



**Kia Niro**  
With Safety Pack

2016



Adult Occupant



91%

Child Occupant



80%

Pedestrian



70%

Safety Assist



81%

## SPECIFICATION

Tested Model	Kia Niro GL, 1.6GDI Hybrid, LHD
Safety pack	Advanced Driving Assistance Pack
Body Type	- 5 door hatchback
Year Of Publication	2016
Kerb Weight	1414kg
VIN From Which Rating Applies	- Kia Niros with Advanced Driving Assistance Pack
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
<b>CHILD PROTECTION</b>			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✘
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	●
Lane Assist System	●

**Note:** Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack
- ✘ Not available
- Not applicable

**ADULT OCCUPANT**

Total 34.8 Pts / 91%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.1 Pts

Passenger                      Driver

**Frontal Full Width** 6.3 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.5 Pts

Front seat                      Rear seat

**Lateral Impact** 16 Pts

Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 34.8 Pts / 91%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Kia showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width frontal impact, protection of the driver was good or adequate. However, protection of the rear seat occupant was rated as weak for the chest and poor for the pelvis. Dummy readings indicated that the pelvis had slipped under the seatbelt instead of being properly restrained by it. In the side barrier and more severe side pole impact, the Niro scored maximum points, with good protection of all critical body areas. Tests showed good protection from the front seats and head restraints against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal protection. Additional whiplash protection is available from the optional 'Advanced Driving Assistance Pack' which contains an autonomous emergency braking system which operates at the low speeds typical of city driving. The system performed well in Euro NCAP's tests

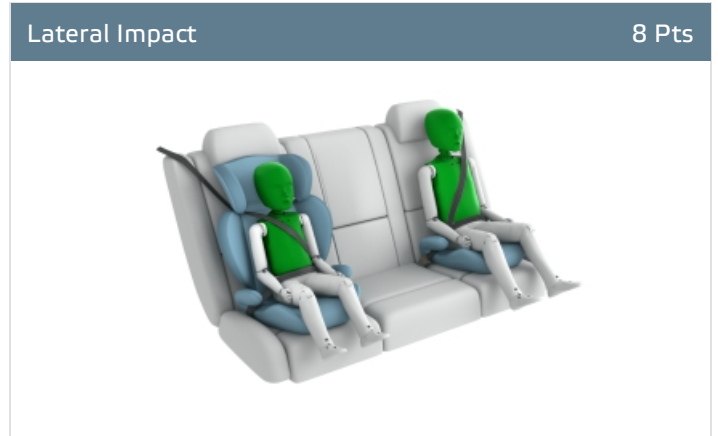
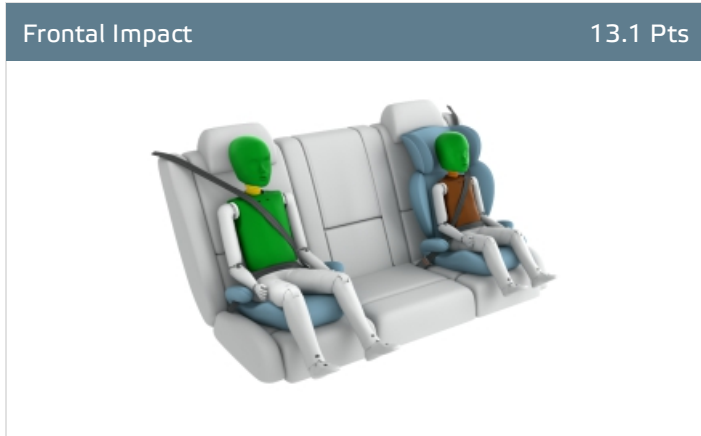
**CHILD OCCUPANT**

Total 39.6 Pts / 80%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.1 Pts



Restraint for 6 year old child: *Britax Roemer Kidfix XP II*  
 Restraint for 10 year old child: *Graco Junior III*

**Safety Features**

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

11.5 Pts

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ **i-Size CRS**



**CHILD OCCUPANT**

Total 39.6 Pts / 80%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 39.6 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X1 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments

In the frontal test, protection of the 10 year dummy was good apart from the neck, protection of which was adequate. Readings from the 6 year dummy indicated weak chest protection and a marginal level of neck protection. In the side impact, protection of both child dummies was good and the Niro scored maximum points. The front 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. All of the child restraints for which the Niro is designed could be properly installed and accommodated apart from the Universal Group I and Group II/III restraints in the rear centre seat.

**PEDESTRIAN PROTECTION**

Total 29.7 Pts / 70%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	24.3 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">13.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	13.9 Pts	Pelvis Impact	4.4 Pts	Leg Impact	6 Pts
Head Impact	13.9 Pts						
Pelvis Impact	4.4 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	5.4 Pts
System Name	AEB
Type	Auto-Brake with Forward Collision Warning
Operational From	10 Km/h
Additional Information	Defaults on for every journey; operates in low ambient light

PERFORMANCE   <span style="color: green;">■</span>		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 55 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h

**Comments**

The bonnet provided predominantly good or adequate protection against head injuries, with poor results recorded along the edges and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. Protection of the pelvis was mostly good, although poor results were recorded at the outer edges. The 'Advanced Driving Assistance Pack' includes an autonomous emergency braking system which can detect pedestrians. The system performed well in Euro NCAP's tests, impact being avoided in many scenarios and mitigated in others.



 SAFETY ASSIST

Total 9.7 Pts / 81%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.5 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

2.6 Pts

System Name	Lane Keep Assist
Type	Lane Keep Assist and Lane Departure Warning
Operational From	55 km/h
Warning	Audible

PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 9.7 Pts / 81%

AEB Interurban

2.6 Pts

System Name	AEB
Type	Forward Collision Warning with Auto-Brake
Operational From	10 Km/h
Additional Information	Default On

PERFORMANCE | 

Operational Speed	10-180 Km/h	10-180 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 50km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The Niro has a standard seatbelt reminder for the front and rear seats. A driver-set speed limiter is also standard, together with a lane assistance system that warns the driver when the car is drifting out of lane and gently steers the car away from the lane marker. The autonomous emergency braking system operates at highway speeds and performed well in tests with impacts being avoided in several scenarios and the impact speed reduced in others.