

ANCAP Safety Rating KIA NIRO

NZ: January 2018 – onwards

AUS: May 2021 – onwards



Kia Niro

This ANCAP safety rating applies to:

Make / Model	Kia Niro
Year Range	NZ: January 2018 – onwards AUS: May 2021 – onwards
Variant(s)*	1.6 litre hybrid & PHEV variants
Vehicle Type	Small SUV

The Kia Niro was introduced into New Zealand in January 2018 and Australia in May 2021. This ANCAP safety rating applies to Hybrid and Plug-in Hybrid variants built from November 2017. The EV variant is unrated.

Dual frontal, side chest, side head-protecting (curtain) airbags and a driver knee airbag are standard. Autonomous emergency braking (AEB) and lane support systems (LSS) are also standard. A full list of safety features and technologies can be viewed within the *Safety Features & Technologies* table on page 2 of this report.

Injury Outcomes.

Full Width Frontal



Side Impact



Pole



Whiplash Protection



	GOOD
	ACCEPTABLE
	MARGINAL
	POOR

Test Results Summary.

Airbags	Dual Frontal, Side, Head, Knee
Adult Occupant Protection	91% (34.85 out of 38)
- Full Width Frontal Test [#]	6.30 (out of 8)
- Frontal Offset Test [#]	7.10 (out of 8)
- Side Impact Test [#]	8.00 (out of 8)
- Pole Test [#]	8.00 (out of 8)
- Whiplash Protection Test	2.45 (out of 3)
- AEB (City)	3.00 (out of 3)
Child Occupant Protection	80% (39.64 out of 49)
Safety Assist	81% (9.73 out of 12)
- Speed Assistance System	1.50 (out of 3)
- Seat Belt Reminders	3.00 (out of 3)
- Lane Support System	2.60 (out of 3)
- AEB (Interurban)	2.63 (out of 3)
Pedestrian Protection	70% (29.69 out of 42)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2016

[#] Scaled scores. Total test score out of 16.00 points.

Adult Occupant Protection.

Full Width Frontal Test

Each body region is scored out of 4 points

Driver		Rear Passenger	
Head:	4.00 points	Head:	4.00 points
Neck:	4.00 points	Neck:	3.96 points
Chest:	3.93 points	Chest:	1.32 points
Upper legs:	4.00 points	Upper legs:	0.00 points

In the full width frontal test, driver chest protection was 'Acceptable'. Protection of the rear passenger chest and pelvis was 'Poor'. Dummy readings indicated that the pelvis had slipped under the seatbelt and was not properly restrained - a penalty was applied.

Frontal Offset Test

Each body region is scored out of 4 points

Driver / Front Passenger (lesser of each)	
Head / neck:	4.00 points
Chest:	3.97 points
Upper legs:	4.00 points
Lower legs:	2.22 points

The passenger compartment remained stable in the frontal offset test. Protection offered to the driver chest and lower legs was 'Acceptable', while that offered to the passenger lower legs was 'Marginal'. All doors remained closed during the test. After the test, all door could be opened with normal effort.

Side Impact Test

Each body region is scored out of 4 points

Side Impact Test		Pole Test	
Head:	4.00 points	Head:	4.00 points
Chest:	4.00 points	Chest:	4.00 points
Abdomen:	4.00 points	Abdomen:	4.00 points
Pelvis:	4.00 points	Pelvis:	4.00 points

'Good' protection was offered to the driver in both the side impact test and in the more severe pole test.

Whiplash Protection

Front / Rear:	1.83 points
Rear:	0.63 points
AEB (City):	3.00 points

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Child Occupant Protection.

Crash Test Performance

6 year old child:	9.29 points
10 year old child:	11.85 points

In the frontal offset test, protection of the 10 year old was 'Good', with the exception of the neck which was 'Acceptable'. Protection offered to the chest of the 6 year old was 'Weak', while protection of the neck was 'Marginal'. In the side barrier test, protection was 'Good' for all critical body regions.

Child Safety Features & Child Seat Installation

Safety features:	7.00 points
Installation check:	11.50 points

NOTE: The child restraints tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit childcarseats.com.au.

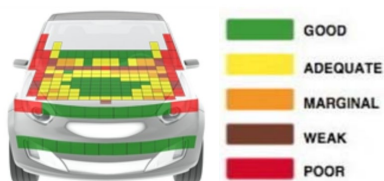
Pedestrian Protection.

Pedestrian Test

Scored out of 42 points

Adult & child head impacts:	13.93 points
Upper leg impacts:	4.36 points
Lower leg impacts:	6.00 points
AEB (VRU):	5.40 points

This vehicle scored 29.69 out of 42 points. The bonnet provided predominantly 'Good' or 'Adequate' protection against head injuries, with 'Poor' results recorded along the edges and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. Protection of the pelvis was mostly 'Good', although 'Poor' results were recorded at the outer edges. The autonomous emergency braking (AEB) system can detect and react to pedestrians. The system performed well in tests of its effectiveness. (Tested by Euro NCAP v8.3)



Score Deductions.

Deductions from full width frontal test scores

Head:	No deductions
Neck:	No deductions
Chest:	No deductions
Upper legs / pelvis:	-4.00 points (submarining of rear passenger)
Overall:	No deductions

Deductions from frontal offset test scores

Head / neck:	No deductions
Chest:	No deductions
Upper legs:	No deductions
Lower legs:	No deductions
Overall:	No deductions

Deductions from side impact test score

Overall:	No deductions
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Deductions from pole test score

Overall:	No deductions
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Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	AUS	NZ
Seat belts (three-point, lap/sash) for all forward-facing seats	S	S
Seat belt pretensioners (front)	S	S
Seat belt pretensioners (rear outboard)	S	S
Intelligent seat belt reminder (driver)	S	S
Intelligent seat belt reminder (front passenger)	S	S
Intelligent seat belt reminder (2 nd row seats)	S	S
Airbag - Frontal (driver)	S	S
Airbag - Frontal (passenger)	S	S
Airbag - Side, chest protection (front seats)	S	S
Airbag - Side, chest protection (2 nd row seats)	X	X
Airbag - Side, head protection (front seats)	S	S
Airbag - Side, head protection (2 nd row seats)	S	S
Airbag - Knee (driver)	S	S
Airbag - Knee (front passenger)	X	X
Head restraints for all seats	S	S
Adaptive cruise control (ACC)	S	S
Antilock braking system (ABS)	S	S
Autonomous emergency braking (AEB)		
- City	S	S
- Interurban	S	S
- Vulnerable road user	S	S
Automatic headlights	V	S
Automatic high beam	X	X
Fatigue detection	S	S
Blind spot monitoring (BSM)	V	V
Electronic brakeforce distribution (EBD)	S	S
Electronic stability control (ESC)	S	S
Emergency brake assist (EBA)	S	S
Forward collision warning (FCW)	S	S
Lane departure warning (LDW)	S	S
Lane keep assist (LKA)	S	S
Daytime running lights (DRL)	S	S
Hill launch assist	S	S
Reversing collision avoidance	S	S
Smart key	X	X
Speed assistance – automatic / intelligent speed limiting (ISA)	X	X
Speed assistance - manual speed limiting	S	S
Speed assistance - speed sign recognition & warning	X	X
Tyre pressure monitoring system (TPMS)	S	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

Safety Assist.

Speed Assistance System (SAS)

Scored 1.50 out of 3 points

Speed information:	0.00
Speed assistance (manual):	1.50
Speed assistance (automatic / intelligent):	0.00

AEB (Interurban)

Scored 2.63 out of 3 points

Autonomous emergency braking (AEB):	1.44 out of 1.5
Forward collision warning (FCW):	0.94 out of 1.0
Human machine interface (HMI):	0.25 out of 0.5

Seat Belt Reminder (SBR)

Scored 3.00 out of 3 points

Driver and passenger:	2.00 out of 2.0
Rear:	1.00 out of 1.0

Lane Support Systems (LSS)

Scored 2.60 out of 3 points

Type: Lane keep assist (LKA)

 A seat belt reminder is fitted as standard for front and rear seats. A driver-set speed limiter is also standard, together with a lane keep assist (LKA) system with lane departure warning (LDW). The standard-fit autonomous emergency braking (AEB) system operates at highway speeds and performed well in tests of its functionality.

Approaching a stationary vehicle:

15.99 out of 18.00 points for Forward Collision Warning (FCW)



Approaching a slow moving vehicle:

11.00 out of 11.00 points for Autonomous Emergency Braking (AEB)



Approaching a braking vehicle with short headway:

1.70 out of 2.00 points for AEB, 1.72 out of 2.00 points for FCW



Approaching a braking vehicle with long headway:

2.00 out of 2.00 points for AEB, 2.00 out of 2.00 points for FCW



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Injury Values & Measurements.

Body Region	Frontal offset test at 64km/h (v7.1)		Full width frontal test at 50km/h (v1.0)		Side impact test at 50km/h (v7.1)	Oblique pole test at 32km/h (v7.0)
	Driver	Front Passenger	Driver	Rear Passenger	Driver	Driver
Head						
HIC	219	302	272	293	43	301
Acceleration (g for 3ms)	49.90	54.70	54.81	53.57	25.20	54.39
Neck						
Shear (kN)	0.73	0.37	0.41	0.91	-	-
Tension (kN)	1.24	0.67	1.47	1.74	-	-
Extension (Nm)	11.00	23.50	20.64	11.74	-	-
Chest						
Acceleration (g for 3ms)	-	-	-	-	-	-
Compression (mm)	22.14	18.51	18.44	34.11	10.50	18.37
Viscous criterion (m/s)	0.08	0.07	0.09	0.22	0.08	0.15
Abdomen						
Compression (mm)	-	-	-	-	11.16	25.33
Pelvis						
Force (kN)	-	-	-	-	0.90	
Upper legs						
Femur force left (kN)	0.60	0.00	0.63	1.10		
Femur force right (kN)	0.31	0.03	0.81	0.11		
Knee displacement left (mm)	0.22	0.00	1.00	0.76		
Knee displacement right (mm)	0.48	1.14	1.14	0.97		
Lower legs						
Force left (kN)	1.88	2.19	-	-		
Force right (kN)	1.70	1.64	-	-		
Index (upper / lower) left	0.28 / 0.42	0.80 / 0.32	-	-		
Index (upper / lower) right	0.36 / 0.22	0.54 / 0.31	-	-		
Intrusion Measurements						
Steering column						
Forward (mm)	57	-	56	-		
Upward (mm)	-27	-	3	-		
Sideways (mm)	5	-	19	-		
Pedals						
Brake - rearward (mm)	57	-	-	-		
Brake - upward (mm)	49	-	-	-		
A-Pillar						
Rearward (mm)	0	-	1	-		

* **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 extending a rating to additional variants of a model. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ **Rating Year:** The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Kia Niro GL
Tested Vehicle(s) Built	2016
Tested Body Type	5 door hatch
Tested Vehicle Kerb Weight	1414 kg
Tested Vehicle Engine	1.6L Hybrid
Tested By	Euro NCAP
Assessed By	Euro NCAP
Document Reference	Niro17
Document Created / Revised	December 2017
Rating Published	December 2017
Rating Updated	May 2021



Frontal offset test at 64km/h