

TEST RESULTS

Kia Venga

Kia Venga 1.4 GLS, LHD

2010 ★★★★★



 79%	 66%
ADULT OCCUPANT	CHILD OCCUPANT
 64%	 71%
PEDESTRIAN	SAFETY ASSIST

ADULT OCCUPANT

Total 28 pts | 79%

FRONTAL IMPACT

9,7 pts



Driver



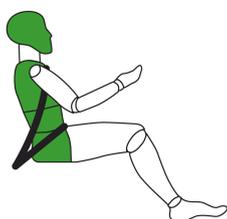
Passenger

SIDE IMPACT CAR

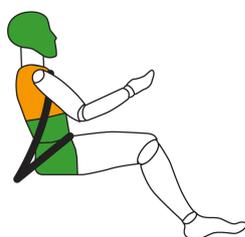
8 pts

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

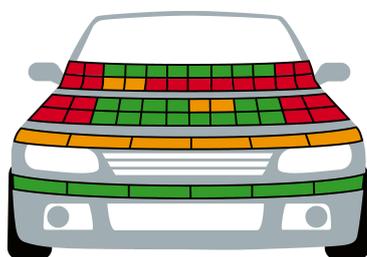
Text and pictogram warning label on both sides of the passenger sun visor.

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

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

SAFETY EQUIPMENT

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