



Skoda Scala
Standard Safety Equipment

2019



Adult Occupant



97%

Child Occupant



87%

Vulnerable Road Users



81%

Safety Assist



76%

SPECIFICATION

Tested Model	Škoda Scala 1.0 TSI "Ambition", LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1138kg
VIN From Which Rating Applies	- all Scalas
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	○	✗	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○

Version 240619

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 37.1 Pts / 97%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.6 / 8 Pts




Passenger Driver

Frontal Full Width 7.9 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Lateral Impact 16 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 37.1 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 37.1 Pts / 97%

Comments

The passenger compartment of the Scala remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Škoda showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and rear passenger. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good and the car scored full points in both of these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur.

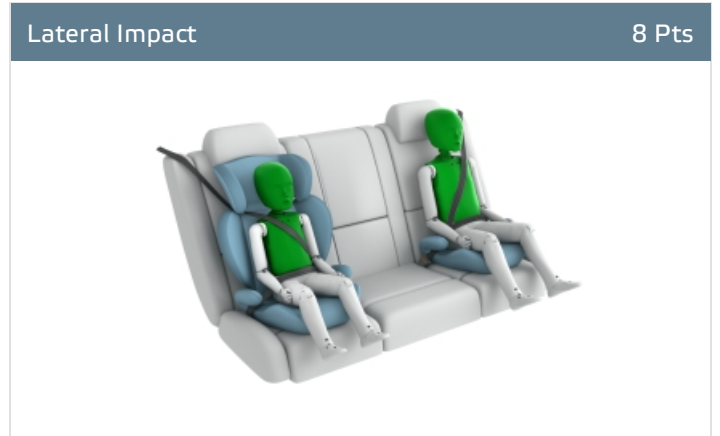
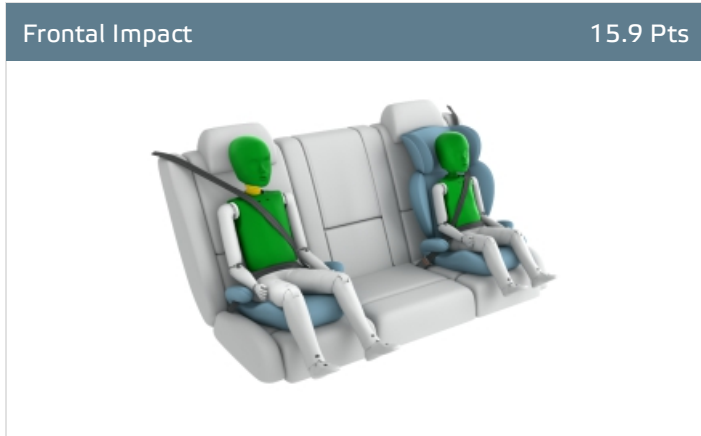
CHILD OCCUPANT

Total 42.9 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP II*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

12 / 12 Pts

● Install without problem ○ Install with care ● Safety critical problem ✗ Installation not allowed

■ **i-Size CRS**



CHILD OCCUPANT

Total 42.9 Pts / 87%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.9 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	□	●
Britax Römer Duo Plus (ISOFIX)	●	●	□	●
Britax Römer KidFix XP (ISOFIX)	●	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

In the frontal test, protection of all critical body areas was good for both dummies, apart from the neck of the 10 year dummy, protection of which was adequate. In the side barrier impact, all critical body areas were well protected for both dummies and the Scala scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Scala is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 39.2 Pts / 81%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian	28 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.4 Pts	Pelvis Impact	5.6 Pts	Leg Impact	6 Pts
Head Impact	16.4 Pts						
Pelvis Impact	5.6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	11.1 / 12 Pts
System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also generally good. The Scala's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to both was good, with collisions avoided or mitigated in most cases.

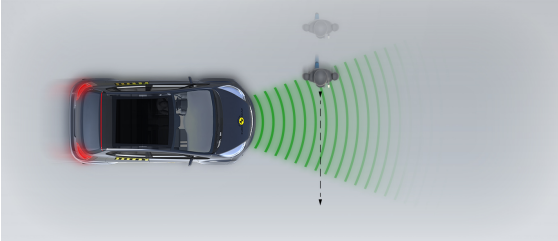
 VULNERABLE ROAD USERS

Total 39.2 Pts / 81%

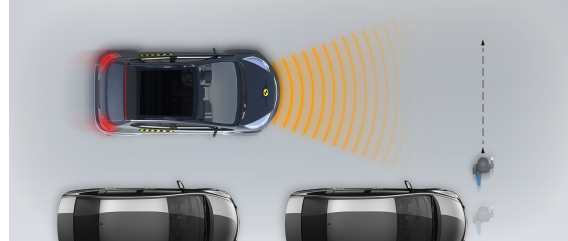
AEB Pedestrian 

■ Day time

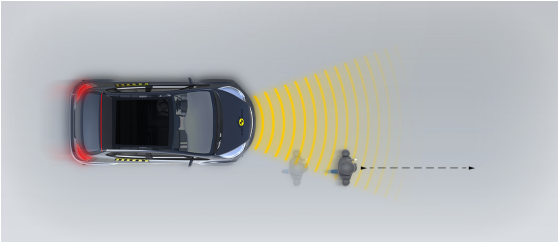
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

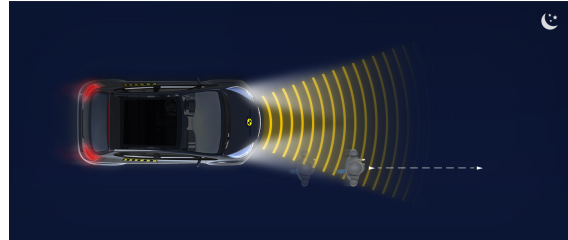


■ Night time

Adult crossing the road

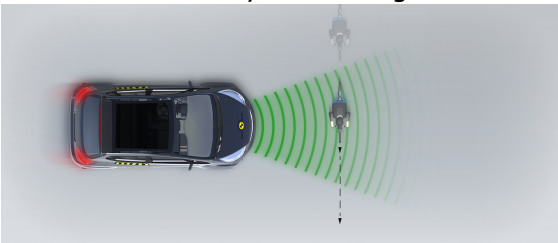


Adult along the roadside

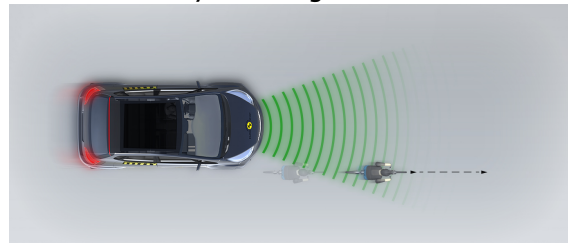


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.0 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	Speedlimiter
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

■ 3.5 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	■ GOOD
Lane Keep Assist	■ GOOD
Human Machine Interface	■ ADEQUATE

SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Interurban

2.7 / 3 Pts

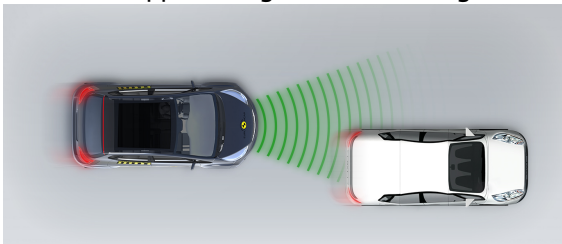
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

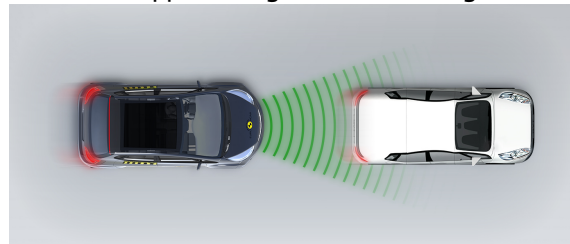
The Scala has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A driver-set speed limiter helps the driver not to over-speed while a lane support system helps prevent inadvertent drifting out of lane, as well as intervening more aggressively in some critical situations.

■ **Autobrake function only**

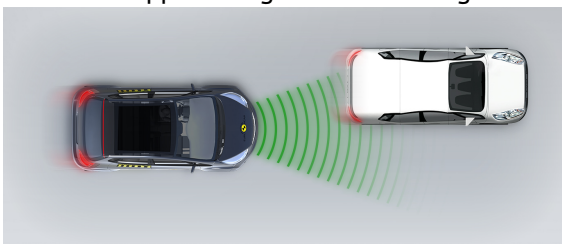
Approaching a slower moving car



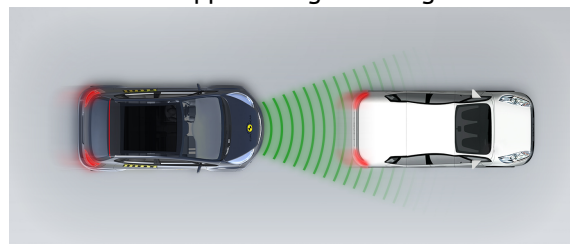
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

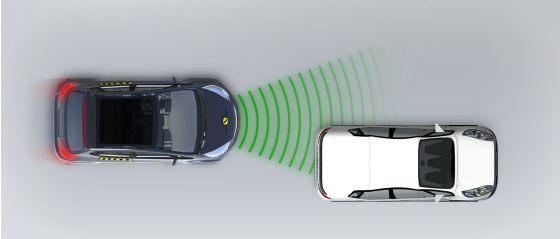


 SAFETY ASSIST

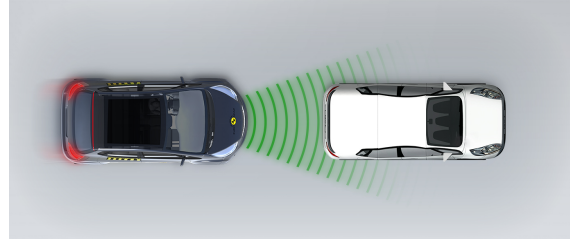
Total 10.0 Pts / 76%

■ Driver reacts to warning

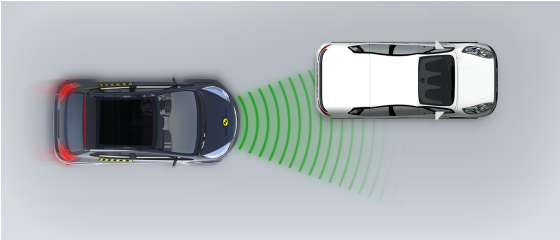
Approaching a stationary car



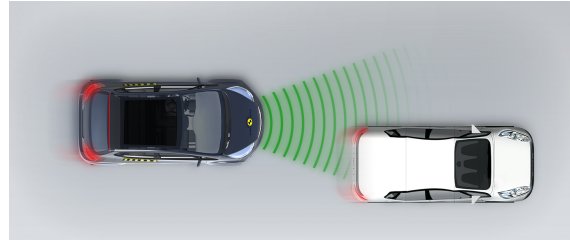
Approaching a stationary car



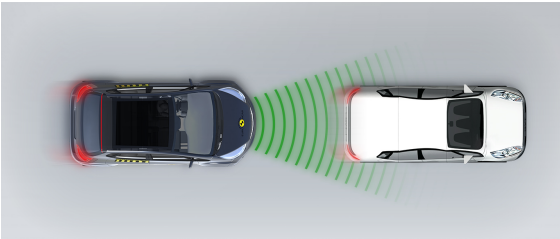
Approaching a stationary car



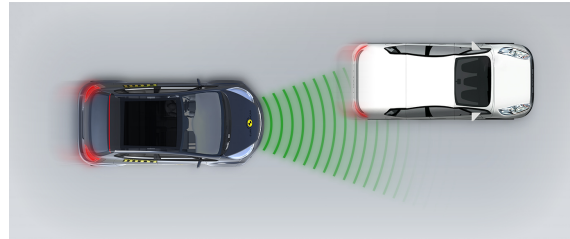
Approaching a slower moving car



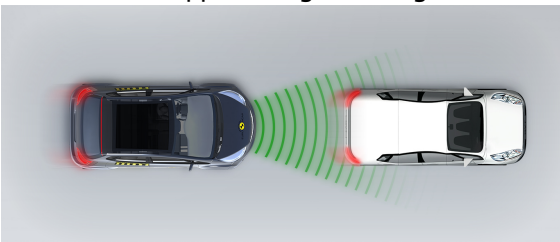
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0 TSI* (70kW and 85kW)	4 x 2	✓	✓
5 door hatchback	1.5 TSI (110kW)	4 x 2	✓	✓
5 door hatchback	1.6 TDI (85kW)	4 x 2	✓	✓
5 door hatchback	1.0 CNG (66kW)	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
July 2019	Rating Published	2019 ★★★★★ ✓