



**Kia Optima**  
Large Family Car

2015 ★★★★★



Adult Occupant



89%

Child Occupant



86%

Pedestrian Impact Protection



67%

Safety Assist



71%

## SPECIFICATION

Tested Model	KIA Optima 1.7 diesel 'EX', LHD
Body Type	- 4 door sedan
Year Of Publication	2015
Kerb Weight	1515kg
VIN From Which Rating Applies	- all Optimas with safety equipment assessed
Class	Large Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

Version 300419

## 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)	✗
ESC	●
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 option  
○ Not fitted to the test vehicle but available as option   
 ✗ Not Available   
 — Not Applicable

**ADULT OCCUPANT**

Total 34.0 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 8 Pts




Passenger                      Driver

**Frontal Full Width** 7.9 Pts




Rear Passenger                      Driver

**Whiplash Rear Impact** 2.1 Pts



Front seat                      Rear seat

**Lateral Impact** 16 Pts



Car                      Pole

**AEB City** 0

Performance:

 ADULT OCCUPANT

Total 34.0 Pts / 89%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 34.0 Pts / 89%

## Comments

The passenger compartment remained stable in the frontal offset test. The Optima scored maximum points for the protection of the front passenger in that test, with good protection of all critical body areas. Dummy readings indicated good protection of the knees and femurs of both dummies and 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, protection of the driver was good for all body areas, and for the rear passenger it was good for all areas except the chest, protection of which was adequate. In the side barrier impact, protection of all critical parts of the body was again good, and the Optima scored maximum points. Even in the more severe side pole test, all body areas were well protected. The front seats and head restraints demonstrated marginal protection against whiplash injury in Euro NCAP's tests. A geometric assessment of the rear seats indicated marginal whiplash protection also for the occupants of those seats. An autonomous emergency braking system is available on the Optima which would provide additional whiplash protection at the low, city speeds at which such injuries commonly occur. The system was not included in this assessment as it is not standard equipment.

**CHILD OCCUPANT**

Total 42.5 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23.5 Pts

18 months old child 12 Pts

**Tested restraint (Fit):**  
Britax Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11.5 Pts

**Tested restraint (Fit):**  
Britax Römer Duo Plus

■ Adequate

**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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

 CHILD OCCUPANT

Total 42.5 Pts / 86%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFIX (ISOFIX)



■ Toddlers from 9 to 18 kg

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 42.5 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Britax Römer King Plus (Belt)	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (ISOFIX)	✘	●	✘	●

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

## Comments

The Optima scored maximum points for its protection of the 1½ year dummy in the frontal offset test. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive, although neck tensile forces were marginally elevated. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car vehicle interior. 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 Optima is designed could be correctly installed and accommodated in the car.



PEDESTRIAN IMPACT PROTECTION

Total 24.3 Pts / 67%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Impact 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;">15.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.2 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	15.1 Pts	Pelvis Impact	3.2 Pts	Leg Impact	6 Pts
Head Impact	15.1 Pts						
Pelvis Impact	3.2 Pts						
Leg Impact	6 Pts						

Comments

The bumper provided good or adequate protection to pedestrians' legs. Protection of the pelvis was mixed, ranging from good at some test points to poor at others. The bonnet offered mostly good or adequate protection to the head of a struck pedestrian, with weak and poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The Optima's optional autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.

SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

2.3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera & Map
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESC	
<b>PERFORMANCE</b>		
Vehicle Yaw Rate @ COS + 1.00 s	14.1%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.37%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.6 m	meets ECE requirements

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

1 Pts

System Name	LDWS
Type	Lane Departure Warning
Operational From	60 km/h
Warning	Audible & Visual
<b>PERFORMANCE</b>	
LDW Confirmation Test	Pass

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AEB Interurban

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0 Pts

 SAFETY ASSIST

Total 9.3 Pts / 71%

## Comments

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. A speed assistance system is an option that is expected to be sold in sufficient numbers to qualify for assessment by Euro NCAP. Data from a digital map is combined with information from a windscreen-mounted camera to provide information to the driver about the speed limit at any point. The driver can set the speed to which the car is limited. A lane departure warning system is also an option that was included in this assessment. Autonomous emergency braking is available as an option but is not expected to be fitted widely enough to be included in this assessment.

## RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2015	Rating Published	2015 ★★★★★ ✓
December 2016	Annual Review	2015
December 2017	Annual Review	2015
June 2018	Facelift Review	2015
December 2018	Annual Review	2015