



**Skoda Superb**  
Large Family Car

2015 ★★★★★



Adult Occupant



86%

Child Occupant



86%

Pedestrian



71%

Safety Assist



76%

## SPECIFICATION

Tested Model	Skoda Superb 2.0 TDI 'Ambition', LHD
Body Type	5 door liftback
Year Of Publication	2015
Kerb Weight	1472kg
VIN From Which Rating Applies	all Superbs of the specification tested
Class	Large Family Car

## SAFETY EQUIPMENT

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

## 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)	✘
ESC	●
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard   
 ○ Fitted to test car as option   
 — Not applicable   
 ✘ Not available  
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 32.7 Pts / 86%

■ GOOD    ■ ADEQUATE    ■ MARGINAL    ■ WEAK    ■ POOR

Frontal Offset Deformable Barrier 7.5 Pts

Passenger                      Driver

Frontal Full Width 7.2 Pts

Rear Passenger                      Driver

Whiplash Rear Impact 2 Pts

Front seat                      Rear seat

Lateral Impact 15.9 Pts

Car                      Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 32.7 Pts / 86%

## Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and front passenger and Skoda showed that a similar level of protection would be provided for occupants of different sizes and those sat in different positions. In the full-width rigid barrier test, protection of the driver's chest was marginal and that of the rear passenger's neck and chest was adequate, with good protection of other body regions. In the side barrier test the Superb scored maximum points with good protection of all critical parts of the body. In the more severe side pole test, protection of the chest was adequate and that of other critical body regions was good. Tests indicated good protection against whiplash injuries for the front seat occupants and a geometric assessment indicated marginal whiplash protection for those in the rear seats. An autonomous emergency braking system is available on the Superb, as standard in some countries and as an option in others. Its performance in Euro NCAP's low-speed 'city' tests was good but the system did not qualify for scoring as it is not standard equipment throughout Europe.

**CHILD OCCUPANT**


Total 42.2 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23.2 Pts


18 months old child 12 Pts



**Tested restraint (Fit):**  
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11.2 Pts



**Tested restraint (Fit):**  
Römer Duo Plus

■

**Safety Features**

7 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 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 42.2 Pts / 86%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFIX (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Römer King Plus (Belt)	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem  
 ● install with care  
 ● safety critical problem  
 ✘ Installation not allowed

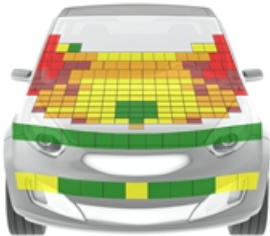
## Comments on Child Occupant

The Superb scored maximum points in the dynamic tests for its protection of the 1½ year dummy, sat in a rearward-facing restraint. Forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, other than marginally high neck tension, protection of that dummy was also good. In the side barrier test, both child dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 car is designed could be properly installed and accommodated in the Superb.

**PEDESTRIAN PROTECTION**

Total 25.7 Pts / 71%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	25.7 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;">14.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.4 Pts</td> </tr> </table>	Head Impact	14.2 Pts	Pelvis Impact	6 Pts	Leg Impact	5.4 Pts
Head Impact	14.2 Pts						
Pelvis Impact	6 Pts						
Leg Impact	5.4 Pts						

Comments on Pedestrian

The bumper provided predominantly good protection to pedestrians' legs. The Superb scored maximum points for the protection it offered to the pelvis area. The bonnet surface offered protection that was predominantly adequate with some weak or poor results seen on the stiff bonnet edges and windscreen pillars.



 SAFETY ASSIST

Total 9.9 Pts / 76%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	10.32%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.82%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	4 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

## SAFETY ASSIST

Total 9.9 Pts / 76%

## AEB Interurban

2.6 Pts

System Name	Front Assistant	
Type	Forward Collision Warning with Auto-Brake	
Operational From	5 Km/h	
Additional Information	Default On; Supplementary Warning	
PERFORMANCE		
Operational Speed	5-210 Km/h	30-210 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	—	Crash avoided up to 45km/h. Crash speed reduced up to 65km/h.
	Crash avoided up to 70km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

## Comments on Safety Assist

Electronic stability control is standard equipment, along with a seatbelt reminder for the front and rear seats. A lane support system is available as an option but is not expected to be sold in high enough numbers to qualify for assessment by Euro NCAP. The driver-set speed assist system is not standard throughout but is expected to be sold in high enough numbers to be included in the assessment. The autonomous emergency braking system is expected to be fitted to most cars sold and its performance at speeds typical of highway driving was rated as good.