






# Kia Magentis

RATING	SCORE	Front: 10 Side: 14	Seatbelt reminder: 2 Pole: 2
 <b>ADULT OCCUPANT</b> ★★☆☆☆	<b>28</b>		
 <b>CHILD OCCUPANT</b> ★★☆☆☆	<b>32</b>		
 <b>PEDESTRIAN</b> ★☆☆☆☆	<b>3</b>		

## Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

## Child restraints

- 18 month old Child** Britax-Römer BabySafe Universal, rearward facing
- 3 year old Child** Britax-Römer Duo, forward facing

## Pedestrian protection



Pedestrian protection

- GOOD
- ADEQUATE
- MARGINAL

## Safety equipment

- Front seatbelt pretensioners**
- Front seatbelt load limiters**
- Driver frontal airbag**
- Front passenger frontal airbag**
- Side body airbags**
- Side head airbags**
- Driver knee airbag**
- ISOfix front**
- ISOfix rear**

## Car details

<b>Tested model</b>	Kia Magentis 2.0GL, LHD
<b>Body type</b>	4 door saloon
<b>Year of publication</b>	2006
<b>Kerb weight</b>	1438kg
<b>VIN from which rating applies</b>	KNEGE226375109417

## Comments

### Front impact

In the first frontal test, the passenger's airbag was not sufficiently well inflated to prevent the dummy's head from contacting the dashboard. On the driver's side, there was excessive movement of the pedals into the footwell, posing a threat of injury to the lower legs, feet and ankles. Euro NCAP allowed Kia to re-test the car after they proposed modifications to address these two areas of concern. In the re-test, the passenger's airbag retained its inflation better and protected the head. Measures to reduce rearward pedal displacement were only partly successful and deformation of the footwell and rearward movement of the brake pedal still presented a potential hazard to the driver. Little protection was offered to the knees, femurs and pelvises of both driver and passenger with several structures in the dashboard presenting a risk of injury.

### Child occupant

The car scored full points for the protection of the three-year old dummy in the dynamic tests. Compatibility between the car and the child restraint recommended for the 1½ year child old was poor, causing the restraint to rotate during the frontal test. The passenger airbag can be deactivated to allow a rearward facing child restraint to be used in the front passenger seat. However, information provided to the driver about the status of the airbag was not sufficiently clear. The label warning against using a rearward-facing childseat in the front passenger's seat was not sufficiently clear and the presence of the ISOFIX and top-tether anchorages was not adequately marked.

## **Pedestrian**

The Magentis scored no points for the protection offered to pedestrians' legs by the bumper and front edge of the bonnet or for the protection of adults' heads by the bonnet. The part of the bonnet likely to be struck by a child's head scored only three points. Manufacturers are offered the opportunity to nominate test zones which they expect will perform better than those tested by Euro NCAP. Kia did not nominate any such zones for the Magentis.