



**Kia EV6**  
Standard Safety Equipment

2022



Adult Occupant



90%

Child Occupant



86%

Vulnerable Road Users



64%

Safety Assist



87%

## SPECIFICATION

Tested Model	Kia EV6 with Long Range Battery AWD, LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	2105kg
VIN From Which Rating Applies	- all Kia EV6s
Class	Large Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
LATERAL 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	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
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 34.5 Pts / 90%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Impact 13.6 / 16 Pts




Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.4 / 4 Pts



Rear Seat      Front Seat

**ADULT OCCUPANT**

Total 34.5 Pts / 90%

■ 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 EV6 remained stable in the frontal offset test. Dummy readings showed 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 sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of chest deflection and the lower leg was also rated as marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the EV6 would be a benign impact partner in a frontal collision. With the exception of the chest of the rear passenger, protection of which was adequate, all critical body areas of both the driver and rear seat passenger were well protected. In both the side barrier test and the more severe pole impact, protection of all critical body areas was good and the car scored maximum points. 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 EV6 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 indicated marginal whiplash protection. The EV6 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 42.2 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix<sup>2</sup> R BR*  
 Restraint for 10 year old child: *PEG PEREGO Viaggio Shuttle*

**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 42.2 Pts / 86%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## Comments

In the frontal offset test, protection of all critical body areas was rated as good for both the 6 and 10 year dummies. In the side barrier impact, protection of head of the 10 year dummy was rated as marginal, based on readings of deceleration, but protection was otherwise 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 child restraint types for which the car is designed could be properly installed and accommodated.



## CHILD OCCUPANT

Total 42.2 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)	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ Not allowed   — Not available

## Comments

In the frontal offset test, protection of all critical body areas was rated as good for both the 6 and 10 year dummies. In the side barrier impact, protection of head of the 10 year dummy was rated as marginal, based on readings of deceleration, but protection was otherwise 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 child restraint types for which the car is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 35.1 Pts / 64%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
--	--	--	--	--

**VRU Impact Protection**

20.8 / 36 Pts



Head Impact	12.4 Pts
Pelvis Impact	2.4 Pts
Leg Impact	6.0 Pts

**Vulnerable Road Users**

14.3 / 18 Pts


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



 VULNERABLE ROAD USERS

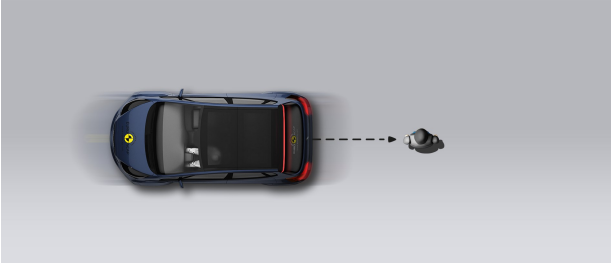
Total 35.1 Pts / 64%

AEB Pedestrian

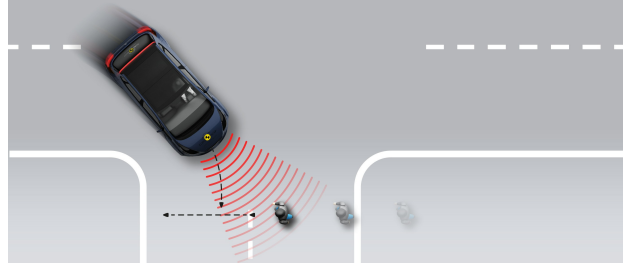
 5.8 / 9 Pts

■ Day time

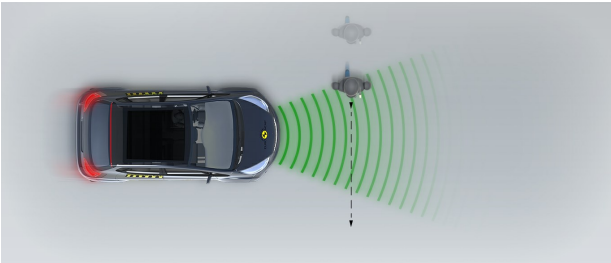
Vehicle reversing into standing pedestrian



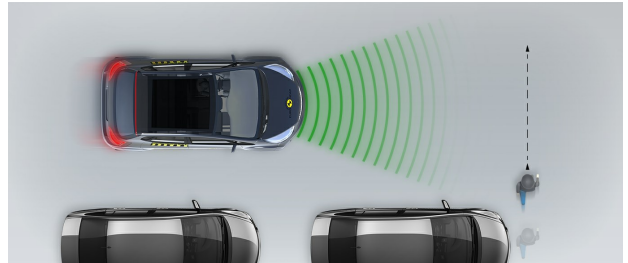
Pedestrian crossing a road into which a car is turning



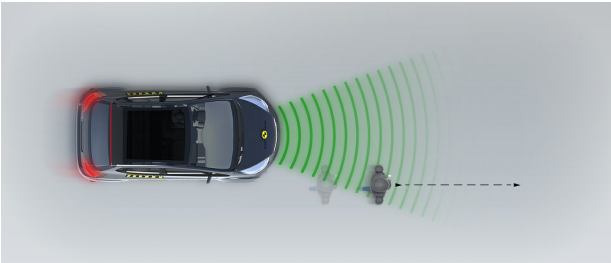
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

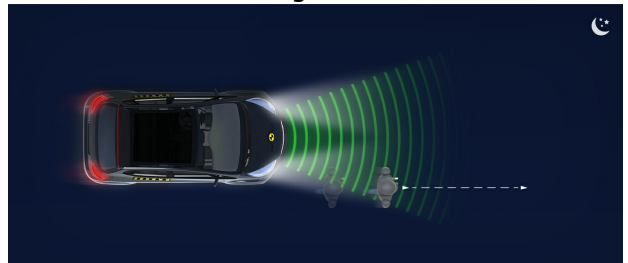


■ Night time

Adult crossing the road

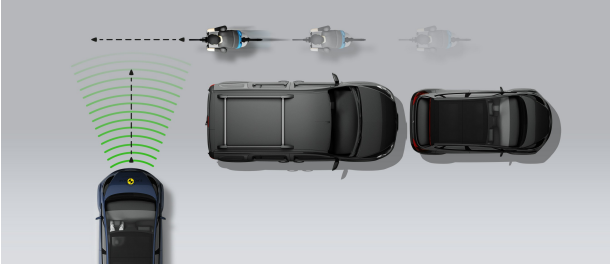
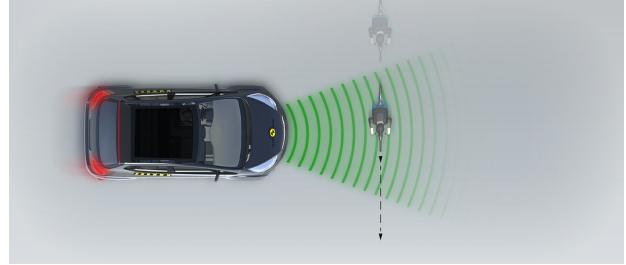
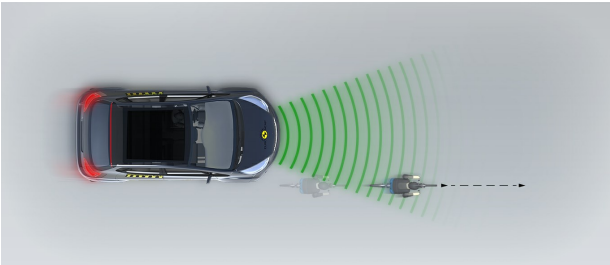


Adult along the roadside



**VULNERABLE ROAD USERS**

Total 35.1 Pts / 64%

**AEB Cyclist**
**8.5 / 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 adequate or marginal. The bumper provided good protection to pedestrians' legs at all test points but the protection provided to the pelvis by the front edge of the bonnet was mixed. The EV6 has an autonomous emergency braking (AEB) system which can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians. The system's response to cyclists was good, with collisions avoided in many test scenarios.

SAFETY ASSIST

Total 14.0 Pts / 87%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance  2.8 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA) / Intelligent Speed Limit Assist (ISLA)
Speed Limit Information Function	Camera & Map, 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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass    ● Fail    — Not available


> Driver Monitoring  1.0 / 1 Pts




System Name	Driver Attention Warning
Type	Steering input
Operational From	60 km/h

 SAFETY ASSIST


Total 14.0 Pts / 87%

Lane Support

 3.3 / 4 Pts

System Name	LKA-L / LKA-R / FCA-LO	
Type	LKA and ELK	
Operational From	60 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 5.4 / 6 Pts

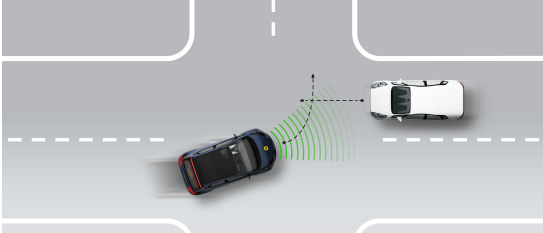
System Name	Forward Collision-Avoidance Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

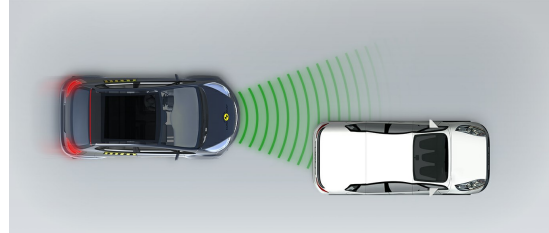
Total 14.0 Pts / 87%

■ Autobrake function only

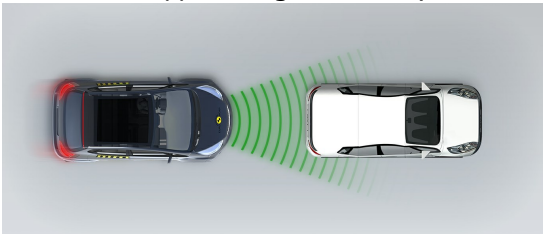
Car turning across the path of an oncoming car



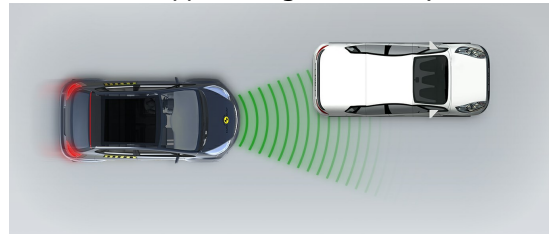
Approaching a stationary car



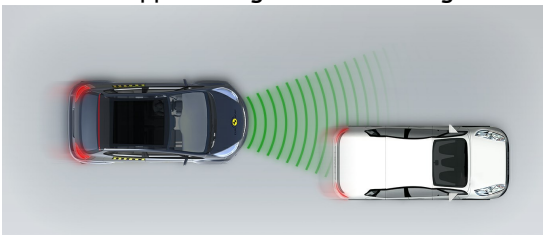
Approaching a stationary car



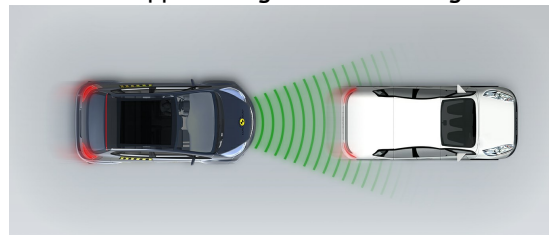
Approaching a stationary car



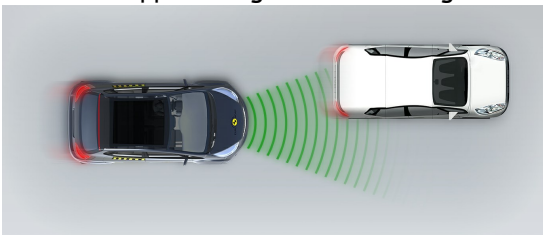
Approaching a slower moving car



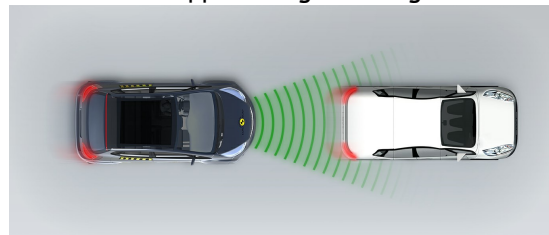
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



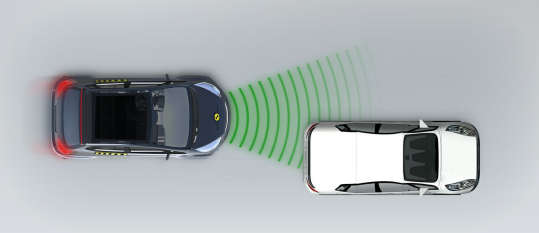


 SAFETY ASSIST

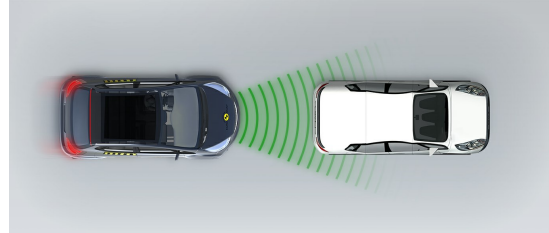
Total 14.0 Pts / 87%

■ Driver reacts to warning

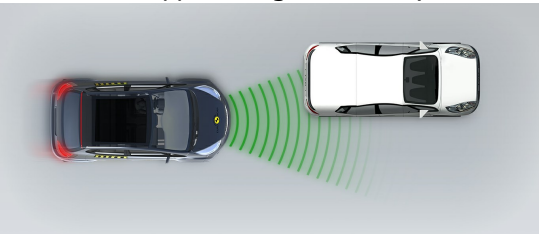
Approaching a stationary car



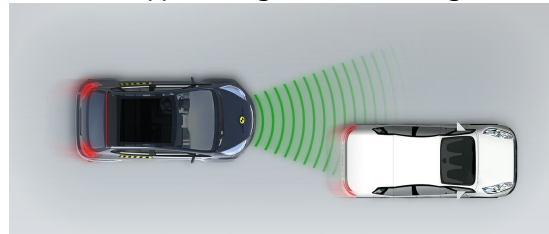
Approaching a stationary car



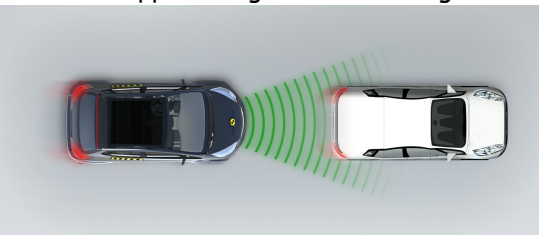
Approaching a stationary car



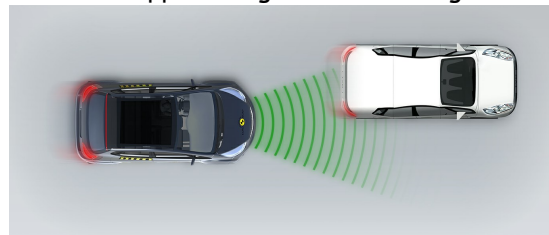
Approaching a slower moving car



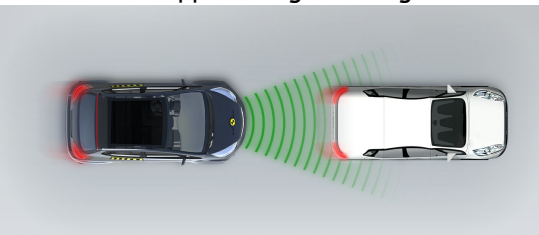
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 14.0 Pts / 87%

## Comments

The EV6 has a seatbelt reminder system on the front and rear seating positions. The AEB system performed well in tests of its response to other vehicles, with impacts avoided in most test scenarios. A speed assistance system combines camera information with digital mapping to identify local speed limits and presents this information to the driver, allowing the limiter to be set appropriately. A lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	electric 125 kW	Standard Range, RWD	4 x 2	✓	✓
5 door hatchback	electric 173 kW	Standard Range, AWD	4 x 4	✓	✓
5 door hatchback	electric 168 kW	Long Range, RWD	4 x 2	✓	✓
5 door hatchback	electric 239 kW	Long Range, AWD*	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
May 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓
May 2023	Annual Review	2022 ★ ★ ★ ★ ★ ✓
May 2024	Annual Review	2022 ★ ★ ★ ★ ★ ✓
September 2024	Facelift Review	2022 ★ ★ ★ ★ ★ ✓