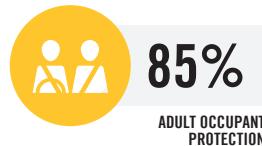


# KIA SELTOS

NOVEMBER 2022 - DECEMBER 2025  
ALL VARIANTS



85%

ADULT OCCUPANT PROTECTION



83%

CHILD OCCUPANT PROTECTION



61%

VULNERABLE ROAD USER PROTECTION



70%

SAFETY ASSIST



KIA SELTOS

## OVERVIEW

The Kia Seltos was introduced in Australia and New Zealand in October 2019. This 5 star ANCAP safety rating applies to all vehicles manufactured from September 2022, and on sale from November 2022.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City and Interurban) is standard on all variants.

A lane keep assist system (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) is standard.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

SMALL SUV

### AIRBAGS

Dual frontal, side chest, side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia Seltos S	5 door SUV	2.0 litre petrol	FWD	✓	-
Kia Seltos Sport	5 door SUV	2.0 litre petrol	FWD	✓	-
Kia Seltos Sport Plus	5 door SUV	2.0 litre petrol	FWD	✓	-
Kia Seltos Sport Plus	5 door SUV	1.6 litre petrol	AWD	✓	-
Kia Seltos GT Line	5 door SUV	1.6 litre petrol	AWD	✓	-
Kia Seltos GT Line	5 door SUV	2.0 litre petrol	FWD	✓	-
Kia Seltos LX	5 door SUV	2.0 litre petrol	FWD	-	✓
Kia Seltos LX Plus	5 door SUV	2.0 litre petrol	FWD	-	✓
Kia Seltos EX	5 door SUV	1.6 litre petrol	AWD	-	✓
Kia Seltos EX	5 door SUV	2.0 litre petrol	FWD	-	✓
Kia Seltos LTD	5 door SUV	2.0 litre petrol	FWD	-	✓
Kia Seltos LTD	5 door SUV	1.6 litre petrol	AWD	-	✓

# ADULT OCCUPANT PROTECTION



85%

32.62 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test, however some intrusion of the firewall near the accelerator pedal mounting resulted in increased risk of injury to the driver's right leg, and protection of the driver's lower legs was rated as WEAK. Protection of the driver's chest was ADEQUATE. Protection of the front passenger upper and lower legs were ADEQUATE. Protection was GOOD for all other critical body regions.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest of the driver and GOOD for all body regions except the pelvis, which was rated POOR. Dummy readings indicated that the driver's pelvis slipped beneath the lap section of the seatbelt and the dummy was not properly restrained during the crash. Protection was ADEQUATE for the chest of the rear passenger with GOOD protection of all other critical body areas.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, chest protection for

the driver was MARGINAL and pelvis protection was ADEQUATE. All other critical body regions saw GOOD results.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET <sup>#</sup>	5.54 (out of 8)
FULL WIDTH FRONTAL <sup>#</sup>	6.90 (out of 8)
SIDE IMPACT <sup>#</sup>	8.00 (out of 8)
OBIQUE POLE <sup>#</sup>	6.82 (out of 8)
WHIPLASH PROTECTION	1.37 (out of 2)
AEB - City	4.00 (out of 4)

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



Driver



Front Passenger

Head / neck:	4.00 points
Chest:	3.62 points
Upper legs:	4.00 points
Lower legs:	0.40 points
Deductions:	Nil

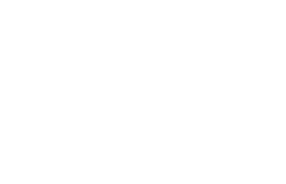
Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	3.05 points
Lower legs:	3.93 points
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil



Front Passenger

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger



Driver / Front Passenger

Rear:	0.19 points
Front:	1.18 points

## FULL WIDTH FRONTAL TEST (50 KM/H)



Driver



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.86 points
Upper legs:	0.00 points
Deductions:	-4.00 points (submarining)

## OBIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	2.26 points
Abdomen:	4.00 points
Pelvis:	3.38 points
Deductions:	Nil

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



83%

40.91 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year old child dummy was rated as POOR. Protection of the head and neck of the 6 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both child dummies was GOOD.

In the side impact test, protection of all critical body regions was GOOD for both child dummies and maximum points were scored.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions, and one of the selected booster seats could not be correctly installed in the centre rear seating position.

The Kia Seltos is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✗	●	✗	-	-
Integrated child restraints	✗	✗	✗	-	-
Top tether anchorage	✗	●	●	-	-
Airbag disabling	✗	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

✗ NOT AVAILABLE

- NOT APPLICABLE

NOTE: The Child Restraint Evaluation Program (CREP) provides an independent assessment of the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



83%

40.91 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	Rearward facing capsule	✗	●	●	●	—	—	—
	TYPE A Rearward facing with harness - convertible (Model A)	✗	●	●	●	—	—	—
	Rearward facing with harness - convertible (Model B)	✗	●	●	●	—	—	—
TYPE B	Forward facing with harness - convertible (Model A)	✗	●	●	●	—	—	—
	Forward facing with harness - convertible (Model B)	✗	●	●	●	—	—	—
TYPE E	Booster - 4 to 8 years	✗	●	●	●	—	—	—
TYPE F	Booster - 4 to 10 years	✗	●	●	●	—	—	—
ISOFIX	Rearward facing capsule	✗	●	—	●	—	—	—
	TYPE A Rearward facing with harness - convertible (Model A)	✗	●	—	●	—	—	—
	Rearward facing with harness - convertible (Model B)	✗	●	—	●	—	—	—
	TYPE B Forward facing with harness - convertible (Model A)	✗	●	—	●	—	—	—
	Forward facing with harness - convertible (Model B)	✗	●	—	●	—	—	—

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM    ● INSTALL WITH CARE    ● CANNOT BE FITTED SAFELY    ✗ INSTALLATION NOT ALLOWED    — NOT APPLICABLE

# VULNERABLE ROAD USER PROTECTION



61%

29.33 POINTS  
OUT OF 48

The bonnet provided predominantly ADEQUATE or MARGINAL protection to the head of a struck pedestrian, while WEAK and POOR results were recorded at the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars. The leading edge of the bonnet showed GOOD and WEAK protection to the pelvis, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians. The system does not react to cyclists and was not tested. The AEB system showed ADEQUATE performance in testing of pedestrian scenarios with some reduced performance in low light scenarios. The system's overall performance was classified as MARGINAL.

## HEAD IMPACTS

14.37 (out of 24)

## UPPER LEG IMPACTS

4.83 (out of 6)

## LOWER LEG IMPACTS

6.00 (out of 6)

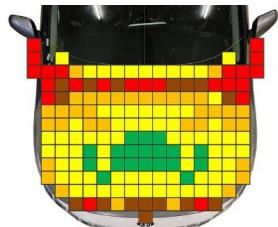
## AEB - Pedestrian

4.13 (out of 6)

## AEB - Cyclist

0.00 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** AEB - Car & Pedestrian Avoidance  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 65-180 km/h  
**DESCRIPTION:** Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist			
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		FORWARD COLLISION WARNING	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO														
PERFORMANCE	GOOD	—	GOOD	MARGINAL	GOOD	WEAK	—	GOOD	GOOD	WEAK	—	—	—	[NOT AVAILABLE]
	ADEQUATE										[NOT AVAILABLE]			

GOOD ADEQUATE MARGINAL WEAK POOR



70%

9.11 POINTS  
OUT OF 13

# SAFETY ASSIST

The Kia Seltos is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. The Seltos S, Sport and LX variants are fitted with a camera-only AEB system which offers slightly reduced performance at highway speeds. A more advanced system is standard on higher variants. Base variants can no longer option this system through a 'Safety Pack'.

Tests of the AEB system in highway speed scenarios (AEB Interurban) showed ADEQUATE performance, with collisions avoided or mitigated in many test scenarios. Overall, effectiveness of the camera-only AEB system in AEB Interurban scenarios was rated ADEQUATE.

A lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW) is standard. A blind spot monitoring system (BSM) is standard on most variants but was not available on all variants, and was therefore not assessed.

Tests of LSS functionality showed GOOD performance, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios.

Manually set and intelligent speed limiting systems are standard equipment. A speed limit information function is available.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.25 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	3.25 (out of 4)
<b>AEB - Interurban</b>	1.61 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Keep Assist  
**OPERATIONAL FROM:** 60-200 km/h

EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
<b>PERFORMANCE</b>		-	-	-	-	
ADEQUATE						

LANE KEEP ASSIST (LKA)								
TEST SCENARIO	Dashed Line				Solid Line		Road Edge	
<b>PERFORMANCE</b>								-
GOOD								

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT TESTED]

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

# SAFETY ASSIST



70%

9.11 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** AEB - Car & Pedestrian Avoidance  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 8-80 km/h  
**DESCRIPTION:** Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning				[NOT FITTED]					
	Restraint activation / dynamic retractors				[NOT FITTED]					
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
PERFORMANCE										
ADEQUATE										

AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
PERFORMANCE										
ADEQUATE										

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT TESTED]
Speed Limitation Function	Manually set

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-		
Visual			
Audible			

PASS   FAIL   NOT AVAILABLE   - NOT APPLICABLE

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	✗	✗
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	—	—
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	—	—
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	—	—
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	—	—
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●*	●*
Autonomous emergency braking (AEB) - VRU	●*	●*
Automatic emergency call (eCall)	●	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

\* A more advanced radar-fusion system is available on higher variants.

● STANDARD    ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety 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 the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Kia Seltos S / Sport (with Safety Pack)
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre petrol
RATING PUBLISHED	December 2019
RATING UPDATED	October 2022