



ŠKODA
SIMPLY CLEVER

PRESS RELEASE

Page 1 of 3

ŠKODA OCTAVIA repeats top 5-star rating in even tougher Euro NCAP reference tests for crash safety

- › 86% for Adult Occupant protection, 84% for Child Occupant protection
- › Improvement in rating for driver assistance systems – now at 81%
- › New rating valid in the European Union, the United Kingdom and Norway until the end of 2028

Mladá Boleslav, 9 December 2022 – The ŠKODA OCTAVIA has successfully defended its 5-star score in the independent European New Car Assessment Programme (Euro NCAP) following the introduction of new, more stringent assessment criteria for the 2022 test year. The Czech car manufacturer's bestseller achieved a total of 81% of the maximum points. The result will now be valid until the end of 2028 across the European Union as well as in the United Kingdom and Norway. The two previous OCTAVIA generations had also been awarded the maximum test score of five stars. Since 2008, all 14 new ŠKODA models have achieved the top rating.

Top scores for Adult and Child Occupant protection; higher rating for assistance systems

Under the new, stricter criteria, the fourth-generation ŠKODA OCTAVIA has successfully defended its five-star rating in the Euro NCAP reference test for crash safety, impressively confirming its reputation as one of the safest vehicles in its class. ŠKODA's bestseller achieved the top score of five stars following its market launch in 2019. The new rating will be valid throughout the European Union, the United Kingdom and Norway until the end of 2028. The OCTAVIA scored 86% of the maximum possible points for Adult Occupant protection and 84% for Child Occupant protection. In terms of the Safety Assist systems included as standard, the OCTAVIA surpassed its 2019 result, rising from 79 to 81%.

Further upgrades to the safety equipment since summer 2022

In June 2022, ŠKODA AUTO further upgraded the OCTAVIA's safety equipment. Since then, the hatchback and the OCTAVIA COMBI estate have been equipped with a central airbag between the driver and front passenger and a knee airbag for the driver as standard. Moreover, the latest generation of driver assistance systems automatically initiates braking manoeuvres when there is a risk of collision at junctions or with a cyclist riding across the lane. The Driver Alert fatigue detection system now also issues an audio-visual warning.

More demanding tests for more realistic accident simulation

The Euro NCAP test protocol valid since 2020 is more demanding than the previous one, when the fourth-generation OCTAVIA first achieved its five-star rating. The changes aim to achieve a more realistic simulation of actual accidents and their consequences. Up until 2019, the frontal impact test involved driving a vehicle into a solid wall with a deformable barrier at 64 km/h. Since early 2020, the test has used a 1,400-kilogram mobile barrier travelling at 50 km/h towards an oncoming vehicle also travelling at 50 km/h. In addition, a new generation of test dummy THOR-50M (Test device for Human Occupant Restraint) is used in the driver's seat. It incorporates major advancements in terms of biofidelity and sensing and represents an average adult male weighing 76.6kg. In the side impact test, the speed of the barrier was increased from 50 km/h to 60 km/h, while its weight rose from 1,300 kilograms to 1,400 kilograms. These changes mean that the test vehicle has to safely absorb 55% more kinetic energy than before. The requirements for



ŠKODA
SIMPLY CLEVER

PRESS RELEASE

Page 2 of 3

autonomous emergency braking have also become more demanding, for example, with the inclusion of more junction scenarios as well as collision protection for a cyclist crossing the road at right angles to the direction of travel and emerging from behind an obstacle. The speed range for autonomous braking scenarios has expanded by 10 and 15 km/h. Safety after an accident is now also evaluated. Among other things, this includes support for emergency services through safety data sheets in five languages and the eCall+ function for automatic communication with the emergency services. The Multi-Collision Brake and fatigue detection system delivering an audio-visual warning are also evaluated. The final score is based on a combination of the individual scores in four categories: Adult Occupant protection, Child Occupant protection, Vulnerable Road User protection and Safety Assist systems.

Euro NCAP tests since 1997

The European New Car Assessment Programme (Euro NCAP) based in the Belgian city of Leuven is a scheme founded in 1997 by transport ministries, automobile clubs, insurance associations and research institutes from eight European countries. It conducts crash tests on current vehicle models and evaluates their active and passive safety as well as their rescue and recovery safety. While initially only the results of crash tests were evaluated, the ratings of active safety systems, as well as driver assistance systems, now have a greater weighting in the overall evaluation. Until 2019, the assessment criteria were tightened every two years. Since 2020, three-year intervals have applied, now covering not only active and passive safety scenarios but also tertiary safety aspects such as Emergency Call and information about the damaged vehicles for the integrated rescue system.

Further information:

Vítězslav Kodym
Head of Product Communications
P +420 326 811 784
vitezslav.kodym@skoda-auto.cz

Zbyněk Straškraba
Product Communications
P +420 326 811 785
zbynek.straskraba@skoda-auto.cz

Media images:



ŠKODA OCTAVIA Combi

The ŠKODA OCTAVIA has successfully defended its 5-star score in the independent European New Car Assessment Programme (Euro NCAP).

[Download](#)

Source: ŠKODA AUTO



ŠKODA
SIMPLY CLEVER

PRESS RELEASE

Page 3 of 3



ŠKODA OCTAVIA

Under the new, stricter criteria, the fourth-generation ŠKODA OCTAVIA has successfully defended its five-star rating in the Euro NCAP reference test for crash safety, impressively confirming its reputation as one of the safest vehicles in its class.

[Download](#)

Source: ŠKODA AUTO

ŠKODA AUTO

- › is successfully steering through the new decade with the NEXT LEVEL – ŠKODA STRATEGY 2030.
- › aims to be one of the five best-selling brands in Europe by 2030 with an attractive line-up in the entry-level segments and additional e-models.
- › is emerging as the leading European brand in India, Russia and North Africa.
- › currently offers its customers twelve passenger-car series: the FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ, KODIAQ, ENYAQ iV, ENYAQ COUPÉ iV, SLAVIA and KUSHAQ.
- › delivered over 870,000 vehicles to customers around the world in 2021.
- › has been a member of the Volkswagen Group for 30 years. The Volkswagen Group is one of the most successful vehicle manufacturers in the world.
- › independently manufactures and develops not only vehicles but also components such as engines and transmissions in association with the Group.
- › operates at three sites in the Czech Republic; manufactures in China, Russia, Slovakia and India primarily through Group partnerships, as well as in Ukraine with a local partner.
- › employs 45,000 people globally and is active in over 100 markets.