KIA K4

WITH SAFETY PACK

APPLIES TO
All sedan variants (exc. S)

BUILT FROM
September 2024

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small Car

ON SALE FROM
January 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
CL4m

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★★

The Kia K4 was introduced in Australia in January 2025. This ANCAP safety rating applies to all sedan variants, excluding the Kia K4 S (without Safety Pack). A separate four-star ANCAP safety rating is available for the Kia K4 S (without Safety Pack).

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction, Crossing, and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system, are standard.

ASSESSMENT SCORES

Adult Occupant Protection
83%
33.22 out of 40

Child Occupant Protection
80%
39.58 out of 49

Vulnerable Road User Protection
77%
48.54 out of 63

Safety Assist
77%
14.02 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Kia K4 S	4 door sedan	2.0 litre petrol	FWD	[4 stars]	-
Kia K4 S with Safety Pack ◆	4 door sedan	2.0 litre petrol	FWD	✓	-
Kia K4 Sport	4 door sedan	2.0 litre petrol	FWD	✓	-
Kia K4 Sport+	4 door sedan	2.0 litre petrol	FWD	✓	-
Kia K4 GT-Line	4 door sedan	1.6 litre petrol turbo	FWD	✓	-

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

83%

33.22 out of 40

FRONTAL OFFSET (MPDB)#
5.94 points out of 8

OBLIQUE POLE#
4.86 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL#
7.37 points out of 8

WHIPLASH PROTECTION
3.44 points out of 4

SIDE IMPACT#
5.12 points out of 6

FAR SIDE IMPACT
2.50 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Kia K4 remained stable in the **frontal offset (MPDB)** test. Dummy readings for the driver indicated MARGINAL protection for the chest and ADEQUATE protection for the lower legs. Protection of the driver's feet was ADEQUATE with rearward pedal movement penalised. Dummy readings indicated ADEQUATE protection of the lower legs of the front passenger. Protection for all other critical body regions for the driver and front passenger was GOOD.

The front structure of the Kia K4 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.96 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was GOOD for all critical body areas. Protection of the chest of the rear passenger was MARGINAL, with GOOD protection for other critical body regions.

In the **side impact** test, the driver's chest protection was MARGINAL. In the **oblique pole** test, protection of the driver's chest was WEAK. Protection of other critical body areas for the driver in these tests was GOOD.

The Kia K4 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. The airbag protected against head-to-head contact in the oblique pole test, however Kia did not provide evidence that similar protection is offered when the vehicle is struck on the passenger side, and a penalty was applied. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as MARGINAL for the vehicle-to-vehicle impact scenario and ADEQUATE for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Kia K4 would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.08 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.76 pts	3.51 pts
Deductions	-0.42 pts *(pedal blocking)*	Nil

COMPATIBILITY	
Deductions	-0.96 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	4.00 pts	1.50 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	1.65 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	0.95 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

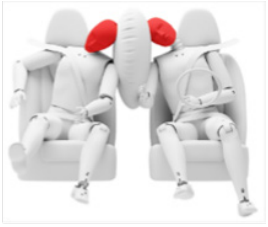
83%

33.22 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	-1.00 pts *[non-symmetrical performance]*

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.81 pts	0.63 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

80%

39.58 out of **49**

DYNAMIC TEST (FRONT)
12.77 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the 10 year dummy's neck was ADEQUATE and chest was MARGINAL. Protection of the 6 year dummy's head was ADEQUATE and neck was MARGINAL. GOOD protection was offered to remaining critical body areas of both the 6 year and 10 year child dummies.

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

The Kia K4 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

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

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard. However, this system does not qualify for scoring under ANCAP protocols for 2025 ratings.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	✕	✕	✕	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^**	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	**Rearward-facing capsule**	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles 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. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.
* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
^ The 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.

Vulnerable Road User Protection

77%

48.54 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **11.01 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.50 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.44 points** out of 7	AEB MOTORCYCLE **4.59 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **physical impact** tests, protection to the head of a pedestrian striking the bonnet, or cyclist striking the windscreen, was predominantly GOOD or ADEQUATE, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis, femurs and lower legs was GOOD, with maximum points scored.

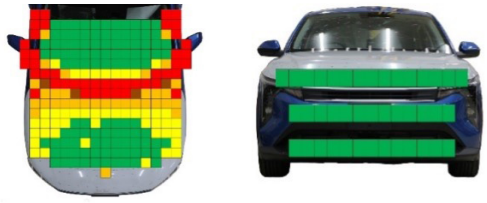
The autonomous emergency braking (AEB) system fitted to Kia K4 S with Safety Pack, Sport, Sport+, and GT-Line variants is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in forward **AEB Pedestrian** test scenarios, including turning scenarios, with collisions avoided or mitigated in most tests. The AEB system does not react to vulnerable road users in reverse, and hence **AEB Backover** tests were not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds, including in turning scenarios. The vehicle provides information and warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

AEB Motorcyclist tests showed ADEQUATE to GOOD performance, although the vehicle did not respond in junction scenarios at higher speeds.

The lane support system in the Kia K4 S (with Safety Pack), Sport, Sport+, and GT-Line variants reacts to line markings and lane boundaries and provides enhanced vehicle response by recognising the presence of motorcycle in the adjacent lane. Testing of the LSS system on these variants showed ADEQUATE performance in emergency lane keep (ELK) test scenarios with a motorcycle.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision-Avoidance Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	5-65 km/h

AEB CYCLIST TEST SCENARIOS (forward)

Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
DAY	DAY	DAY	DAY	DAY	DAY	DAY
PERFORMANCE						
GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	✕

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

77%

48.54 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	ADEQUATE		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Keeping Assist (LKA)
Operational From	60-200 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	ADEQUATE				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

77%

14.02 out of 18

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
1.44 points out of 2

SPEED ASSISTANCE SYSTEMS
2.73 points out of 3

AEB / AES (Car-to-Car)
4.00 points out of 4

AEB / AES (Junction & Crossing)
2.19 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
2.00 points out of 3

The Kia K4 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including all of the **AEB Junction**. **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when crossing the path of another vehicle, showed a mix of GOOD and POOR performance, resulting in a MARGINAL overall score. **AEB Head-On** functionality is provided on all Kia K4 sedan variants and showed GOOD performance.

Tests of **LSS** functionality showed POOR performance in lane keep assist scenarios, and ADEQUATE performance in the more critical emergency lane keeping (ELK) scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision-Avoidance Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	10-130 km/h

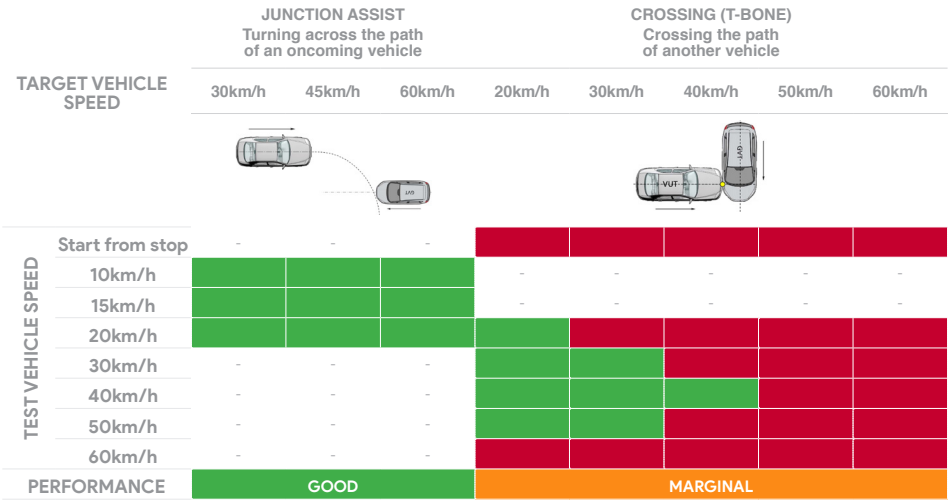
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

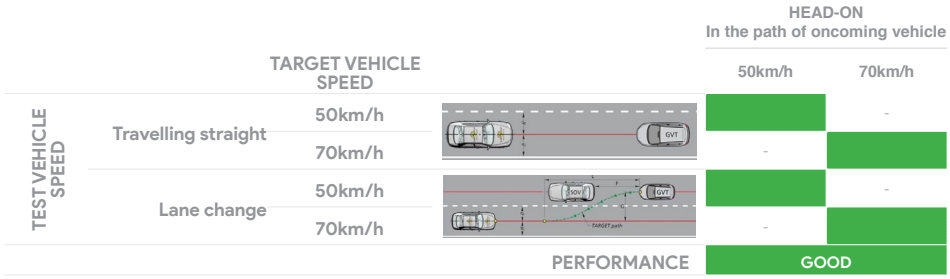
Safety Assist

77%

14.02 out of **18**

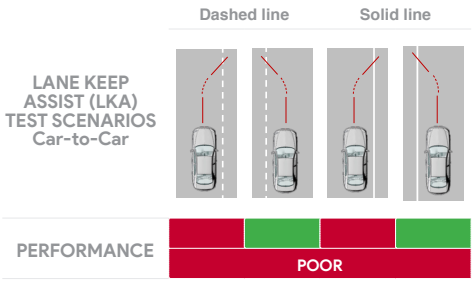
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

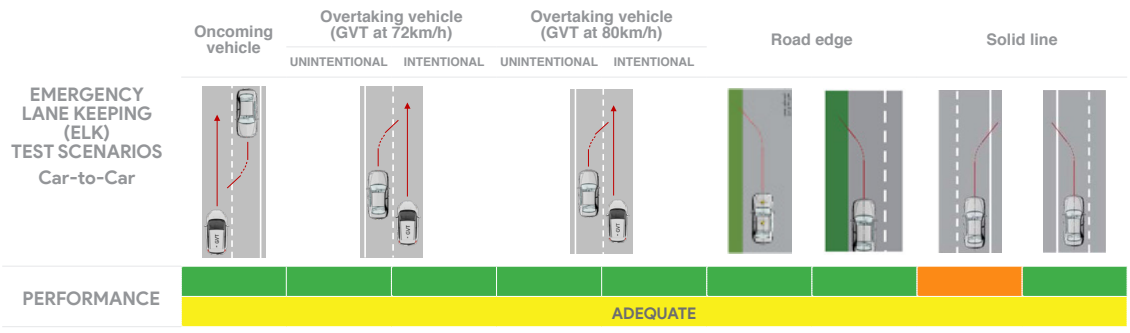




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Keeping Assist (LKA)
Operational From	60-200 km/h





GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

77%

14.02 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	–	●	●*
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

** Outboard seating positions only.*

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	–	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	✕
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✕

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	[NOT TESTED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

● PASS ● FAIL ✕ NOT AVAILABLE – N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	–
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	–
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	–
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	–
Airbag - knee (driver)	✕	–
Airbag - knee (front passenger)	✕	–
Airbag - pedestrian (external)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - Vulnerable Road User		–
- AEB Pedestrian	●	–
- AEB Backover	✕	–
- AEB Cyclist	●	–
- AEB Motorcycle	●	–
Autonomous emergency braking (AEB) - Junction		–
- AEB Junction (Car)	●	–
- AEB Junction (Pedestrian)	●	–
- AEB Junction (Cyclist)	●	–
- AEB Junction (Motorcycle)	●	–
Autonomous emergency braking (AEB) - Crossing	●	–
Automatic emergency call (eCall)	●	–
Blind spot monitor (BSM)	●	–
Child presence detection / alert	●	–
Cyclist dooring detection / alert	●	–
Driver monitoring system - Indirect	●	–
Driver monitoring system - Direct	●	–
Forward collision warning (FCW)	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)		–
- LKA (Car-to-Car)	●	–
- LKA (Car-to-Motorcycle)	●	–
Secondary / multi-collision brake	●	–
Speed assistance - intelligent adaptive cruise control (iACC)	●	–
Speed assistance - auto / intelligent speed limiter	✕	–
Speed assistance - manual speed limiter	✕	–
Speed assistance - speed sign recognition & warning	●	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Kia K4 S with Safety Pack RHD

TESTED VEHICLE ENGINE
2.0 litre petrol

RATING UPDATED
n/a

TESTED BODY TYPE
4 door sedan

RATING PUBLISHED
September 2025