KIA TASMAN

APPLIES TO
All variants
(exc. X-Line & X-Pro)

VEHICLE TYPE
Utility

ENGINE / MOTOR TYPES
Diesel

BUILT FROM
May 2025

ON SALE FROM
AU: June 2025
NZ: July 2025

MODEL SERIES
TK

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★★

The Kia Tasman was introduced in Australia in June 2025 and New Zealand in July 2025. This ANCAP safety rating applies to all variants excluding X-Line & X-Pro. X-Line & X-Pro variants are unrated.

Additional technical information was provided to ANCAP for 4x2 and cab-chassis variants, confirming that comparable performance to the tested vehicles would be expected.

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), are standard on all variants.

SAFETY NOTE

Installation of child restraints in the second row centre seating position of dual cab variants is not recommended as there is no top tether anchorage. Installation of child restraints in single cab variants is not recommended as there are no top tether anchorages.
^ *Child Occupant Protection* features and scores are applicable to dual cab variants only.

ASSESSMENT SCORES

Adult Occupant Protection
87%
35.14 out of 40

Child Occupant Protection
85%^
41.86 out of 49

Vulnerable Road User Protection
74%
46.82 out of 63

Safety Assist
80%
14.42 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Kia Tasman S	Dual cab utility	2.2 litre diesel	4x2 / 4x4	✓	–
Kia Tasman SX	Dual cab utility	2.2 litre diesel	4x4	✓	–
Kia Tasman SX+ ◆	Dual cab utility	2.2 litre diesel	4x4	✓	–
Kia Tasman S	Dual cab cab-chassis#	2.2 litre diesel	4x4	✓	–
Kia Tasman SX	Dual cab cab-chassis#	2.2 litre diesel	4x4	✓	–
Kia Tasman S	Single cab cab-chassis#	2.2 litre diesel	4x2 / 4x4	✓	–
Kia Tasman SX	Single cab cab-chassis#	2.2 litre diesel	4x4	✓	–
Kia Tasman X-Line	Dual cab utility	2.2 litre diesel	4x4	✗	✗
Kia Tasman X-Pro	Dual cab utility	2.2 litre diesel	4x4	✗	✗
Kia Tasman TX	Dual cab utility	2.2 litre diesel	4x2 / 4x4	–	✓
Kia Tasman TXR	Dual cab utility	2.2 litre diesel	4x4	–	✓
Kia Tasman TXS	Dual cab utility	2.2 litre diesel	4x4	–	✓
Kia Tasman TX	Dual cab cab-chassis#	2.2 litre diesel	4x4	–	✓
Kia Tasman TXR	Dual cab cab-chassis#	2.2 litre diesel	4x4	–	✓
Kia Tasman TX	Single cab cab-chassis#	2.2 litre diesel	4x2 / 4x4	–	✓

With body, tray or equipment fitted in accordance with Kia Tasman August 2025 body builders guide.

– NOT APPLICABLE
◆ TESTED VARIANT
✗ NOT COVERED BY THIS RATING
✓ COVERED BY THIS RATING
* Correct at time of publication. Subject to change. Check with manufacturer.

Adult Occupant Protection

87%

35.14 out of 40

FRONTAL OFFSET (MPDB)#
6.77 points out of 8

OBLIQUE POLE#
4.61 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL#
6.38 points out of 8

WHIPLASH PROTECTION
3.37 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Kia Tasman remained stable in the frontal offset (MPDB) test. Dummy readings for the driver and front passenger showed GOOD protection for all critical body regions. Structures in the dashboard were noted as a potential source of injury for the driver and passenger's upper legs in the MPDB crash test. Following the test, Kia provided technical evidence to show that these structures would not pose injury risk and any penalties have been removed.

The front structure of the Kia Tasman presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.46 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was GOOD for all body regions except the pelvis (upper legs). The upper leg score was POOR with dummy readings indicating the driver's pelvis slipped beneath the lap section of the seatbelt and the dummy was not properly restrained during the crash. Protection of the rear passenger neck was ADEQUATE, and protection of the chest was MARGINAL. GOOD protection was recorded for remaining body regions.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and full points were scored.

In the more severe **oblique pole** test, protection for the head and pelvis of the driver was GOOD, however chest protection was WEAK.

The Kia Tasman 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 GOOD for both the vehicle-to-vehicle and vehicle-to-pole impact scenarios.

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 Tasman 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	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-2.46 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.75 pts
Chest	4.00 pts	1.78 pts
Upper Legs	0.00 pts	4.00 pts
Deductions	-4.00 pts *(submarining)*	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	0.30 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

87%

35.14 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	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	0.38 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

85%^

41.86 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
10.86 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** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and the Kia Tasman scored maximum points in these tests.

Dual cab variants of the Kia Tasman are fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. A child presence detection (CPD) system is not available.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear outboard seating positions of dual cab variants, though neither booster seat could be correctly installed in these positions.

Installation of child restraints in the second row centre seating position of dual cab variants is not recommended as there is no top tether anchorage.

Installation of child restraints in single cab variants is not recommended as there are no top tether anchorages.

^ *Child Occupant Protection* features and scores are therefore applicable to dual cab variants only.

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

74%

46.82 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **9.14 points** out of 18	KNEE & TIBIA PROTECTION **7.58 points** out of 9	AEB CYCLIST **7.05 points** out of 9
PELVIS PROTECTION **4.34 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.21 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Kia Tasman provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and all edges of the bonnet surface.

Protection of the pelvis ranged from ADEQUATE to GOOD. Protection of the femurs was GOOD. Protection of the lower legs varied from MARGINAL to 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 forward **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including turning scenarios.

AEB Backover is not fitted to the variants covered by this rating therefore tests of this function were not conducted or scored.

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

GOOD performance was seen in the **AEB** and **LSS Motorcyclist** tests, including in turning and emergency lane keeping scenarios, earning full points.

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	5-80 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)
AEB CYCLIST TEST SCENARIOS (forward)	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

74%

46.82 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	ADEQUATE													

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	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Forward Collision-Avoidance Assist (FCA)
Operational From	50-80 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

80%

14.42 out of 18

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
1.50 points out of 2

SPEED ASSISTANCE SYSTEMS
2.73 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.75 points out of 3

The Kia Tasman is fitted with an autonomous emergency braking system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all car-to-car rear test scenarios. GOOD performance was seen in **AEB Junction** tests, as well as some **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing into the path of an oncoming vehicle. The **AEB Head-On** system was shown to mitigate frontal crashes in the specified test scenarios (GOOD performance).

Tests of **LSS** functionality showed overall 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) 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 (FCA2)
Type	Autonomous emergency braking with forward collision warning
Operational From	10-130 km/h

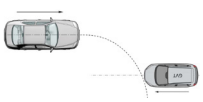
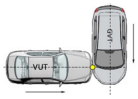
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

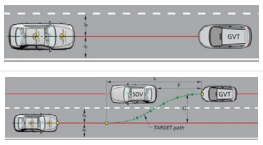
Safety Assist

80%

14.42 out of **18**

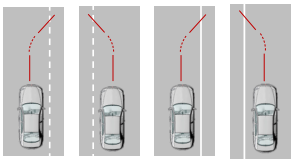
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

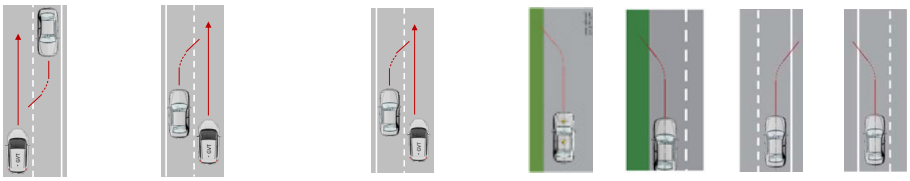
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			MARGINAL				

			HEAD-ON In the path of oncoming vehicle	
		TARGET VEHICLE SPEED	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
				
PERFORMANCE			GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Keeping Assist (LKA)
Operational From	55-200 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

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

Safety Assist

80%

14.42 out of 18

OCCUPANT STATUS

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

Outboard seats 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)	●
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.

Outboard seats only

TESTED MAKE / MODEL
Kia Tasman SX+ RHD

TESTED VEHICLE ENGINE
2.2 litre diesel

RATING UPDATED
April 2026

TESTED BODY TYPE
Dual Cab Utility

RATING PUBLISHED
July 2025