

# TEST RESULTS

## Kia Venga

Kia Venga 1.4 GLS, LHD

2010



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 32 pts | 89%

#### FRONTAL IMPACT

13,5 pts



Driver



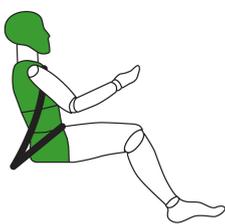
Passenger

#### SIDE IMPACT CAR

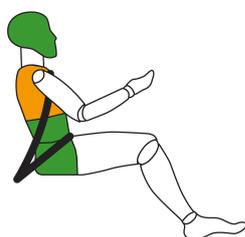
8 pts

#### 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	8mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Ignition barrel, steering column and lock.
Concentrated loads on knees	None

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 23mm
Upward pedal movement	clutch - 2mm

#### 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 42 pts | 85%

### 18 MONTH OLD CHILD

**Restraint** Fair G0,1 Bimbofix  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 11,9 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** Fair G0,1 Bimbofix  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 10,8 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

7 pts

### Airbag warning Label

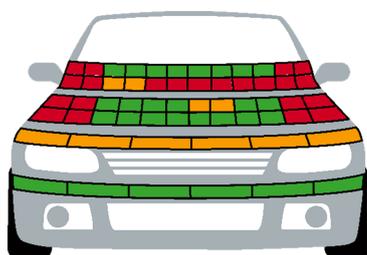
Text and pictogram warning label on both sides of the passenger sun visor.

## PEDESTRIAN

Total 23 pts | 64%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**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>	TMAEG811LBJ042961

### 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

When the Venga was originally tested at the beginning of 2010, Euro NCAP identified some weaknesses in its performance, especially in the frontal impact, and the car was awarded four stars. Kia were not satisfied with the car's performance and have introduced a range of improvements: structural changes help reduce rotation of the vehicle in the frontal impact; the restraint system has been refined to reduce chest and femur loads; the rear seat has been slightly modified to improve child restraint performance; and the changes made following the original test to minimise the risk of the seatbelt being cut during the test have continued in production since that time.

### Adult occupant

In the frontal test, the passenger compartment remained stable. Protection of the driver's chest was better than the original assessment and its marginal rating is an improvement over the weak performance seen last time. Dummy readings showed good protection of the knees and femurs of the front seat occupants. However, the steering column and ignition barrel presented a risk of injury to the driver's femurs. The modifications made to the car do not influence side impact performance and the results are unchanged from the original assessment. 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 original assessment, the 3 year dummy contacted the C-pillar trim on rebound. No such contact occurred this time: forward movement of the dummy, sat in a forward facing restraint, was not excessive and the rebound was well controlled. In the side barrier impact, both dummies were properly contained by their respective restraints. The passenger airbag can 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 it 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.