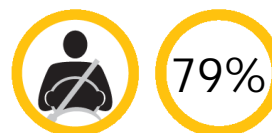


# TEST RESULTS

## Kia Venga

Kia Venga 1.4 GLS, LHD

2010 ★★★★★



79%

ADULT OCCUPANT



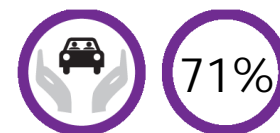
66%

CHILD OCCUPANT



64%

PEDESTRIAN



71%

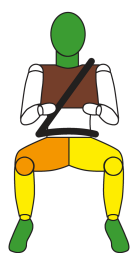
SAFETY ASSIST

### ADULT OCCUPANT

Total 28 pts | 79%

#### FRONTAL IMPACT

9,7 pts



Driver



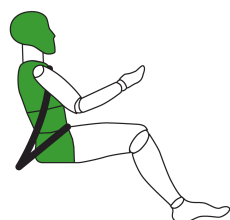
Passenger

#### SIDE IMPACT CAR

8 pts

#### SIDE IMPACT POLE

7,2 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

3,4 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact                      stable

Passenger airbag contact                      stable

##### CHEST

Passenger compartment                      stable

Windscreen Pillar rearward                      18mm

Steering wheel rearward                      none

Steering wheel upward                      none

Chest contact with steering wheel                      yes

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard                      yes: ignition barrel; steering column and lock; facia in area supported by plastic flange; glovebox lid.

Concentrated loads on knees                      yes: facia in area supported by plastic flange; glovebox lid.

##### LOWER LEGS AND FEET

Footwell Collapse                      none

Rearward pedal movement                      clutch - 77mm

Upward pedal movement                      clutch - 30mm

#### SIDE IMPACT

Head protection airbag                      Yes

Chest protection airbag                      Yes

#### WHIPLASH

Seat description                      Standard, cloth, 2 way manual adjust

Head restraint type                      Reactive

Geometric assessment                      1 pts

##### TESTS

- High severity                      2,5 pts

- Medium severity                      2,6 pts

- Low severity                      2,3 pts



# TEST RESULTS

## CHILD OCCUPANT

Total 32 pts | 66%

### 18 MONTH OLD CHILD

**Restraint** FAIR G0/1 S ISOFIX  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 6,6 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

### 3 YEAR OLD CHILD

**Restraint** FAIR G0/1 S ISOFIX  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 5,7 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** vulnerable  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

8 pts

### Airbag warning Label

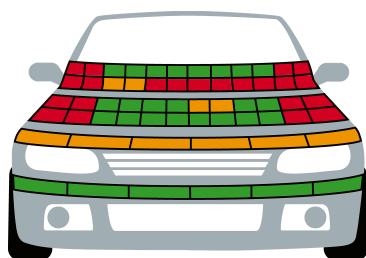
Text and pictogram warning label on both sides of the passenger sun visor.

## PEDESTRIAN

Total 23 pts | 64%

## SAFETY ASSIST

Total 5 pts | 71%



**HEAD** 12,8 pts  
**PELVIS** 4,2 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE 0 pts

- active, optional

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- optional

### SEATBELT REMINDER 2 pts

- driver 1 pts  
 - passenger 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Kia Venga 1.4 GLS, LHD
<b>Body type</b>	5 door MPV
<b>Year of publication</b>	2010
<b>Kerb weight</b>	1220kg
<b>VIN from which rating applies</b>	applies to all Vengas of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	Optional but meeting 2010 fitment requirements
<b>Side head airbags</b>	Optional but meeting 2010 fitment requirements

## COMMENTS

### Adult occupant

When the car used for the frontal impact was inspected after the test, a cut was found in the driver's seatbelt, extending about a quarter of the way across the width. The partial cut, near the point where the belt attaches to the bottom of the B pillar, was thought by inspectors to have been caused by the belt being getting caught in the seat runner during test set up in the lab. KIA have reacted to the inspectors' finding by designing protective sleeves which fit over the lower part of the belt. This modification has been immediately instigated on production cars. Owners who have already taken delivery of their cars are being urged by Kia to return their vehicles to dealers to have the sleeves fitted. In the frontal test, dummy readings suggested that the driver's chest contacted the steering wheel. Structures in the dashboard represented a risk of injury to the knees and femurs of both the driver and passenger. The passenger dummy recorded a high differential movement between the upper and lower parts of the inboard leg, an indication of knee injury risk. The passenger compartment remained stable in the frontal test. In the side barrier impact, the Venga scored maximum points. In the more severe side pole test, dummy readings indicated marginal protection of the chest and good protection of other parts of the body. Protection of the neck against whiplash injuries in a rear-end impact was good.

### Child occupant

In the frontal impact, the head of the 3 year dummy, sat in a forward facing seat, did not move forward excessively. However, on rebound, the dummy's head struck the C-pillar trim. In the side barrier impact, both dummies were properly contained by their respective restraints. The passenger airbag may be disabled to allow a rearward facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded by Euro NCAP. A permanent label warns clearly of the risks of using a rearward facing restraint in the front passenger seat without first disabling the airbag.

### Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. The front edge of the bonnet provided marginal protection. In most areas likely to be struck by the head of a child, the bonnet offered good protection but was predominantly poor in the areas where an adult's head might strike.

### Safety assist

Electronic Stability Control (ESC) is an option on one variant of the Venga in four European countries; otherwise, it is standard equipment. As it is to be fitted as standard in the great majority of sales, it has been included in Euro NCAP's assessment of the car. A driver-set speed limitation device is available as an option but its did not qualify for assessment as it is not standard on any variant. A seatbelt reminder system is standard equipment for the driver and front passenger seats.