



Kia Stinger
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



93%

Child Occupant



81%

Pedestrian



78%

Safety Assist



82%

SPECIFICATION

Tested Model	Kia Stinger 2.2 CRDi, GT-Line, LHD
Body Type	- 5 door fastback
Year Of Publication	2017
Kerb Weight	1806kg
VIN From Which Rating Applies	- all Stingers
Class	Executive

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	●	●	✘

Version 230318

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	✗

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
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 35.4 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.7 Pts

Passenger Driver

Frontal Full Width 7 Pts

Rear Passenger Driver

Whiplash Rear Impact 2 Pts

Front seat Rear seat

Lateral Impact 15.8 Pts

Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.4 Pts / 93%

Comments

The passenger compartment of the Stinger 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 rigid barrier test, the pelvis of the rear passenger dummy slipped beneath the lap portion of the seatbelt. Although dummy injury values were not excessive, the car was penalised and protection for this body area rated as poor. Protection of all critical body areas was good for the driver dummy in this test. In the side barrier impact, the Stinger scored maximum points with good protection of all critical parts of the body. Even in the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash protection in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Stinger has a standard-fit autonomous emergency braking system. In tests of its functionality at the low speeds at which many whiplash injuries are caused, the system scored maximum points, with collisions avoided at all test speeds.

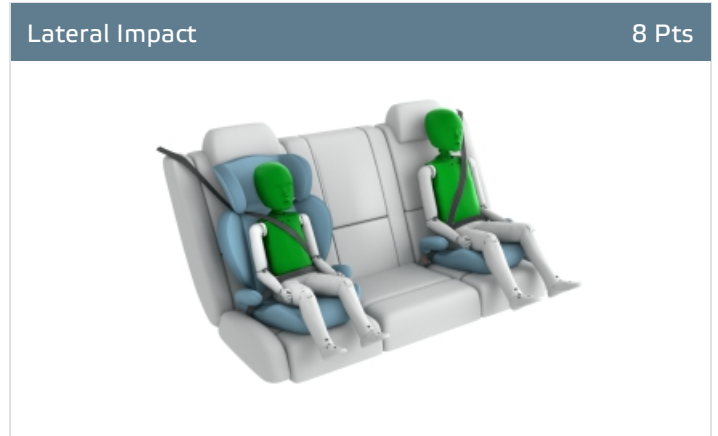
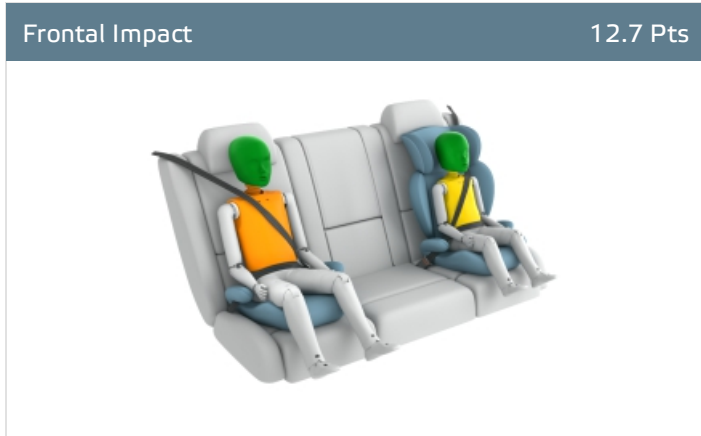
CHILD OCCUPANT

Total 39.7 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20.7 Pts



Restraint for 6 year old child: *Romer KidFix II*
 Restraint for 10 year old child: *Nania Dream*

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

12 Pts

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

■ **i-Size CRS**



CHILD OCCUPANT

Total 39.7 Pts / 81%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 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 39.7 Pts / 81%

	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 X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 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 offset test, protection of the chest and neck of the 10 year dummy was rated as marginal, the chest on the basis of rib decelerations and the neck on the basis of tensile forces. Protection of the 6 year dummy was good or adequate. In the side barrier test, protection of all critical body areas was good, for both 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. All of the restraint types for which the Stinger is designed could be properly installed and accommodated.

PEDESTRIAN PROTECTION

Total 33.0 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	33.0 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;">17.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.6 Pts</td> </tr> </table>	Head Impact	17.4 Pts	Pelvis Impact	5.5 Pts	Leg Impact	5.6 Pts
Head Impact	17.4 Pts						
Pelvis Impact	5.5 Pts						
Leg Impact	5.6 Pts						

AEB Pedestrian		4.5 Pts
System Name	Forward Collision-Avoidance Assist (FCA)	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 Km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	

PERFORMANCE ■	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 50 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h

Comments

The Stinger has a deployable, 'active' bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance to hard structure in the engine compartment. Kia showed that the system worked for different statures of pedestrian and over a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised position. Test results were almost entirely good or adequate, with some poor results recorded on the stiff windscreen pillars and at the base of the windscreen. The protection provided to pedestrians' legs was good or adequate and that provided to the pelvis area was predominantly good. The autonomous emergency braking system performed well in tests of its pedestrian detection, with collisions avoided or mitigated in almost all test scenarios.

SAFETY ASSIST

Total 9.9 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Manual Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

2 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

2.8 Pts

System Name	Lane Keeping Assist (LKA)
Type	Lane Keep Assist and Lane Departure Warning
Operational From	60 km/h
Warning	Audible

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

SAFETY ASSIST

Total 9.9 Pts / 82%

AEB Interurban

2.6 Pts

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Forward Collision Warning with Auto-Brake
Operational From	8 Km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	8-180 Km/h	8-180 Km/h
Approaching a stationary car	See AEB City	Crash avoided up to 65km/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 autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all test scenarios. A speed assistance system recognises the local speed limit and provides this information to the driver who can then set the speed limiter appropriately. The lane assistance system warns the driver when the car is drifting out of lane and gently corrects the driving path away from the lane edge. A seatbelt reminder is standard for the front seats but no system is offered for the rear.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door fastback	2.2 CRDi	4 x 2*	✓	✓
5 door fastback	2.2 CRDi	4 x 4	✓	✓
5 door fastback	2.0 T-GDi	4 x 2	✓	✓
5 door fastback	3.3 T-GDi	4 x 2	✓	✓
5 door fastback	3.3 T-GDi	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2017	Rating Published	2017 ★★★★★ ✓