Kia EV3

With Safety Pack

2025



Adult Occupant 83%

Child Occupant 84%

Vulnerable Road Users 78%

Safety Assist 78%

SPECIFICATION

Tested Model	KIA EV3, 150 kW, 4x2, LHD
Safety pack	DriveWise ADAS Pack
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1790kg
VIN From Which Rating Applies	- all EV3s with optional Safety Pack
Class	Small SUV

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SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖
Centre Airbag	●	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	✖	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

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ADULT OCCUPANT

Total 33.5 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 12.4 / 16 Pts



Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 15.0 / 16 Pts



Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 3.5 / 4 Pts



Rear Seat

Front Seat

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ADULT OCCUPANT

Total 33.5 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Kia EV3 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and front passenger. However, Kia was precluded from demonstrating an equivalent level of safety for other sizes/positions of occupant as the femur loads recorded were above Euro NCAP's limit, and the score was penalised. In addition, there was insufficient pressure in the driver's airbag to prevent the head from making contact, through the airbag fabric, with the steering-wheel, and protection of that part of the body was downgraded to 'adequate'. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Kia EV3 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of both the driver and the rear seat passenger. In the side barrier test, the Kia EV3 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection of the chest was rated as marginal, based on dummy readings of rib compression. 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 also found to be marginal The Kia EV3 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric analysis of the rear seats indicated marginal whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Kia demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

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CHILD OCCUPANT

Total 41.6 Pts / 84%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 23.6 / 24 Pts

Frontal Impact	15.6 Pts



Lateral Impact	8 Pts



Restraint for 6 year old child: *CYBEX Solution T-Fix*
Restraint for 10 year old child: *GRACO Booster*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖
Top tether	✖	●	✖
Child Presence Detection	✖	✖	✖

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

CRS Installation Check 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 41.6 Pts / 84%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 41.6 Pts / 84%

Comments

In the frontal offset test, protection of the 6 year dummy was good for all critical body areas and good or adequate for the 10 year dummy. In the side barrier test, protection of the 6 year dummy was good for both 6 and 10 year dummies. 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. The Kia EV3 is not equipped with 'child presence detection' as standard, a system which can alert others if children have been left in the car. All of the child restraint types for which the Kia EV3 is designed could be properly installed and accommodated in the car.

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VULNERABLE ROAD USERS

Total 49.2 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

27.7 / 36 Pts



Pedestrian & Cyclist Head	11.0 Pts
Pelvis	3.6 Pts
Femur	4.1 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.5 / 27 Pts

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

5.4 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.1 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 49.2 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, all side doors"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		–

– Currently not tested

Lane Support Motorcyclist

2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely adequate or marginal, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was mixed. Protection of the femur was mostly good, while that of the knee and tibia was good at all test locations The autonomous emergency braking system of the Kia EV3 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. The system performed well in tests of its reaction to cyclists including, in the car equipped with the optional safety pack, some reaction to those to the rear of the car. System response to motorcyclists was adequate.

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SAFETY ASSIST

Total 14.1 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.2 / 3 Pts

System Name	SPEED LIMIT ASSIST
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

2.2 / 3 Pts

Seatbelt Reminder

0.7 / 1 Pts

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

● Pass ● Fail – Not available

Driver Monitoring

1.5 / 2 Pts

System Name	Forward Attention Warning (FAW)
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

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SAFETY ASSIST

Total 14.1 Pts / 78%

Lane Support

3.0 / 3 Pts

System Name	Lane Safety
Type	LKA and ELK
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.7 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

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SAFETY ASSIST

Total 14.1 Pts / 78%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles, with an improved performance in crossing scenarios for cars equipped with the optional safety pack. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

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RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	150kW electric	Single motor, 58.3kWh *	4 x 2	✓	✓
5 door SUV	150kW electric	Single motor, 81.4kWh	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2025	Rating Published	2025 ★ ★ ★ ★ ★	✓

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