



2025





## Adult Occupant









Safety Assist

85%

Vulnerable Road Users







78%

## **SPECIFICATION**

Tested Model	Kia EV4
Safety pack	DriveWise ADAS Pack
Body Type	- 4 door sedan
Year Of Publication	2025
Kerb Weight	1825kg
VIN From Which Rating Applies	- Kia EV4s with DriveWise pack
Class	Small 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	•	×	_

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
Child presence detection	_	×	•
SAFETY ASSIST			
Seat Belt Reminder	•	•	•



# SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	
AEB Pedestrian - Reverse	0
Cyclist Dooring Prevention	0
AEB Motorcyclist	
AEB Car-to-Car	
Speed Assistance	
Lane Assist System	
Fatigue / Distraction Detection	

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 page.	ack

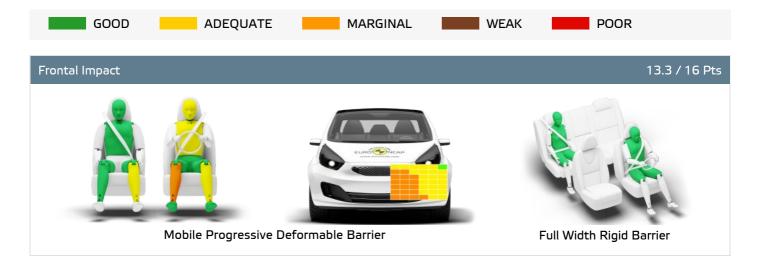
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

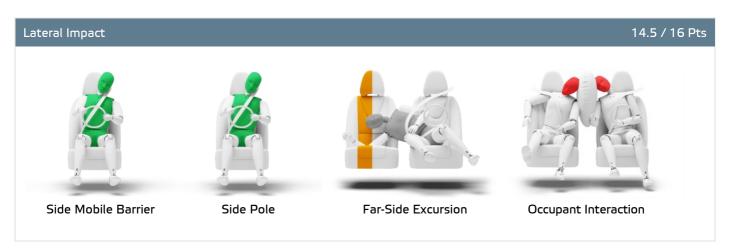
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Total 33.9 Pts / 84%









# ADULT OCCUPANT

Total 33.9 Pts / 84%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

#### Comments

The passenger compartment of the Kia EV4 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Kia showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. There was insufficient pressure in the airbag to prevent the driver's head from 'bottoming out' onto the steering wheel. Dummy readings did indicate excessive decelerations but a penalty was applied and protection rated as adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Kia EV4 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of both the driver and the rear seat passenger. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the Kia EV4 scored maximum points in this part of the assessment. 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 Kia EV4 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. In Euro NCAP's test there was a slight contact between the occupants and a penalty was applied. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric analysis of the rear seats indicated marginal whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Kia demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.



Total 41.7 Pts / 85%



### Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts





Restraint for 6 year old child: Cybex Solution Ti-Fix Restraint for 10 year old child: Graco Booster Basic R129

6.0 / 13 Pts Safety Features

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×
Top tether	×	•	×
Child Presence Detection	×	•	•

Fitted to test car as standard

O Not on test car but available as option

X Not available

**CRS Installation Check** 12.0 / 12 Pts

🕒 i-Size	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b> *⁄ <sub>2</sub>	Left	center	Right
٤	_	_	•	_	•

Easy

Difficult

Safety critical

★ Not allowed



Airbag ON Rearward facing restraint installation not allowed

Airbag OFF



# CHILD OCCUPANT

Total 41.7 Pts / 85%

<b>(</b> Isofix	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b>	Left	center	Right
E	_	_	•	_	•
<b>\\\\</b>	_	_	•	_	•
K	_	_	•	_	•
Ľ	_	_	•	_	•
	_	_	•	_	•
	_	_	•	_	•

■ Easy
Difficult
■ Safety critical
X Not allowed

Airbag ON Rearward facing restraint installation not allowed

Airbag OFF

Seatbelt Attached	Seat Position					
	Fre	ont	2nd row			
		⊗•, ~~~2	Left	center	Right	
	×	•	•	•	•	
	•	•	•	•	•	
	•	•	•	•	•	
<b>E</b>	•	•	•	•	•	
	•	•	•	•	•	
	×	•	•	•	•	

■ Easy
Difficult
Safety critical
X Not allowed

Airbag ON Rearward facing restraint installation not allowed % Airbag OFF





Total 41.7 Pts / 85%

#### Comments

In the frontal offset test, protection of the 6 year dummy was good for all critical body areas and good or adequate for the 10 year dummy. In the side barrier impact, protection of all critical parts of the body was good for both the 6 and 10 year dummies. 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. The Kia EV4 is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. However, Kia's demostration of the sensing capabilities of the system did not meet Euro NCAP's requirements and points were not awarded. All of the child restraint types for which the Kia EV4 is designed could be properly installed and accommodated in the car.



# 🚶 VULNERABLE ROAD USERS

Total 49.1 Pts / 77%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

**VRU** Impact Protection

27.5 / 36 Pts



Pedestrian & Cyclist Head	9.6 Pts
Pelvis	4.4 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation 21.7 / 27 Pts

System Name Forward Collision-Avoidance Assist (FCA)	
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE	

AEB Pedestrian 5.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist 7.1 / 8 Pts

Scenario Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



# 🚶 VULNERABLE ROAD USERS

Total 49.1 Pts / 77%

2.5 / 3 Pts

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
Cyclist Dooring Prevent	ion			0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, all side doors"

### AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

Currently not tested

### Lane Support Motorcyclist

Scenario Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

#### Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was good or adequate at all test locations. Protection of the femur and that of the knee and tibia was good at all test locations. The autonomous emergency braking system of the Kia EV4 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. A system to protect pedestrians to the rear of the car is available as an option that was not included in this assessment. The system performed well in tests of its reaction to cyclists. Protection against 'dooring' is part of the 'DriveWise' safety pack, available as an option and performed well in Euro NCAP's tests. The system's response to motorcyclists was good.

System Name	Forward Attention Warning (FAW) system
Туре	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction



Total 14.1 Pts / 78%

Lane Support	3.0 / 3 Pts
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System Name	Lane Keeping Assist (LKA)
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Emergency Lane Keeping  Lane Keep Assist	GOOD

AEB Car-to-Car 6.7 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

### Currently not tested





Total 14.1 Pts / 78%

#### Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. However, the optional 'DriveWise' safety pack, which includes front and rear corner radars, provided significantly improved performance relative to the standard car in the test scenarios where cars cross the vehicle's path. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The 'DriveWise'-equipped car scored noticeably better in this area than the standard car. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.



## **RATING VALIDITY**

### Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	150 kW Electric	58.3 kWh battery * 81.4 kWh battery	4 x 2	<b>✓</b>	<b>✓</b>
5 door hatchback	150 kW Electric	58.3 kWh battery * 81.4 kWh battery	4 x 2	<b>✓</b>	<b>✓</b>

### Annual Reviews and Facelifts

Date	Event	Outcome		
December 2025	Rating Published	2025 ★ ★ ★ ★	<b>✓</b>	

<sup>\*</sup> Tested variant