

KIA SPORTAGE

AUS: NOVEMBER 2021 - ONWARDS
 NZ: JANUARY 2022 - ONWARDS
 ALL VARIANTS



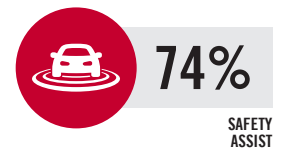
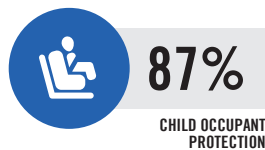
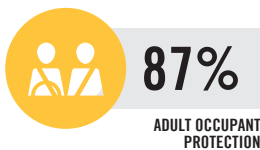
RATING YEAR	2022
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Petrol + Diesel+ Hybrid
BUILT FROM	September 2021
ON SALE FROM	AUS: November 2021 NZ: January 2022
SERIES	NQ5
AIRBAGS	Dual frontal, side chest, side head, centre



The Kia Sportage was introduced in Australia in November 2021 and New Zealand in January 2022. This ANCAP rating is based on testing of Kia Sportage variants that are supplied to the European market. Kia have provided ANCAP with additional information to show that equivalent performance can be expected for vehicles supplied in Australia and New Zealand.

Dual frontal, side chest-protecting and side head-protecting (curtain) 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 and Junction Assist), 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) are fitted as standard equipment on all variants.



RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia Sportage S	5 door SUV	2.0 litre petrol	2WD	✓	-
Kia Sportage SX	5 door SUV	2.0 litre petrol	2WD	✓	-
Kia Sportage SX+	5 door SUV	2.0 litre petrol	2WD	✓	-
Kia Sportage SX+	5 door SUV	1.6 litre turbo petrol	AWD	✓	-
Kia Sportage GT-Line	5 door SUV	1.6 litre turbo petrol	AWD	✓	-
Kia Sportage S	5 door SUV	2.0 litre turbo diesel	AWD	✓	-
Kia Sportage SX	5 door SUV	2.0 litre turbo diesel	AWD	✓	-
Kia Sportage SX+	5 door SUV	2.0 litre turbo diesel	AWD	✓	-
Kia Sportage GT-Line	5 door SUV	2.0 litre turbo diesel	AWD	✓	-
Kia Sportage HEV SX	5 door SUV	1.6 litre turbo petrol HEV	2WD	✓	-
Kia Sportage HEV GT-Line	5 door SUV	1.6 litre turbo petrol HEV	2WD	✓	-
Kia Sportage LX Urban	5 door SUV	2.0 litre petrol	2WD	-	✓
Kia Sportage LX+ Urban	5 door SUV	2.0 litre petrol	2WD	-	✓
Kia Sportage Deluxe Urban	5 door SUV	2.0 litre petrol	2WD	-	✓
Kia Sportage Deluxe Urban	5 door SUV	1.6 litre turbo petrol	2WD	-	✓
Kia Sportage X-Line Urban	5 door SUV	1.6 litre turbo petrol	2WD	-	✓
Kia Sportage Deluxe	5 door SUV	1.6 litre turbo petrol	AWD	-	✓
Kia Sportage X-Line	5 door SUV	1.6 litre turbo petrol	AWD	-	✓
Kia Sportage LX	5 door SUV	2.0 litre turbo diesel	AWD	-	✓
Kia Sportage LX+	5 door SUV	2.0 litre turbo diesel	AWD	-	✓
Kia Sportage Deluxe	5 door SUV	2.0 litre turbo diesel	AWD	-	✓
Kia Sportage X-Line	5 door SUV	2.0 litre turbo diesel	AWD	-	✓
Kia Sportage Light HEV	5 door SUV	1.6 litre turbo petrol HEV	2WD	-	✓
Kia Sportage Earth HEV	5 door SUV	1.6 litre turbo petrol HEV	2WD	-	✓

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

ADULT OCCUPANT PROTECTION



87%

33.43 POINTS
OUT OF 38

The passenger compartment of the Kia Sportage remained stable in the frontal offset (MPDB) test. Protection of the chest and lower legs of both the driver and passenger was ADEQUATE while GOOD protection was seen for all other critical body regions.

The front structure of the Kia Sportage presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.37 point penalty was applied.

In the full width frontal test, protection of the driver chest was MARGINAL with ADEQUATE protection for the neck and chest of the rear passenger, otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions. In the oblique pole test, chest protection offered to the driver was rated MARGINAL, with GOOD protection for all other critical body regions.

The Kia Sportage is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and GOOD 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.

FRONTAL OFFSET (MPDB)#	6.38	(out of 8)
FULL WIDTH FRONTAL#	7.25	(out of 8)
SIDE IMPACT#	5.51	(out of 6)
OBLIQUE POLE#	5.17	(out of 6)
WHIPLASH PROTECTION	3.25	(out of 4)
FAR SIDE IMPACT	3.88	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.91 pts
Upper legs:	4.00 pts
Lower legs:	3.98 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.53 pts
Upper legs:	4.00 pts
Lower legs:	3.22 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.37 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	1.94 pts
Upper legs:	4.00 pts
Deductions:	Nil

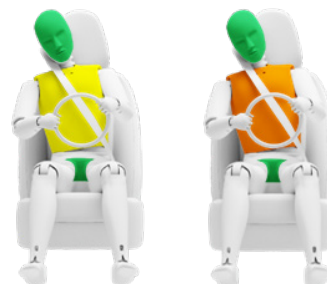
REAR PASSENGER

Head:	4.00 pts
Neck:	3.89 pts
Chest:	3.15 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	2.69 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	1.79 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	3.27 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.63 pts
Rear passenger:	0.63 pts



87%

42.73 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as ADEQUATE.

In the side impact test, protection of the head of the 10 year dummy was ADEQUATE while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Kia Sportage 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, however the Type A capsule could not be correctly installed in the centre and outboard rear seating positions, and one of the selected Type B convertible seats could not be correctly installed in forward facing mode in the centre seating position.

DYNAMIC TEST (FRONT)	15.70 (out of 16)
DYNAMIC TEST (SIDE)	7.80 (out of 8)
RESTRAINT INSTALLATION	11.24 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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

GOOD ADEQUATE MARGINAL WEAK POOR

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.



87%

42.73 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	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	TYPE A	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.

[^] 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.



66%

36.10 POINTS
OUT OF 54

The bonnet of the Kia Sportage provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars and front edge of the bonnet surface. Protection of the pelvis was mostly POOR, while the bumper provided GOOD protection to pedestrians' legs.

The AEB system offered ADEQUATE performance in pedestrian test scenarios. The AEB system fitted to lower-spec variants does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and therefore these tests were not conducted or scored.

GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as ADEQUATE.

HEAD IMPACTS	16.16 (out of 24)
UPPER LEG IMPACTS	1.65 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	5.05 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	7.23 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision-Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-80 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	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, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NOT TESTED	NOT TESTED
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	NOT TESTED	GOOD	GOOD	GOOD	GOOD
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





74%

11.90 POINTS
OUT OF 16

The Kia Sportage is fitted as standard with a range of Safety Assist features including an autonomous emergency braking 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 ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios. The AEB Junction Assist system, although standard on Australian and New Zealand variants, was not fitted to the test vehicle, and hence AEB Junction Assist tests were not conducted. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as MARGINAL.

Tests of the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios with overall performance classified as GOOD.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the centre seating position in the second row. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.67 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.83 (out of 3)

LANE SUPPORT SYSTEMS 3.50 (out of 4)

AEB - Car-to-Car 2.90 (out of 4)

AEB - Junction Assist NOT TESTED (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping 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				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD											

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD	GOOD	GOOD	GOOD
GOOD				

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



74%

11.90 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision-Avoidance Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-85 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR											
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED				
	30 KM/H			45 KM/H			55 KM/H				
AEB (10-50 km/h)											
FCW (30-80 km/h)											
PERFORMANCE	GOOD						[NOT TESTED]				

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
	AEB (10-50 km/h)									
FCW (50*-80 km/h)										
PERFORMANCE	ADEQUATE									

OCCUPANT STATUS

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

* Outboard seating positions only

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

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 - centre	●	●
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Kia Sportage GLS, LHD
TESTED VEHICLE(S) BUILT	2022
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Hybrid
RATING PUBLISHED	July 2022
RATING UPDATED	April 2024

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.

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

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