK
POOR



Skoda Octavia

(Tested by Euro NCAP v6)

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	O
Autonomous emergency braking (AEB)	O
Lane support system (LSS)	X
Automatic headlights	S
Adaptive front lighting systems	O
Attention assist (fatigue detection)	O

Daytime running lights	S
Emergency stop signal (ESS)	S
Hill launch assist	S
Reversing collision avoidance	S
Speed alarm (manual)	S
Trailer stability control	X
Secondary collision brake assist (multi-collision brake)	S

S = Standard on all variants.
O = Optional on base variant. May be standard on higher variants.
V = Not available on base variant but standard or optional on higher variants.
X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6)		Side impact test at 50 km/h (v6)
	Driver	Passenger	Driver
Head			
HIC	247.00	214.00	79.00
Acceleration (g for 3ms)	37.70	35.50	25.80
Neck			
Shear (kN)	0.43	0.49	-
Tension (kN)	1.36	0.87	-
Extension (Nm)	15.70	21.50	-
Chest			
Acceleration (g for 3ms)			-
Compression (mm)	20.87	14.79	17.63
Viscous criterion (m/s)	0.11	0.03	0.14
Abdomen			
Force (kN)	-	-	0.81
Pelvis			
Force (kN)	-	-	1.71
Upper legs			
Femur force left (kN)	0.63	0.05	
Femur force right (kN)	1.08	0.05	
Knee displacement left (mm)	0.77	0.02	
Knee displacement right (mm)	1.20	0.26	
Lower legs			
Force left (kN)	1.62	1.55	
Force right (kN)	2.19	1.78	
Index (upper / lower) left	0.18 / 0.12	0.27 / 0.15	
Index (upper / lower) right	0.26 / 0.30	0.30 / 0.12	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	80mm
Downwards:	25mm
Sideways:	5mm

Pedals

Brake (rearwards):	46mm
Clutch (upwards):	46mm
A-Pillar (rearwards):	2mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for offset test

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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