KIA EV5

APPLIES TO
All variants

VEHICLE TYPE
Medium SUV

ENGINE / MOTOR TYPES
Battery Electric

BUILT FROM
April 2024

ON SALE FROM
AUS: October 2024
NZ: November 2024

MODEL SERIES
OV

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2024 ★★★★★

The Kia EV5 was introduced in Australia in October 2024 and New Zealand in November 2024. This ANCAP safety rating applies to all variants.

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 and Junction and Crossing) 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 on all variants.

ASSESSMENT SCORES

Adult Occupant Protection
88%
35.47 out of 40

Child Occupant Protection
86%
42.41 out of 49

Vulnerable Road User Protection
74%
46.96 out of 63

Safety Assist
82%
14.79 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Kia EV5 Air Standard Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Kia EV5 Air Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Kia EV5 Earth Long Range ◆	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	–
Kia EV5 GT-Line Long Range	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	–
Kia EV5 Light Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓
Kia EV5 Light+ Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓
Kia EV5 Earth Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓
Kia EV5 Earth Long Range	5 door SUV	Battery Electric Vehicle (BEV)	AWD	–	✓
Kia EV5 GT-Line Long Range	5 door SUV	Battery Electric Vehicle (BEV)	AWD	–	✓

* 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

88%

35.47 out of 40

FRONTAL OFFSET (MPDB)#
5.81 points out of 8

OBLIQUE POLE#
5.36 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL#
7.73 points out of 8

WHIPLASH PROTECTION
3.57 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
3.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

Dummy readings from the **frontal offset (MPDB)** test indicated protection of the driver chest and lower legs was ADEQUATE. Structures in the dashboard were a potential source of injury for both the driver and passenger, and protection of the upper legs was rated MARGINAL. GOOD protection was offered to all other body regions of the driver and front passenger.

After the frontal offset test, a small opening was found in the seam between panels in the footwell. This loss of integrity in the footwell structure was penalised, with a deduction applied to the driver's lower leg score.

The front structure of the Kia EV5 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.00 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 was ADEQUATE for the chest of the rear passenger and GOOD for all other critical body areas.

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

The Kia EV5 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts, however it did not provide sufficient protection to prevent contact between the heads of the front seat occupants in the oblique pole test 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 ADEQUATE for both the vehicle-to-vehicle impact scenario and 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 EV5 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	3.61 pts	4.00 pts
Upper Legs	2.00 pts	2.00 pts
Lower Legs	3.00 pts	4.00 pts
Deductions	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)* -1.00 *(footwell rupture)*	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*

COMPATIBILITY	
Deductions	-1.00 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	2.91 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

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

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	2.32 pts
Abdomen	3.97 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

88%

35.47 out of 40

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

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 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

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.95 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

86%

42.41 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.62 points out of 12

DYNAMIC TEST (SIDE)
7.79 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the 6 year and 10 year dummies was GOOD for all critical body areas.

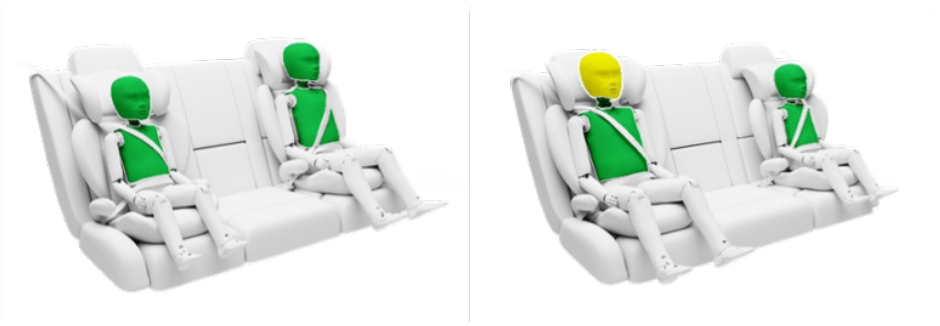
In the **side impact** test, protection of the head of the 10 year dummy was ADEQUATE while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Kia EV5 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 rear outboard seating positions using the vehicle seatbelt.

A child presence detection (CPD) system is not available.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD | 10 YEAR OLD | 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

74%

46.96 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **11.02 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.64 points** out of 9
PELVIS PROTECTION **1.56 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.73 points** out of 7	AEB MOTORCYCLE **5.01 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.50 points** out of 3

In **physical impact** tests, the bonnet and windscreen of the Kia EV5 provided mostly ADEQUATE protection to the head of a struck pedestrian over much of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, rear of the bonnet and base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis was mixed, with mostly POOR performance, while protection of the femurs and lower legs was GOOD.

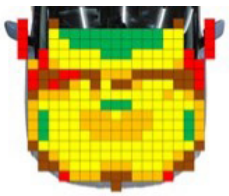
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. The AEB system on some higher variants reacts to vulnerable road users in reverse (**AEB Backover**), but the system was not standard on the tested vehicle and tests of this function were not conducted.

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

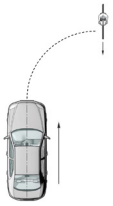
GOOD performance was seen in the **AEB** and **lane support** motorcyclist tests, including in many of the turning and overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h

	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
AEB CYCLIST TEST SCENARIOS (forward)							
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

74%

46.96 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	NOT TESTED			

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	45-200 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	GOOD				

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

Safety Assist

82%

14.79 out of **18**

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.50 points out of 2

SPEED ASSISTANCE SYSTEMS
2.69 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.75 points out of 3

The Kia EV5 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) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance overall, with collisions avoided or mitigated in all forward car-to-car and most of the **AEB Junction** scenarios, where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. Performance was MARGINAL in the **AEB Crossing** scenarios. Tests of the **AEB Head-On** system functionality showed GOOD performance.

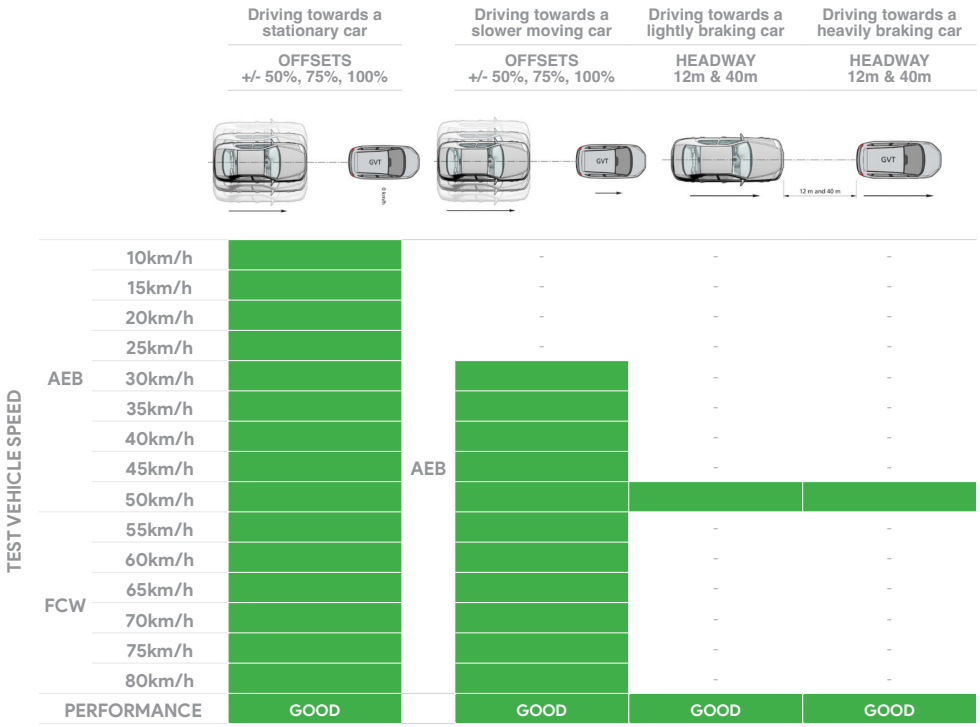
Tests of **lane support system** functionality showed GOOD performance, including in most of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF), intelligent adaptive cruise control (iACC) and intelligent speed limiter (ISL) 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 with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction, and adjust vehicle sensitivity accordingly, is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h



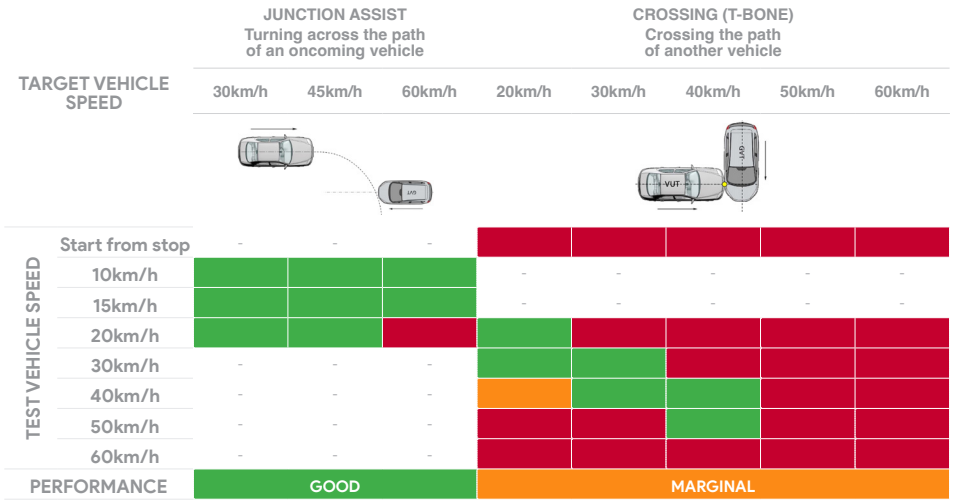
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

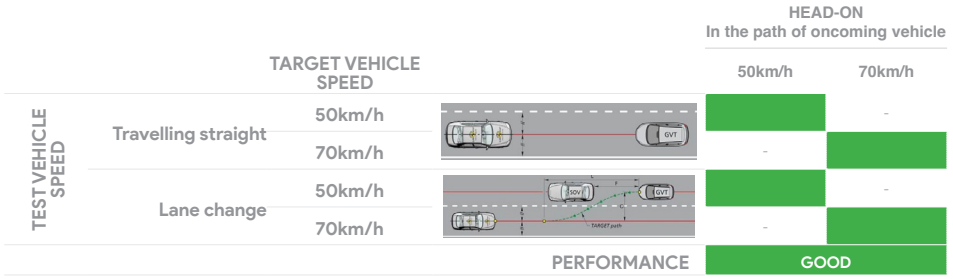
Safety Assist

82%

14.79 out of **18**

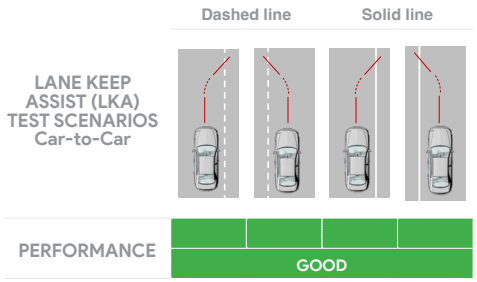
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

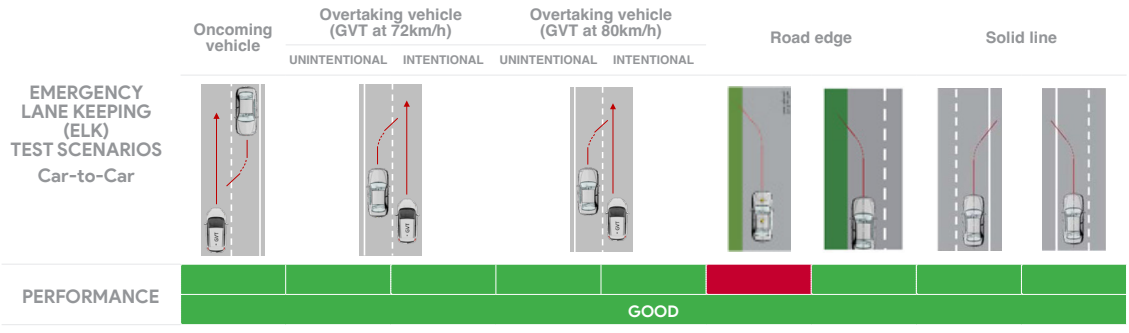




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Keeping Assist (LKA)
Operational From	45-200 km/h





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

Safety Assist

82%

14.79 out of 18

OCCUPANT STATUS

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

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)	●
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 EV5 Earth AWD
Long Range RHD

TESTED BODY TYPE
5 door SUV

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING PUBLISHED
December 2024

RATING UPDATED
December 2025