Euro NCAP For Safer Cars

Škoda Peaq

2026 | ★★★★★ Standard

Tested model	Body type	Kerb weight
Škoda Peaq Selection 90, LHD	**SUV**	**2259 kg**
Class	Rating applies to	Publication
Large SUV	**all Škoda Peaqs**	**November 2026**



VERDICT

The Škoda Peaq achieves a well-deserved 5-star rating, demonstrating excellent all-round safety performance, and excelling in the area of Crash Protection.

Safe Driving

The Škoda Peaq identifies seatbelt mis-use, such as a diagonal belt worn behind the body, and also the presence of all rear seat occupants. There is no recognition of occupants sitting 'out of position', such as the front passenger with their feet on the dashboard, but occupants are classified, allowing optimisation of restraint characteristics. The Škoda Peaq is not equipped with Child Presence Detection, a system which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The Peaq makes excellent use of manual controls for important driving functions, and also for comfort and infotainment, scoring full points in this part of the assessment. The speed assistance system of the Škoda Peaq proved very effective. In a test drive of around 2000 km through Germany, Austria, Poland and Slovakia, the system correctly identified the limit in 87 percent of cases, representing 92 percent of the distance covered. The Peaq has adaptive cruise control which generally responded well when potential hazards were identified.

Crash Avoidance

The Škoda Peaq is equipped with all of the latest crash avoidance technologies, and generally scores well, including the challenging turning and crossing scenarios. The lane support system scores full points for driver acceptance, the car tailoring the response to the perceived alertness of the driver. The car warns against 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

The Peaq scores 94 percent in this part of the assessment, with exceptional results in all of the crash tests. Good protection is provided for all critical parts of the body for all occupants in the full-width and offset frontal tests, and also in the side barrier and side pole impacts. Additional data and validated computer modelling demonstrated good protection in various combinations of test configuration and occupant stature. A centre airbag, to mitigate injuries caused by occupant to occupant contact in a side impact, is standard equipment. The airbag worked well in Euro NCAP's pole test, with good protection of the head of the driver and front passenger. Even the protection of vulnerable road users is generally good: predominantly adequate for the head of a struck pedestrian but good at all test locations for the femur and the knee and tibia.

Post Crash

The Peaq automatically applies the brakes after a crash to prevent secondary impacts, and the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Škoda Peaq scored full points for its provisions for quick and safe extrication by first responders.

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
65%	78%	94%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring 63%

Seatbelt usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	100%

Occupant presence

Child presence detection	0%
Crash occupancy information	80%

Driver engagement 68%

Driver monitoring

Distraction	62%
Impairment	60%

Driving controls

Driving	100%
Comfort & infotainment	100%

Vehicle assistance 65%

Speed assistance	
Speed limit information	96%
Speed control function	50%

Adaptive Cruise Control performance	
Car-to-car	72%
Car-to-motorcyclist	86%
Car-to-VRU	50%
Additional features	

Steering assistance	
Steering assistance	0%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
65%	78%	94%	92%
Details	Details	Details	Details

Frontal collisions

77%

Car & motorcyclist	
Rear-end & head-on	89%
Junction – turning	93%
Junction – crossing	57%

Pedestrian & cyclist	
Moving in same direction	97%
Turning	63%
Crossing	70%

Lane departure collisions

84%

Single vehicle	
Driver acceptance	100%
Lane departure	88%

Car & motorcyclist	
Car-to-car	94%
Car-to-motorcyclist	56%

Low speed collisions

78%

Car & motorcyclist	
Junction – turning	100%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	33%
Manoeuvring	70%
Dooring	56%

Safe Driving
65%
Details

Crash Avoidance
78%
Details

Crash Protection
94%
Details

Post Crash Safety
92%
Details

Good Adequate Marginal Weak Poor

Frontal impact

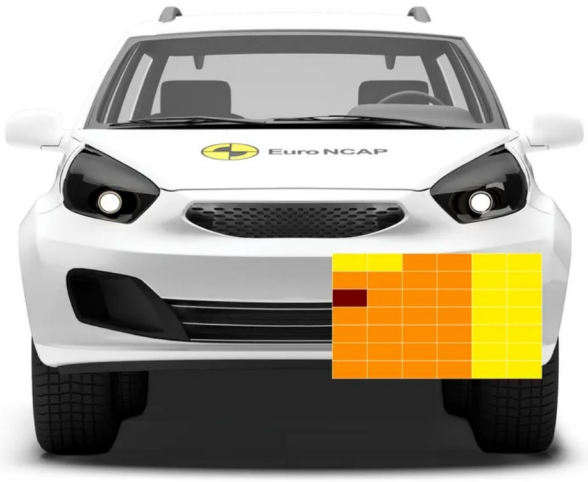
96%

Offset	
Driver	100%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width	
Driver	100%
Front passenger	100%
Rear passenger	100%

Full width



Virtual testing & sled

Driver	100%
Front passenger	100%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact 100%

Side mobile barrier	
Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	100%

Side pole



Far-side	
Occupant-to-occupant	100%
Side mobile barrier	100%
Side pole	100%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

100%

Dynamic	
Driver	100%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact 78%

Head impact	
Cyclist	71%
Adult pedestrian	60%
Child pedestrian	61%

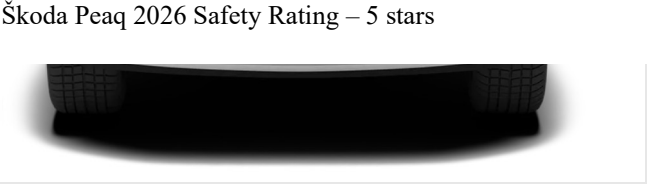
Head impact



Pelvis & leg impact	
Pelvis	73%
Femur	100%
Knee & tibia	100%

Pelvis & leg impact

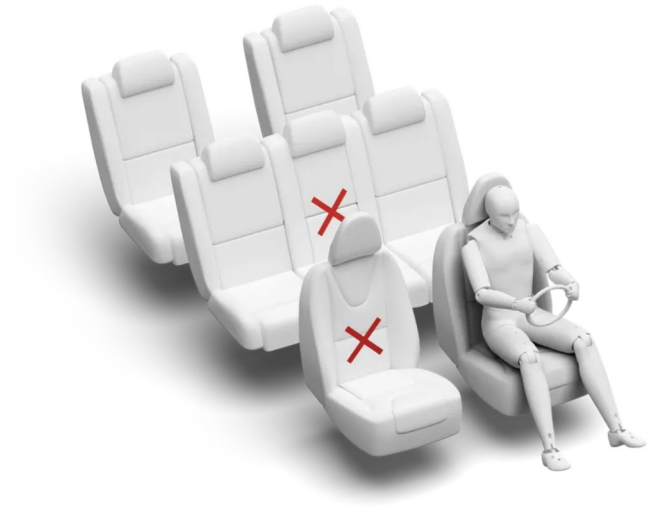




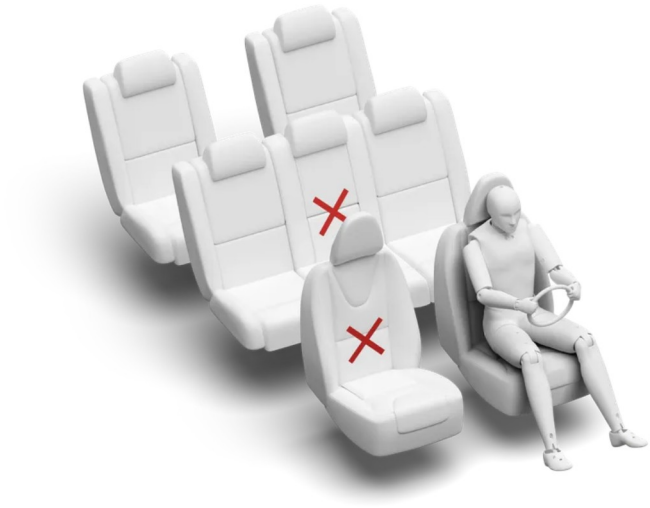
Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Easy installation · Difficult installation · Safety critical installation · Installation not allowed · Airbag ON

Safe Driving
65%
Details

Crash Avoidance
78%
Details

Crash Protection
94%
Details

Post Crash Safety
92%
Details

Post Crash Safety 92%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	75%
Hazard light activation	100%

Vehicle extrication	
Energy management	85%
Occupant extrication	100%

Safety equipment

Safe Driving

Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	×
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	○

Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✓
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Electric - SELECTION 90*	4x2	✓	✓
5 door SUV	Electric - SELECTION 90x	4x4	✓	✓
5 door SUV	Electric - SELECTION 60	4x2	✓	✓
5 door SUV	Electric - SPORTLINE 90	4x2	✓	✓
5 door SUV	Electric - SPORTLINE 90x	4x4	✓	✓
5 door SUV	Electric - SPORTLINE 60	4x2	✓	✓

* Tested variant