



2017





Adult Occupant



93%





Safety Assist

84%

VRU Impact Protection



71%



59%

SPECIFICATION

| Tested Model | Kia Rio 1.2 GLS, LHD |
|-------------------------------|--------------------------------------|
| Safety pack | Advanced Driving Assistance Pack |
| Body Type | - 5 door hatchback |
| Year Of Publication | 2017 |
| Kerb Weight | 1040kg |
| VIN From Which Rating Applies | - all Rios with optional safety pack |
| Class | Small Family Car |

X

Rating Expired



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 | • | • | × |

| | Driver | Passenger | Rear |
|-----------------------|--------------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix/i-Size | _ | × | • |
| Integrated CRS | _ | × | × |
| Airbag cut-off switch | _ | • | _ |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | • | • | • |



SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix/i-Size | _ | × | • |
| Integrated CRS | _ | × | × |
| Airbag cut-off switch | | • | _ |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | • | • | • |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | × |
| AEB Pedestrian | 0 |
| AEB City | 0 |
| AEB Inter-Urban | 0 |
| Speed Assistance System | 0 |
| Lane Assist System | 0 |

| Note: Other equipment m | nay be available on the | e 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 |
|-----------------------------------|--|
|-----------------------------------|--|

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





Passenger

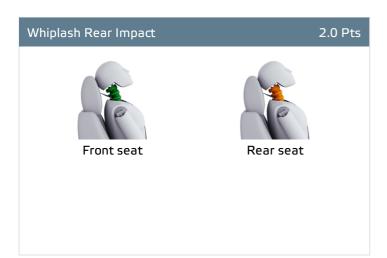
Total 35.5 Pts / 93%

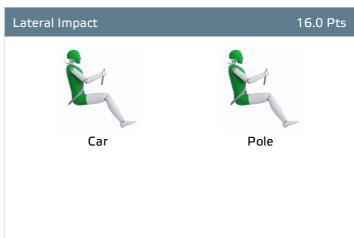
POOR

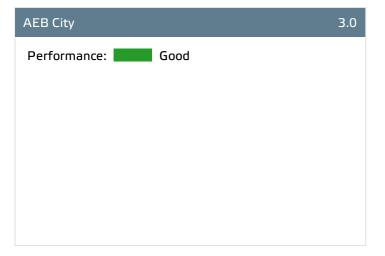


Driver













Total 35.5 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR





Total 35.5 Pts / 93%

Comments

The passenger compartment remained stable in the frontal offset test. There was insufficient pressure in the driver's airbag to prevent the head from 'bottoming out' the airbag. Protection of the head was downgraded to adequate as a result. Dummy readings indicated 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 sat in different positions. In the full-width rigid barrier test, protection of critical body areas was good or adequate for the driver and rear passenger. In the side barrier test and in the more severe side pole impact, protection of all critical parts of the body was good and the Rio scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision while a geometric assessment of the rear seats indicated marginal whiplash protection. The Rio has, as part of its optional safety pack, an autonomous emergency braking system. Tests of the functionality of this system at the low speeds typical of city driving demonstrated good performance, with collisions avoided at all test speeds.



Total 41.2 Pts / 84%



Crash Test Performance based on 6 & 10 year old children

22.4 Pts





Restraint for 6 year old child: *Britax Römer KidFix II XP* Restraint for 10 year old child: *Graco Junior III*

Safety Features 7.0 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|--------------------|---------------------|-------------------|
| Isofix | × | • | × |
| i-Size | × | • | × |
| Integrated CRS | × | × | × |

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 11.8 Pts



i-Size CRS







ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)







Total 41.2 Pts / 84%

Universal Belted CRS











Comments

In the frontal offset test, protection of the chest of the 6 year dummy was rated as marginal, based on dummy readings of chest decelerations. Otherwise, protection of the 6 and 10 year dummies was good or adequate. In the side barrier test, protection of both dummies was good. 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 Rio is designed could be properly installed and accommodated in the car with the exception of the Group II/III universal restraint which was unstable in the rear centre position.



Total 41.2 Pts / 84%

| | | Seat Position | | |
|---|-----------|---------------|--------|-------|
| | Front | 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) | _ | • | _ | • |
| Britax Römer Duo Plus (ISOFIX) | _ | • | _ | • |
| Britax Römer KidFix XP (ISOFIX) | _ | • | _ | • |
| Maxi Cosi Cabriofix (Belt) | • | • | • | • |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | • | • | × | • |
| Britax Römer King II LS (Belt) | • | • | • | • |
| Britax Römer KidFix XP (Belt) | • | • | • | • |

Easy



Difficult



Safety critical



★ Not allowed

— Not available

Comments

In the frontal offset test, protection of the chest of the 6 year dummy was rated as marginal, based on dummy readings of chest decelerations. Otherwise, protection of the 6 and 10 year dummies was good or adequate. In the side barrier test, protection of both dummies was good. 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 Rio is designed could be properly installed and accommodated in the car with the exception of the Group II/III universal restraint which was unstable in the rear centre position.





Total 29.8 Pts / 71%

GOOD ADEQUATE MARGINAL WEAK POOR

VRU Impact Protection 26.0 Pts



Head Impact 14.0 Pts

Pelvis Impact 6.0 Pts

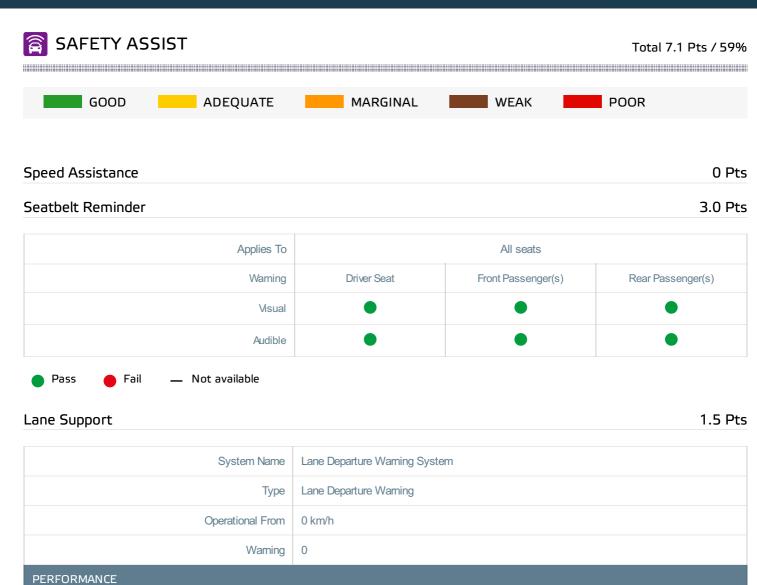
Leg Impact 6.0 Pts

| AEB Pedestrian | | 3.8 Pt | | |
|-------------------------------------|---|---|--|--|
| System Name | FCA | | | |
| Туре | Auto-Brake with Forward Collision Warning | | | |
| Operational From | 0 km/h | | | |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light | | | |
| PERFORMANCE | | | | |
| | | | | |
| | Autobrak | e Function | | |
| | Autobrak Avoidance | e Function Mitigation | | |
| Running Adult crossing from Farside | | | | |
| | Avoidance | Mitigation | | |
| Running Adult crossing from Farside | Avoidance Collision avoided up to 20 km/h | Mitigation Impact mitigated up to 35 km/h | | |

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations and the pelvis was also well protected, the Rio scoring maximum points in these tests. The optional autonomous emergency braking system can detect pedestrians as well as other vehicles and performed adequately in tests of this functionality.





LDW Confirmation Test

Pass





Total 7.1 Pts / 59%

AEB Inter-Urban 2.6 Pts

| System Name | AEB | | | |
|----------------------------------|---|--|--|--|
| Туре | 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 | 8-160 km/h | 8-160 km/h | | |
| Approaching a stationary car | See AEB City | Crash avoided up to 55km/h. Crash speed reduced up to 75km/h. | | |
| Approaching a slower moving car | Crash avoided up to 70km/h. | Crash avoided up to 80km/h. | | |
| FO | LLOWING A CAR AT SHORT DISTANCE | | | |
| Car in front brakes gently | Avoidance | Avoidance | | |
| Car in front brakes harshly | Mitigation | Avoidance | | |
| FOLLOWING A CAR AT LONG DISTANCE | | | | |
| Car in front brakes gently | Avoidance | Avoidance | | |
| Car in front brakes harshly | Avoidance | Avoidance | | |

Comments

A seatbelt reminder system is standard equipment for the front and rear seats. Autonomous emergency braking is part of the optional safety pack. In tests of this system at highway speeds, it performed well with collisions avoided in most test scenarios. The safety pack also includes a lane departure warning system which signals to the driver when the car is drifting out of lane. A speed assistance system is available as an option but does not form part of the safety pack and is not included in this assessment.



RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Drivetrain | Rating Applies | |
|------------------|------------------------|------------|----------------|--------------|
| | | | LHD | RHD |
| 5 door hatchback | 1.2 petrol* | 4 x 2 | ✓ | \checkmark |
| 5 door hatchback | 1.4 petrol | 4 x 2 | ✓ | ✓ |
| 5 door hatchback | 1.0 T-GDI | 4 x 2 | ✓ | ✓ |
| 5 door hatchback | 1.4 CRDi | 4 x 2 | ✓ | ✓ |
| 5 door hatchback | 1.0 petrol mild hybrid | 4 x 2 | ✓ | ✓ |

^{*} Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|----------------|---|----------------|
| | Rating Published | 2017 ★ ★ ★ ★ ★ |
| September 2018 | Annual Review | 2017 ★ ★ ★ ★ ★ |
| September 2019 | Annual Review | 2017 ★ ★ ★ ★ ★ |
| June 2020 | Facelift Review and addition of mild hybrid | 2017 ★ ★ ★ ★ ★ |
| September 2020 | Annual Review | 2017 ★ ★ ★ ★ ★ |
| September 2021 | Annual Review | 2017 ★ ★ ★ ★ ★ |