

# Kia Rio

Kia Rio 1.2 GLS, LHD

2011



92%

ADULT OCCUPANT



84%

CHILD OCCUPANT



46%

PEDESTRIAN



86%

SAFETY ASSIST

## ADULT OCCUPANT

Total 33 pts | 92%

### FRONTAL IMPACT

15 pts



Driver



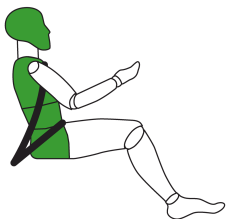
Passenger

### SIDE IMPACT CAR

7,5 pts

### SIDE IMPACT POLE

7,4 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,3 pts



<span style="background-color: green; width: 20px; height: 10px; display: inline-block;"></span>	GOOD
<span style="background-color: yellow; width: 20px; height: 10px; display: inline-block;"></span>	ADEQUATE
<span style="background-color: orange; width: 20px; height: 10px; display: inline-block;"></span>	MARGINAL
<span style="background-color: brown; width: 20px; height: 10px; display: inline-block;"></span>	WEAK
<span style="background-color: red; width: 20px; height: 10px; display: inline-block;"></span>	POOR

### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	15mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 45mm
Upward pedal movement	brake - 23mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth 2 way manual
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

- High severity	2,6 pts
- Medium severity	2,4 pts
- Low severity	2,3 pts

## CHILD OCCUPANT

Total 41 pts | 84%

## 18 MONTH OLD CHILD

**Restraint** Britax-Römer Baby-Safe Plus  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



PERFORMANCE 11,6 pts  
 INSTRUCTIONS 4 pts  
 INSTALLATION 2 pts

## FRONTAL IMPACT

Head forward movement protected  
 Head acceleration good  
 Chest load good

## SIDE IMPACT

Head containment protected  
 Head acceleration good

## 3 YEAR OLD CHILD

**Restraint** Britax-Römer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



PERFORMANCE 11,4 pts  
 INSTRUCTIONS 4 pts  
 INSTALLATION 2 pts

## FRONTAL IMPACT

Head forward movement protected  
 Head acceleration good  
 Chest load fair

## SIDE IMPACT

Head containment protected  
 Head acceleration good

## VEHICLE BASED ASSESSMENT

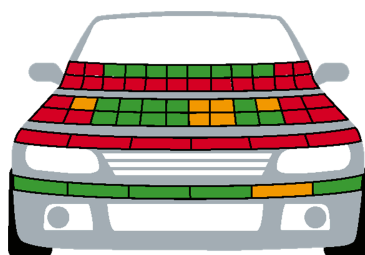
6 pts

Airbag warning Label

Text and pictogram label on passenger sun visor

## PEDESTRIAN

Total 17 pts | 46%



GOOD  
 MARGINAL  
 POOR

HEAD 11,3 pts  
 PELVIS 0 pts  
 LEG 5,4 pts

## SAFETY ASSIST

Total 6 pts | 86%

SPEED LIMITATION ASSISTANCE 0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 10,19 %  
 Yaw rate ratio (1.75s) 4,32 %  
 Lateral displacement (1.07s) 2,98 m

SEATBELT REMINDER 3 pts

- driver Pass  
 - passenger Pass  
 - rear Pass

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Kia Rio 1.2 GLS, LHD
Body type	5 door hatchback
Year of publication	2011
Kerb weight	1145kg
VIN from which rating applies	applies to all Rios of the specification tested

### SAFETY EQUIPMENT

Front seatbelt pretensioners
Front seatbelt load limiters
Driver frontal airbag
Front passenger frontal airbag
Side body airbags
Side head airbags
Electronic Stability Control
Seatbelt Reminder

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Kia showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, dummy readings showed good protection of all body areas. However, the rear door on the struck side was found not to be fully latched after the test and the car was penalised. In the more severe side pole test, all doors remained fully latched and protection of the driver was adequate or good. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

### Child occupant

In the frontal impact, forward movement of the three year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by the shells of their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can be disabled to allow a rearward facing restraint to be used in that seating position. Clear information is given to the driver regarding the status of the airbag and the system was rewarded. Labels clearly explain the dangers of using a rearward facing restraint in that seat without first disabling the airbag.

### Pedestrian

The protection provided by the bumper to pedestrians' legs was predominantly good. However, the front edge of the bonnet was poor in all areas tested and scored no points. Poor protection was also provided by the bonnet in most areas where an adult's head might strike. In the areas where a child's head might strike the bonnet, protection was mixed, some areas offering good protection and others poor.

### Safety assist

Electronic stability control is standard equipment on the Rio, and met Euro NCAP's test requirements. A seatbelt reminder is standard for the driver, passenger and rear seats. A driver-set speed limitation device is available as an option but did not meet Euro NCAP's fitment requirements for assessment in 2011.