Kia K4

2025 ★★★★☆ Standard Safety Pack

Tested model	Body type	Kerb weight
Kia K4 1.6 T-Gdi, 'Spirit', LHD	**Hatchback**	**1517 kg**
Class	Rating applies to	Publication
Small Family Car	**all Kia K4**	**September 2026**

VERDICT

The passenger compartment of the Kia K4 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat 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 Kia K4 would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, chest protection was rated as marginal for the rear passenger but was good for all critical body areas of the driver. In the side barrier test, protection was good for all critical body areas and the K4 scored maximum points. However, in the more severe side pole impact, protection of the chest was rated as weak, 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 found to be marginal. The Kia K4 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.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 impact, protection of all critical parts of the body was good for both the 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 K4 is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. All of the child restraint types for which the Kia K4 is designed could be properly installed and accommodated in the car.Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded only on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was good at all test locations as was that of the femur and the knee and tibia. The autonomous emergency braking system of the Kia K4 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, and its response to motorcyclists was also good.Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. 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.

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
80%	86%	73%	67%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact 11.9 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

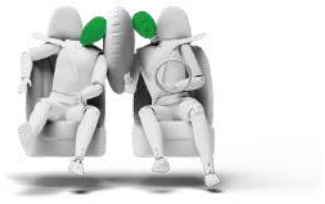
Lateral impact 14.4 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction



Rear impact 3.4 / 4 Pts

Rear Seat

Front Seat

Rescue and Extrication

2.7 / 4 Pts

Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi-collision brake	Available
Submergence check	Compliant

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
80%	86%	73%	67%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Crash Test Performance based on 6 & 10 year old children — 23.4 / 24 Pts

Frontal Impact - 15.4 Pts

Restraint for 6 year old child: Cybex Solution T i-Fix
Restraint for 10 year old child: Graco Booster Basic R129

Lateral Impact - 8 Pts

Restraint for 6 year old child: Cybex Solution T i-Fix
Restraint for 10 year old child: Graco Booster Basic R129

Safety Features — 7 / 13 Pts

Equipment	Front passenger	Row 2 outboard	Row 2 center	Row 3 outboard
Isofix	×	✓	×	–
i-Size	×	✓	×	–
Top tether	×	✓	×	–
Integrated CRS	×	×	×	–
Child Presence Detection	×	✓	✓	–

Child seat installation check

12 / 12 Pts

i-Size	Isofix
	
Seatbelt Attached	**Legend**
	Easy Difficult Safety critical Not allowed Airbag ON A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Adult Occupant
80%
Details

Child Occupant
86%
Details

Vulnerable Road Users
73%
Details

Safety Assist
67%
Details

Good | Adequate | Marginal | Weak | Poor

VRU Impact Protection

29 / 36 Pts

Pedestrian & Cyclist Head	11 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9 Pts

VRU Impact Mitigation **17.5 / 27 Pts**

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

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		

AEB Cyclist

7 / 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	

Cyclist Dooring Prevention

0.5 / 1 Pts

Scenario	Day time
Dooring a passing cyclist	Warning, driver door only

AEB Motorcyclist

4.6 / 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		–

Lane Support Motorcyclist

0 / 3 Pts

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

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
80%	86%	73%	67%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Speed Assistance — 2.2 / 3 Pts

System Name	Intelligent Speed Limit Assist (ISLA)
Speed Limit Info Function	Camera & Map, subsigns supported
Speed Control Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring — 2.1 / 3 Pts

Seatbelt Reminder — 0.7 / 1 Pts

Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	✓	✓	✓
Audible	✓	✓	✓
Occupant Detection	–	✓	✓

Driver Monitoring — 1.4 / 2 Pts

System Name	ICC
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

Lane Support — 2 / 3 Pts

System Name	Lane Keeping Assist(LKA)
System Type	LKA and ELK
Min Speed (Operational From)	60 km/h

Performance	
Emergency Lane Keeping	■
Lane Keep Assist	■
Human Machine Interface	■

AEB Car-to-Car — 5.8 / 9 Pts

System Name	Forward Collision-Avoidance Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	10 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	■	–

Safety equipment

Frontal crash protection

	Driver	Passenger	Rear
Front Airbag	✓	✓	×
Belt Pretensioner	✓	✓	✓
Belt Loadlimiter	✓	✓	✓
Knee Airbag	×	×	×

Lateral crash protection

	Driver	Passenger	Rear
Side Head Airbag	✓	✓	✓
Side Chest Airbag	✓	✓	×
Side Pelvis Airbag	✓	✓	×
Centre Airbag	✓	✓	–

Child protection

	Passenger	Rear
Isofix	×	✓
i-Size	×	✓
Integrated Child Seat	×	×
Airbag Cut-Off Switch	✓	–
Child Presence Detection	×	✓

Safety assist

	Driver	Passenger	Rear
Seatbelt Reminder	✓	✓	✓

Other safety 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 detection	✓
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

Rating validity

Annual reviews and facelifts

Date	Event	Outcome	
2026-09-02	Rating Published	2025 ★★★★☆	✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
door Hatchback	Petrol - 1.6 T-GDI*	4x2	✓	✓
door Hatchback	Petrol - 1.0 T-GDI	4x2	✓	✓
door Hatchback	Petrol MHEV - 1.0 T-GDI 48V	4x2	✓	✓
door Hatchback	Petrol - 1.6 T-GDI	4x2	✓	✓
door Hatchback	Petrol - 1.0 T-GDI	4x2	✓	✓
door Hatchback	Petrol MHEV - 1.0 T-GDI 48V	4x2	✓	✓

* Tested variant