



**Kia Sportage**  
Standard Safety Equipment

2022



Adult Occupant



87%

Child Occupant



86%

Vulnerable Road Users



66%

Safety Assist



72%

## SPECIFICATION

|                               |                                 |
|-------------------------------|---------------------------------|
| Tested Model                  | Kia Sportage 1.6 T-GDI HEV, LHD |
| Body Type                     | - 5 door SUV                    |
| Year Of Publication           | 2022                            |
| Kerb Weight                   | 1748kg                          |
| VIN From Which Rating Applies | - all Sportages                 |
| Class                         | Small Off-Road                  |

### General comments

The Kia Sportage shares a common platform with the Hyundai Tucson, tested last year. Where necessary, Euro NCAP has carried out tests on the Sportage but, for others, the results of the Tucson are used.

## SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | —    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ✘      | ✘         | —    |
| SIDE CRASH PROTECTION    |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ✘    |
| Side pelvis airbag       | ●      | ●         | ✘    |
| Centre Airbag            | ●      | ●         | —    |
| CHILD PROTECTION         |        |           |      |
| Isofix/i-Size            | —      | ✘         | ●    |
| Integrated CRS           | —      | ✘         | ✘    |
| Airbag cut-off switch    | —      | ●         | —    |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | ●      | ●         | ●    |

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ✘ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ✘ |
| AEB Car-to-Car            | ● |
| Speed Assistance          | ● |
| 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 33.4 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 13.6 / 16 Pts

Mobile Progressive Deformable Barrier                      Full Width Rigid Barrier

Lateral Impact 14.6 / 16 Pts

Side Mobile Barrier                      Side Pole                      Far-Side Excursion                      Occupant Interaction

Rear Impact 3.3 / 4 Pts

Rear Seat                      Front Seat


**ADULT OCCUPANT**

Total 33.4 Pts / 87%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

| Rescue and Extrication |                          | 2.0 / 2 Pts   |
|------------------------|--------------------------|---|
| Rescue Sheet           | Available, ISO compliant |  |
| Advanced eCall         | Available                |   |
| Multi Collision Brake  | Available                |   |

**Comments**

The passenger compartment of the Sportage remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Kia showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Sportage would be a moderately benign impact partner in a frontal collision. In the full width rigid-barrier impact, protection of the chest of the driver was rated as marginal, based on dummy readings of chest compression. Otherwise, protection was good or adequate. In the side barrier test, protection of all critical body areas was good or adequate. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection for that area, but protection of other body regions was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Sportage has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated marginal whiplash protection. The Sportage has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

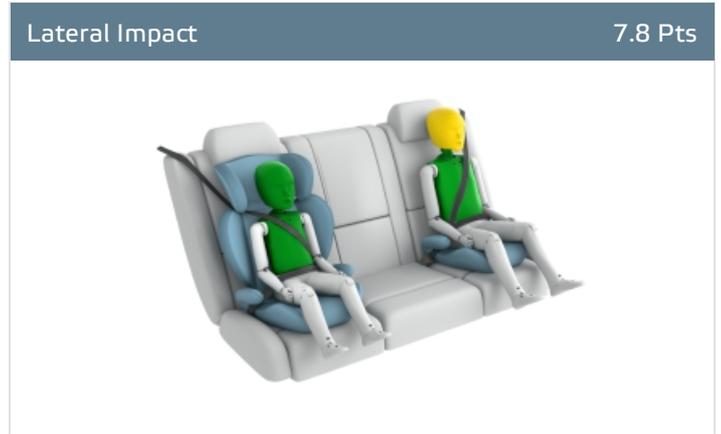
**CHILD OCCUPANT**

Total 42.5 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.5 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix 2R*  
 Restraint for 10 year old child: *Graco Junior III*

**Safety Features**

7.0 / 13 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

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.5 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## CHILD OCCUPANT

Total 42.5 Pts / 86%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| BeSafe iZi Kid X2 i-Size (i-Size)       | —             | ●       | —      | ●     |
| Britax Römer TriFix2 i-Size (i-Size)    | —             | ●       | —      | ●     |
| BeSafe iZi Flex FIX i-Size (i-Size)     | —             | ●       | —      | ●     |
| BeSafe iZi Combi X4 ISOfix (ISOFIX)     | —             | ●       | —      | ●     |
| Cybex Solution Z i-Fix (ISOFIX)         | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ●      | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●      | ●     |
| Cybex Solution Z i-Fix (Belt)           | ●             | ●       | ●      | ●     |

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

## Comments

In both the frontal offset and the side barrier tests, protection of all critical body areas was good or adequate, for both the 6 and 10 year dummy. 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 restraint types for which the Sportage is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 36.1 Pts / 66%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

23.8 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 16.2 Pts |
| Pelvis Impact | 1.6 Pts  |
| Leg Impact    | 6.0 Pts  |

Vulnerable Road Users

12.3 / 18 Pts

|  |      |   |
|--|------|---|
|  | Type | Auto-Brake with Forward Collision Warning |
|--|------|---|

 VULNERABLE ROAD USERS

Total 36.1 Pts / 66%

AEB Pedestrian

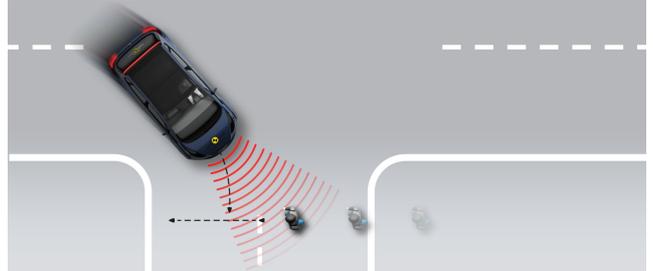
 5.1 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



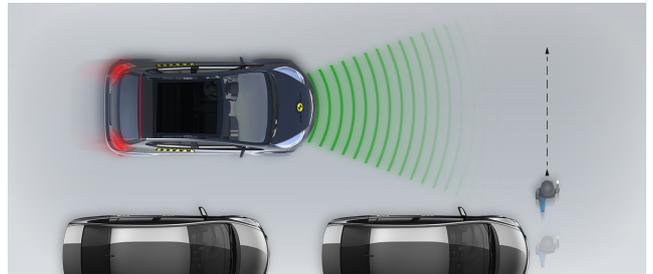
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

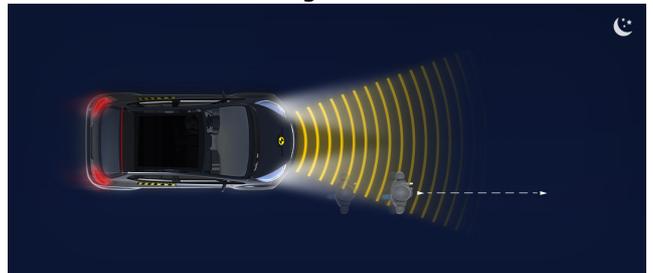


■ Night time

Adult crossing the road



Adult along the roadside



**VULNERABLE ROAD USERS**

Total 36.1 Pts / 66%

**AEB Cyclist**
**7.2 / 9 Pts**

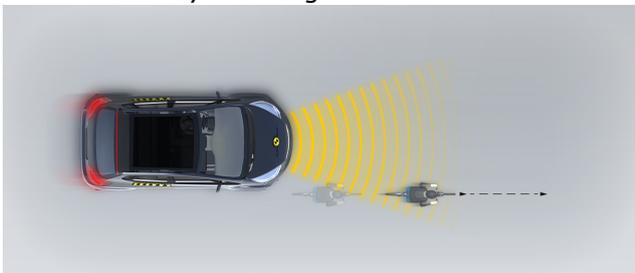
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations but protection of the pelvis, while mixed, was mostly weak or poor. The autonomous emergency braking (AEB) system of the Sportage can detect vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performance was adequate while its response to cyclists was rated as good.

SAFETY ASSIST

Total 11.6 Pts / 72%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

|                                  |                                    |
|----------------------------------|------------------------------------|
| Speed Limit Information Function | Camera based, subsigns supported   |
| Speed Limitation Function        | System advised (accurate to 5km/h) |

Occupant Status Monitoring ■ 2.7 / 3 Pts

> Seatbelt Reminder ■ 1.7 / 2 Pts

| Applies To         | Front and rear seats |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
|                    | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Warning            |                      |                    |                   |
| Visual             | ●                    | ●                  | ●                 |
| Audible            | ●                    | ●                  | ●                 |
| Occupant Detection | —                    | ●                  | ●                 |

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

|                  |                                |
|------------------|--------------------------------|
| System Name      | Driver Attention Warning (DAW) |
| Type             | Steering input                 |
| Operational From | 0 km/h                         |

## SAFETY ASSIST

Total 11.6 Pts / 72%

## Lane Support

3.5 / 4 Pts

|                         |                     |      |
|-------------------------|---------------------|------|
| System Name             | Lane Keeping Assist |      |
| Type                    | LKA and ELK         |      |
| Operational From        | 60 km/h             |      |
| <b>PERFORMANCE</b>      |                     |      |
| Emergency Lane Keeping  |                     | GOOD |
| Lane Keep Assist        |                     | GOOD |
| Human Machine Interface |                     | GOOD |

## AEB Car-to-Car

2.9 / 6 Pts

|                  |  |  |
|------------------|--|--|
| System Name      | Forward Collision-Avoidance Assist                         |  |
| Type             | Autonomous emergency braking and forward collision warning |  |
| Operational From | 5 km/h   |  |
| Sensor Used      | camera   |  |

 SAFETY ASSIST

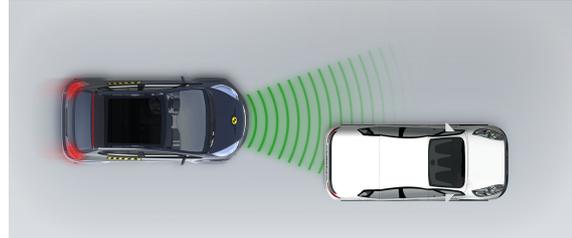
Total 11.6 Pts / 72%

■ Autobrake function only

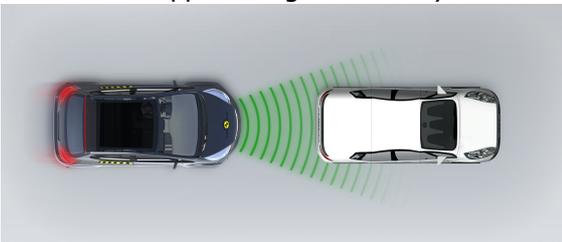
Test car turns across the path of an approaching car



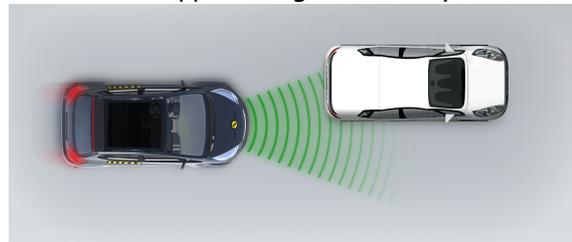
Approaching a stationary car



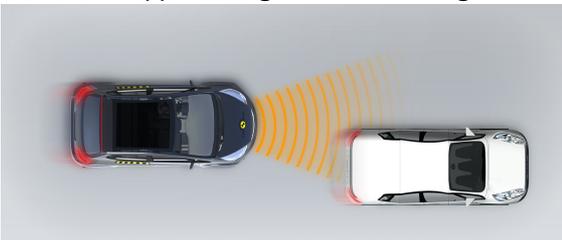
Approaching a stationary car



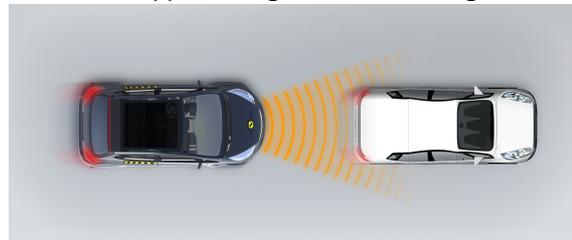
Approaching a stationary car



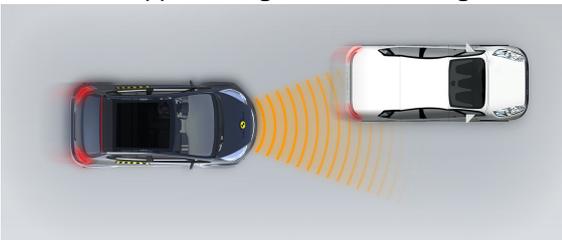
Approaching a slower moving car



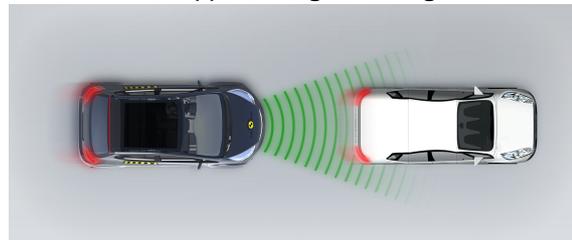
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

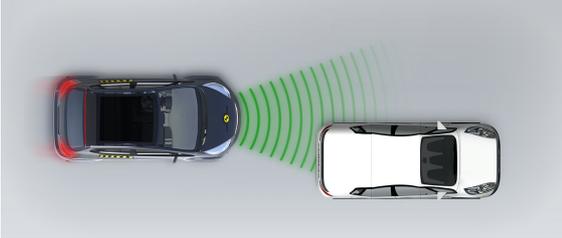


 SAFETY ASSIST

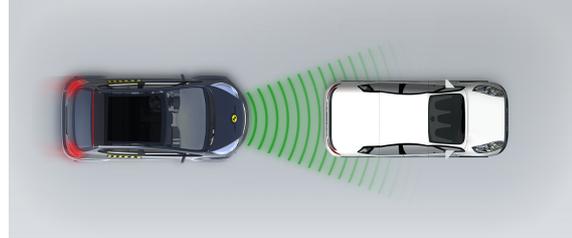
Total 11.6 Pts / 72%

■ Driver reacts to warning

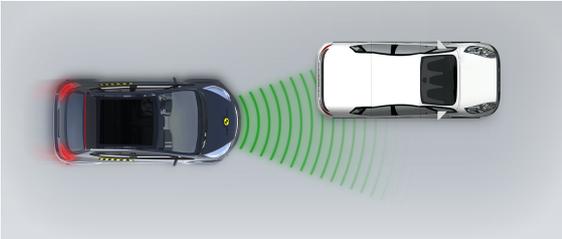
Approaching a stationary car



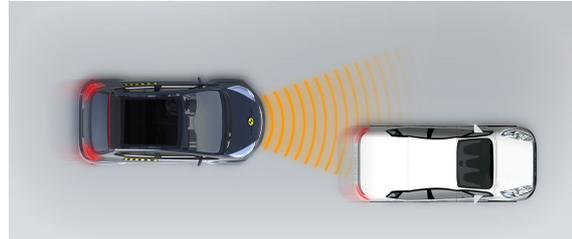
Approaching a stationary car



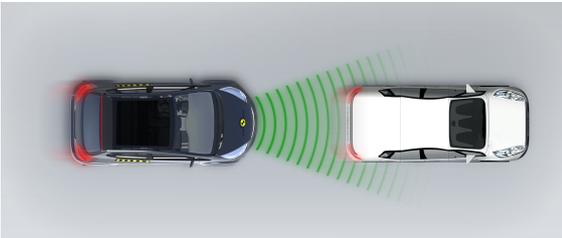
Approaching a stationary car



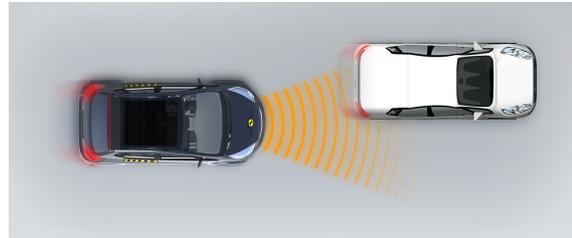
Approaching a slower moving car



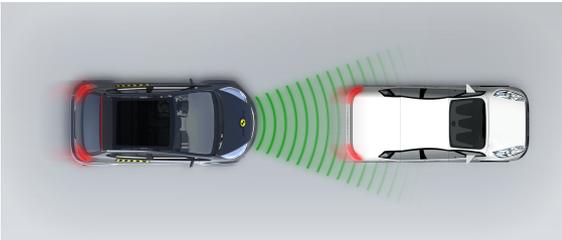
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 11.6 Pts / 72%

## Comments

The AEB system performed marginally well in tests of its response to other vehicles, with deteriorated performance at higher test speeds. A seatbelt reminder system is standard and the car is equipped with Driver Attention Warning, which monitors steering inputs and issues a warning when a pattern characteristic of drowsy or impaired driving is detected. A camera-based speed limit system detects the local limit and provides the information to the driver, allowing the limiter to be set accordingly. If the car is drifting out of lane, a camera-based system gently corrects the vehicle's path. The system also intervenes in some more critical situations, to avoid road departure for example.

## RATING VALIDITY

### Variants of Model Range

| Body Type  | Engine             | Drivetrain      | Rating Applies |     |
|------------|--------------------|-----------------|----------------|-----|
|            |                    |                 | LHD            | RHD |
| 5 door SUV | 1.6 T-GDI          | 4 x 2           | ✓              | ✓   |
| 5 door SUV | 1.6 T-GDI 48V MHEV | 4 x 2<br>4 x 4  | ✓              | ✓   |
| 5 door SUV | 1.6 T-GDI HEV      | 4 x 2<br>4 x 4* | ✓              | ✓   |
| 5 door SUV | 1.6 T-GDI PHEV     | 4 x 4           | ✓              | ✓   |
| 5 door SUV | 1.6 CRDi           | 4 x 2           | ✓              | ✓   |
| 5 door SUV | 1.6 CRDi 48V MHEV  | 4 x 2<br>4 x 4  | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date      | Event            | Outcome      |
|-----------|------------------|--------------|
| July 2022 | Rating Published | 2022 ★★★★★ ✓ |