



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



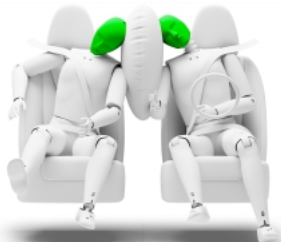
Side Mobile Barrier



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.

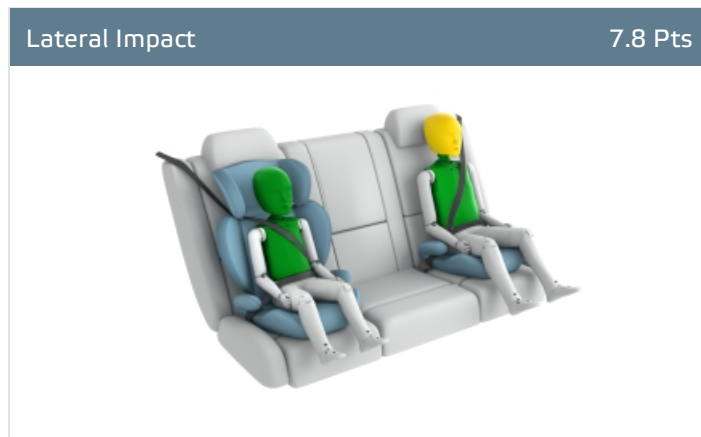
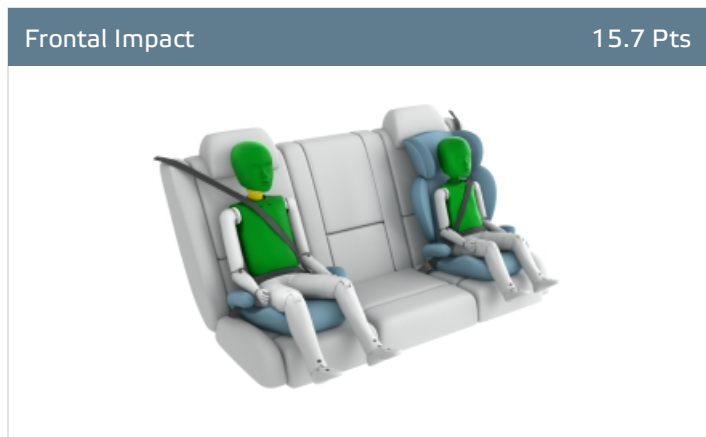
 CHILD OCCUPANT

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

Pedestrian23.8 / 36 Pts



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

Vulnerable Road Users12.3 / 18 Pts


Type	Auto-Brake with Forward Collision Warning
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VULNERABLE ROAD USERS

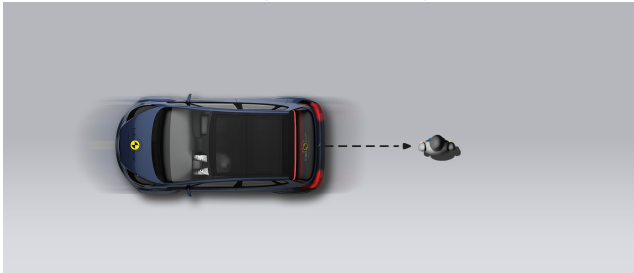
Total 36.1 Pts / 66%

AEB Pedestrian

 5.1 / 9 Pts

■ Day time

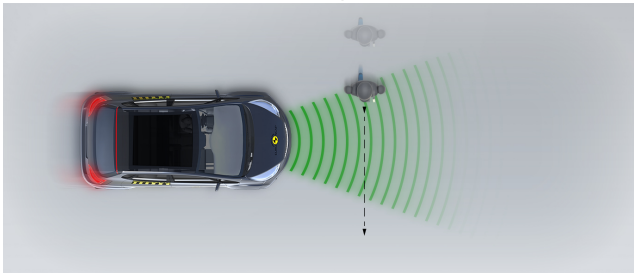
Vehicle reversing into standing pedestrian



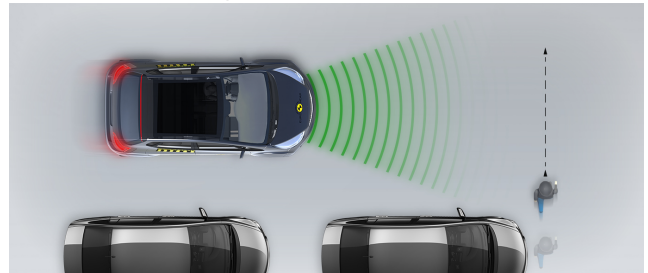
Pedestrian crossing a road into which a car is turning



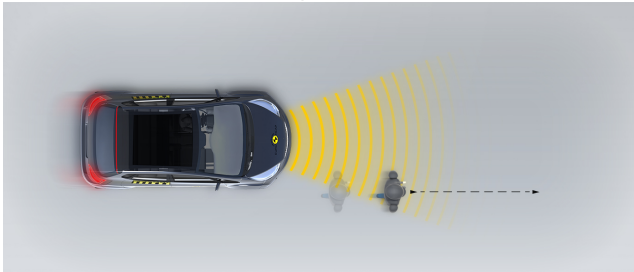
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

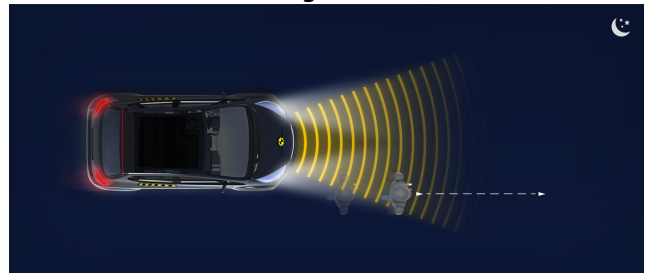


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 36.1 Pts / 66%

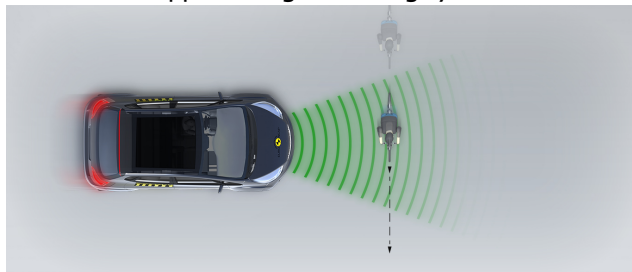
AEB Cyclist

7.2 / 9 Pts

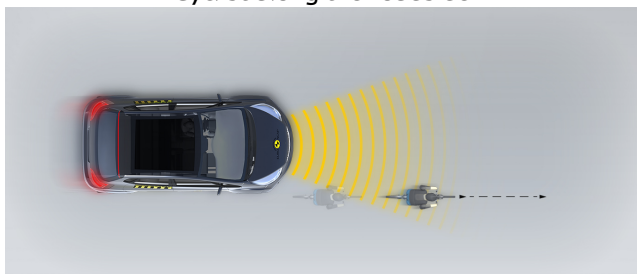
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



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

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Attention Warning (DAW)
Type	Steering input, lane detecting
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
PERFORMANCE	
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

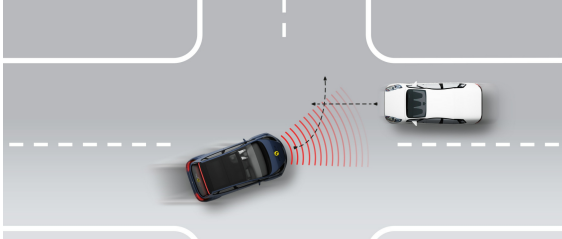


SAFETY ASSIST

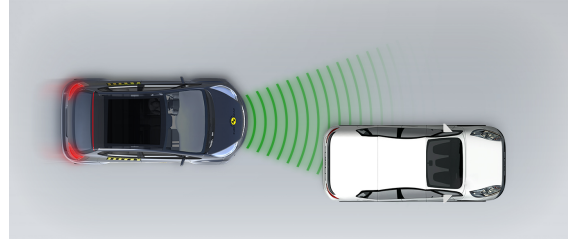
Total 11.6 Pts / 72%

■ Autobrake function only

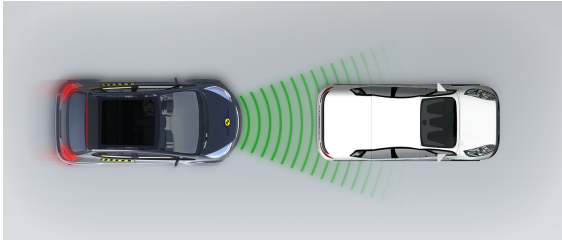
Car turning across the path of an oncoming car



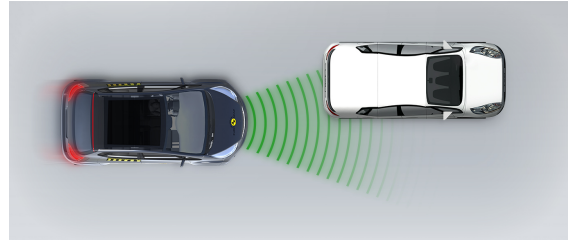
Approaching a stationary car



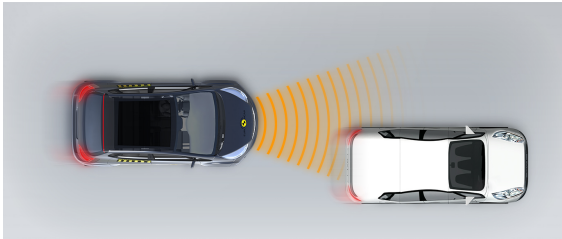
Approaching a stationary car



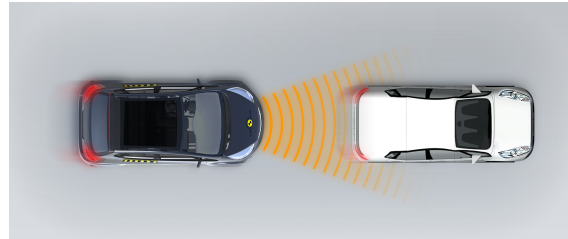
Approaching a stationary car



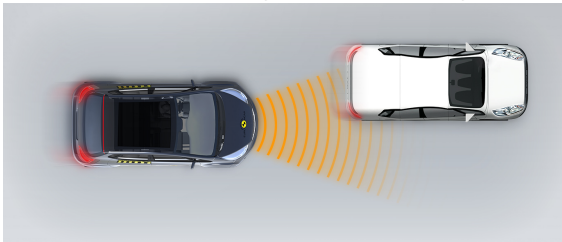
Approaching a slower moving car



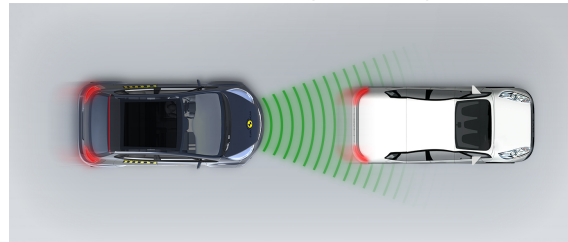
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



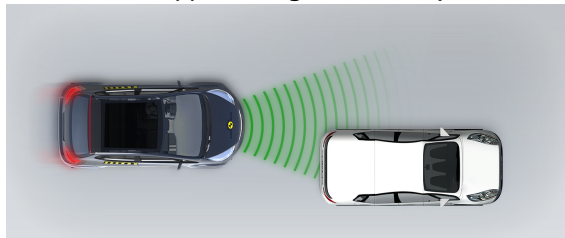


SAFETY ASSIST

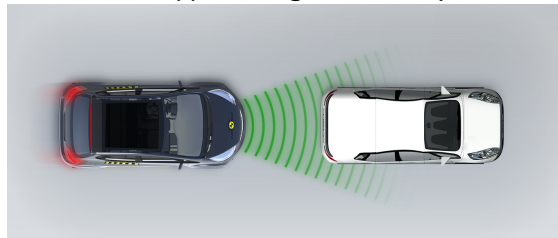
Total 11.6 Pts / 72%

■ Driver reacts to warning

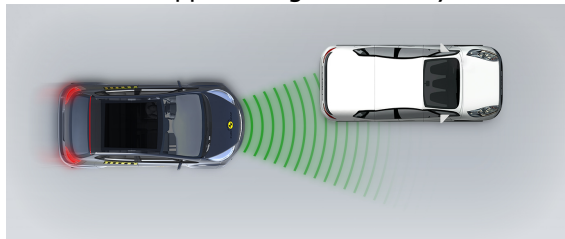
Approaching a stationary car



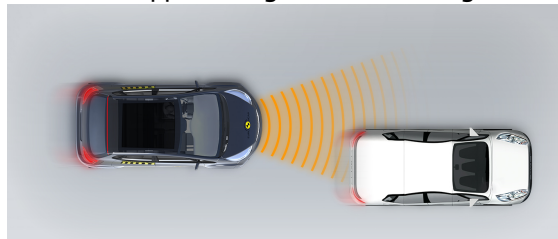
Approaching a stationary car



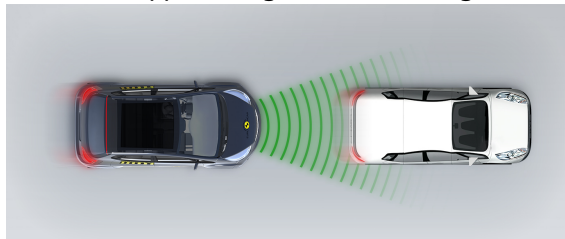
Approaching a stationary car



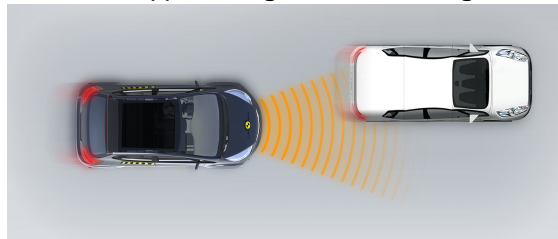
Approaching a slower moving car



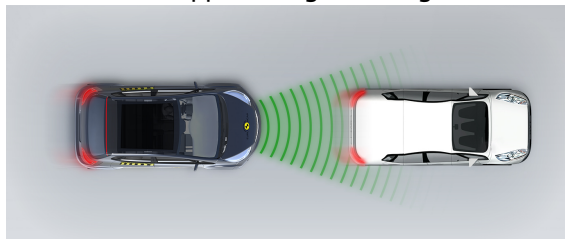
Approaching a slower moving car



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 4 x 4	✓	✓
5 door SUV	1.6 T-GDI HEV	4 x 2 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 4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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