

ANCAP Safety Rating

KIA STINGER (April 2018 - onwards)

All variants



Kia Stinger GT

This ANCAP safety rating applies to:

Make / Model	Kia Stinger
Year Range	April 2018 - onwards
Variants*	All variants
Vehicle Type	Large Car

The Kia Stinger was introduced into Australia in October 2017 and New Zealand in January 2018. This 5 star ANCAP safety rating applies to all variants of the Kia Stinger on sale from April 2018 (built from February 2018) when specification upgrades were introduced. Separate ratings apply to models built prior to this date.

Dual frontal, side chest, side head-protecting (curtain) and driver knee airbags are standard. Autonomous emergency braking (AEB) and lane support systems (LSS) are standard on all variants built from February 2018.

NOTE: In March 2018 ANCAP conducted a full width frontal test of an Australian specification Kia Stinger for audit test purposes. The audit test score was 3.88 points out of 8.00 which would give an overall Adult Occupant Protection score of 85.2%. This sees the existing 5 star ANCAP safety rating maintained. In the audit test, dummy readings indicated poor protection for the head, chest and pelvis body regions for the rear passenger.

Injury Outcomes.

Full Width Frontal (original)		Full Width Frontal (audit)	
Driver	Rear Passenger	Driver	Rear Passenger
Frontal Offset		Side Impact	Pole
Driver	Front Passenger	Driver	Driver
Whiplash Protection			
Rear	Front		

	GOOD
	ACCEPTABLE
	MARGINAL
	POOR

Test Results Summary.

Airbags	Dual Frontal, Side, Head, Knee
Adult Occupant Protection	91% (34.94 out of 38)
- Full Width Frontal Test [#]	6.45 (out of 8)
- Frontal Offset Test [#]	7.65 (out of 8)
- Side Impact Test [#]	8.00 (out of 8)
- Pole Test [#]	7.83 (out of 8)
- Whiplash Protection Test	2.01 (out of 3)
- AEB (City)	3.00 (out of 3)
Child Occupant Protection	81% (39.72 out of 49)
Safety Assist	70% (8.43 out of 12)
- Speed Assistance System	0.00 (out of 3)
- Seat Belt Reminders	3.00 (out of 3)
- Lane Support System	2.80 (out of 3)
- AEB (Interurban)	2.63 (out of 3)
Pedestrian Protection	78% (33.00 out of 42)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2017

[#] 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:	3.80 points
Chest:	4.00 points	Chest:	2.00 points
Upper legs:	4.00 points	Upper legs:	0.00 points

In the full width frontal test, good protection was offered to all critical body regions of the driver. The rear passenger slipped beneath the lap portion of the seatbelt and was not properly restrained. Rear seat belt pretensioners were fitted to test vehicles, however these are not available for Australian and New Zealand variants and 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:	3.72 points
Upper legs:	4.00 points
Lower legs:	3.58 points

The passenger compartment remained stable in the frontal offset test. Protection of the driver chest and lower legs of both the driver and passenger was acceptable. All doors remained closed during the crash. After the crash, all doors 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:	3.65 points
Abdomen:	4.00 points	Abdomen:	4.00 points
Pelvis:	4.00 points	Pelvis:	4.00 points

Good protection was offered to all critical body regions of the driver in the side impact test. In the more severe pole test, driver chest protection was acceptable.

Whiplash Protection

Front / Rear:	1.63 points
Rear:	0.38 points
AEB (City):	3.00 points

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ANCAP
Safety ★★★★★



Child Occupant Protection.

Crash Test Performance

6 year old child:	11.33 points
10 year old child:	9.39 points

In the frontal offset test, protection of the chest and neck of the 10 year dummy was rated as marginal. Protection of the 6 year dummy was good or acceptable. In the side impact test, protection of all critical body regions was good for both dummies.

Child Safety Features & Child Seat Installation

Safety features:	7.00 points
Installation check:	12.00 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.

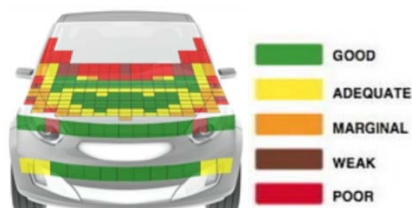
Pedestrian Protection.

Pedestrian Test

Scored out of 42 points

Adult & child head impacts:	17.44 points
Upper leg impacts:	5.46 points
Lower leg impacts:	5.57 points
AEB (VRU):	4.53 points

This vehicle scored 33.00 out of 42 points. The Stinger has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to hard structures within the engine compartment. The Stinger was tested with the bonnet in the raised position with results showing mostly good or adequate results, with poor results recorded at the stiff windscreen pillars and base of the windscreen. The AEB system performed well in tests of its pedestrian detection, with collisions avoided or mitigated in almost all test scenarios. (Tested by Euro NCAP v8.3)



Score Deductions.

Deductions from full width frontal test scores

Head:	No deductions
Neck:	No deductions
Chest:	-2.00 points (lack of rear seat belt pre-tensioners)
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	Availability
Seat belts (three-point, lap / sash) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	E
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Airbag - Frontal (driver)	S
Airbag - Frontal (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Knee (driver)	S
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	S
Adaptive front lighting systems	V
Antilock braking system (ABS)	S
Autonomous emergency braking (AEB)	
- City	S
- Interurban	S
- Vulnerable road user	S
Automatic headlights	S
Automatic high beam	V
Attention assist	S
Blind spot monitoring (BSM)	V
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Emergency stop signal (ESS)	S
Lane departure warning (LDW)	S
Lane keep assist (LKA)	S
Daytime running lights (DRL)	S
Hill launch assist	S
Reversing collision avoidance	S
Speed assistance – automatic / intelligent speed limiting (ISA)	E
Speed assistance - manual speed limiting	E
Speed assistance - speed sign recognition & warning	E
Tyre pressure monitoring system (TPMS)	S

S = Standard on all variants covered by this rating.
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.
E = Available in Europe but not available on any Australasian variant.

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

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Safety Assist.

Speed Assistance System (SAS)

Scored 0.00 out of 3 points

Speed information:	[Not available]
Speed assistance (manual):	[Not available]
Speed assistance (automatic / intelligent):	[Not available]

AEB (Interurban)

Scored 2.63 out of 3 points

Autonomous emergency braking (AEB):	1.43 out of 1.5
Forward collision warning (FCW):	0.95 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 2.80 out of 3 points

Type:	Lane Keep Assist
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A seat belt reminder is fitted as standard for front and rear seats. Autonomous emergency braking (AEB) capable of operating at highway speeds and a lane keep assist (LKA) system with lane departure warning (LDW) are standard on all variants built from February 2018. The AEB system performed well in tests of its functionality. Australian and New Zealand Stingers are not available with a speed assistance system.

Approaching a stationary vehicle:

17.25 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:

1.64 out of 2.00 points for AEB, 1.58 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	256	340	305	48	258
Acceleration (g for 3ms)	49.10	52.00	61.27	61.13	26.10	54.27
Neck						
Shear (kN)	0.77	0.52	0.54	1.35	-	-
Tension (kN)	1.06	0.78	0.72	1.67	-	-
Extension (Nm)	9.40	30.70	11.94	25.87	-	-
Chest						
Acceleration (g for 3ms)	-	-	-	-	-	-
Compression (mm)	23.39	19.43	17.26	17.08	11.61	29.92
Viscous criterion (m/s)	0.06	0.05	0.09	0.08	0.08	0.31
Abdomen						
Compression (mm)	-	-	-	-	10.17	37.26
Pelvis						
Force (kN)	-	-	-	-	0.61	-
Upper legs						
Femur force left (kN)	0.76	0.40	0.06	0.11	-	-
Femur force right (kN)	0.60	0.26	0.00	0.10	-	-
Knee displacement left (mm)	0.70	0.00	0.12	0.02	-	-
Knee displacement right (mm)	0.34	0.03	0.00	0.00	-	-
Lower legs						
Force left (kN)	2.63	2.10	-	-	-	-
Force right (kN)	2.02	2.18	-	-	-	-
Index (upper / lower) left	0.42 / 0.20	0.44 / 0.21	-	-	-	-
Index (upper / lower) right	0.45 / 0.20	0.36 / 0.12	-	-	-	-
Intrusion Measurements						
Steering column						
Forward (mm)	60	-	0	-	-	-
Upward (mm)	-40	-	0	-	-	-
Sideways (mm)	0	-	0	-	-	-
Pedals						
Brake - rearward (mm)	31	-	-	-	-	-
Brake - upward (mm)	5	-	-	-	-	-
A-Pillar						
Rearward (mm)	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 Stinger GT Line
Tested Vehicle(s) Built	2017
Tested Body Type	Sedan
Tested Vehicle Kerb Weight	1806 kg
Tested Vehicle Engine	2.2 litre diesel
Tested By	Euro NCAP
Assessed By	Euro NCAP
Document Created	7 May 2018
Rating Published	7 May 2018
Rating Updated	n/a



Frontal offset test at 64km/h