



Kia Ceed
With Safety Pack

2019



Adult Occupant



88%

Child Occupant



85%

Vulnerable Road Users



68%

Safety Assist



73%

SPECIFICATION

Tested Model	Kia Ceed 1.4T-GDI 'EX', LHD
Safety pack	Advanced Driving Assistance Pack
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1240kg
VIN From Which Rating Applies	- all Kia Ceed's with optional safety pack
Class	Small Family Car

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	○
AEB City	●
AEB Cyclist	○
AEB Inter-Urban	●
Speed Assistance System	●
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 33.8 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 6.8 / 8 Pts



Passenger



Driver

Frontal Full Width 7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact 14.0 / 16 Pts



Car



Pole

 ADULT OCCUPANT

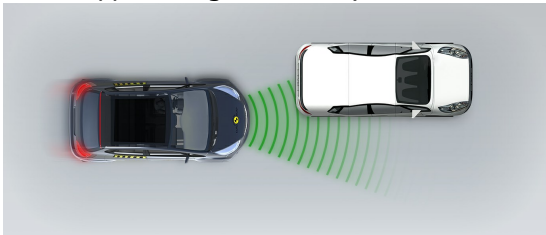
Total 33.8 Pts / 88%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

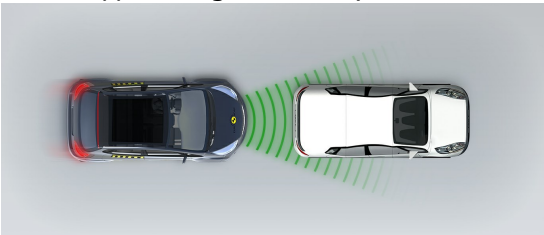
AEB City

 4.0 / 4 Pts

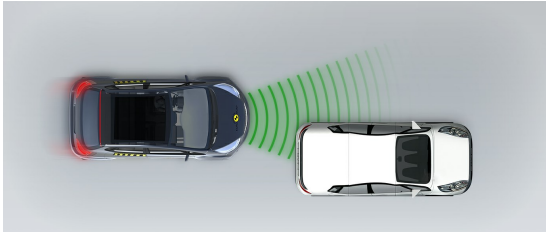
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 33.8 Pts / 88%

Comments

The passenger compartment of the Ceed remained stable in the frontal offset test. Dummy readings indicated 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. There was insufficient pressure in the driver's airbag to prevent the head from flattening out the airbag and, in effect, making contact with the steering wheel. Although dummy readings did not reveal critical injury values, the score was penalised and protection of this body area reduced to 'adequate'. In the full-width rigid barrier test, protection of all body areas was good or adequate for both the driver and rear passenger. In the side barrier impact, protection of all critical parts of the body was good and the Ceed scored full points in this test. However, in the more severe side pole test, readings of shoulder force indicated that this part of the dummy had taken much of the load that would otherwise have been on the ribs. As a result, the score for the chest was heavily penalised and its protection was rated as poor. Protection of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Ceed has, as standard, an autonomous emergency braking (AEB) system. As part of the optional 'Advanced Driving Assistance Pack', a system is available with enhanced capability. In tests of its performance at the low speeds at which many whiplash injuries occur, this system performed well.

CHILD OCCUPANT

Total 41.9 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts

Frontal Impact

14.9 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix II XP*Restraint for 10 year old child: *Booster Cushion*

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
(rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix
(forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





CHILD OCCUPANT

Total 41.9 Pts / 85%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

With the exception of the neck of the 10 year dummy, for which dummy readings of tensile forces indicated marginal protection, all critical body areas were well or adequately protected in the frontal offset test. In the side barrier impact, protection of all critical body areas was good and the car scored maximum points for this part of the assessment. 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 Ceed is designed could be properly installed and accommodated in the car.



CHILD OCCUPANT

Total 41.9 Pts / 85%

	Seat Position			
	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)	—	●	—	●
BeSafe iZi Flex FIX 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

With the exception of the neck of the 10 year dummy, for which dummy readings of tensile forces indicated marginal protection, all critical body areas were well or adequately protected in the frontal offset test. In the side barrier impact, protection of all critical body areas was good and the car scored maximum points for this part of the assessment. 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 Ceed is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 32.7 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection

25.2 / 36 Pts



Head Impact	14.2 Pts
Pelvis Impact	5.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

7.5 / 12 Pts

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

Comments

The protection provided 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 offered good protection to pedestrians' legs but protection of the pelvis was mixed, with results ranging from good to marginal. The enhanced AEB system which is available as part of the optional 'Advanced Driving Assistance Pack', responds to vulnerable road users like pedestrians and cyclists, as well as to other vehicles. The system performed well in tests of its response to pedestrians, but performance was marginal when responding to cyclists.



VULNERABLE ROAD USERS

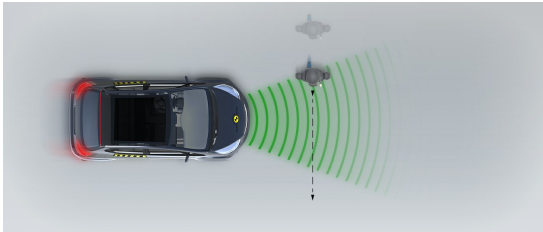
Total 32.7 Pts / 68%

AEB Pedestrian

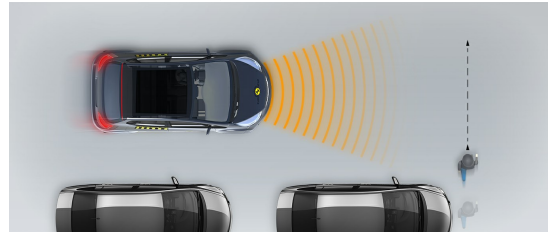


■ Day time

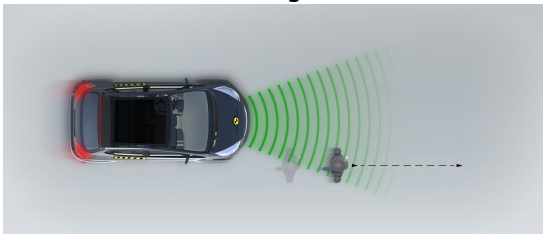
Adult crossing the road



Child running from behind parked vehicles

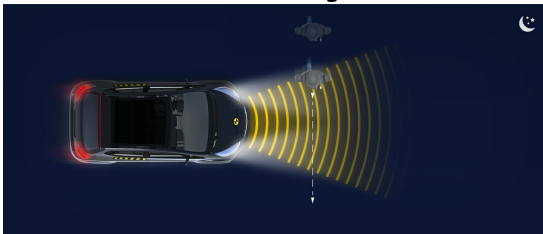


Adult along the roadside

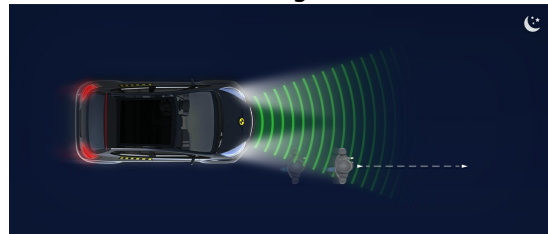


■ Night time

Adult crossing the road



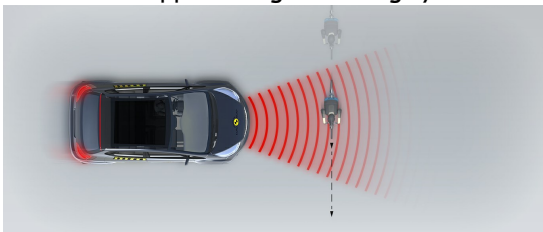
Adult along the roadside



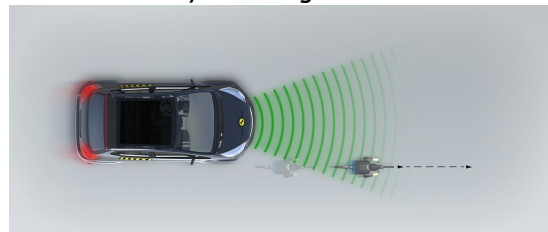
AEB Cyclist



Approaching a crossing cyclist



Cyclist along the roadside





SAFETY ASSIST

Total 9.6 Pts / 73%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Speed Assistance

 1.3 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA)
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

 2.8 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection			

 Pass
  Fail
  Not available

Lane Support

 3.3 / 4 Pts

System Name	Lane Keeping Assist (LKA)
Type	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 9.6 Pts / 73%

AEB Inter-Urban 2.3 / 3 Pts

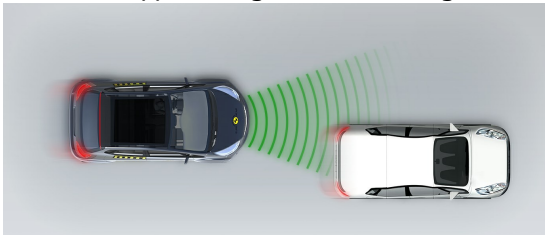
System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h

Comments

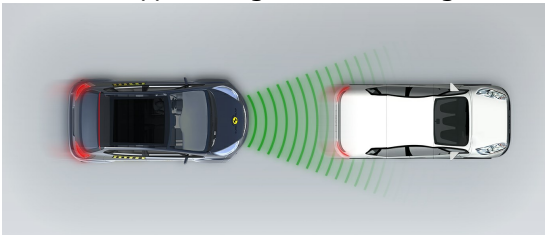
The Ceed has a seatbelt reminder for the front and rear seats. Lane support helps to prevent accidental drifting out of lane and also intervenes more aggressively in certain critical situations. A driver-set speed limiter helps to prevent over-speeding. The enhanced AEB system performed well in tests of its response to other vehicles at highway speeds.

■ Autobrake function only

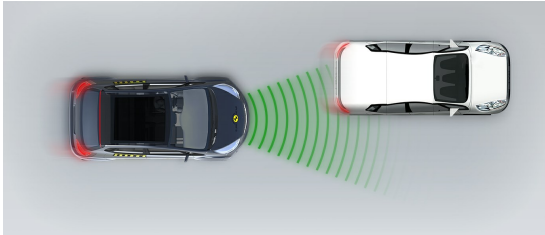
Approaching a slower moving car



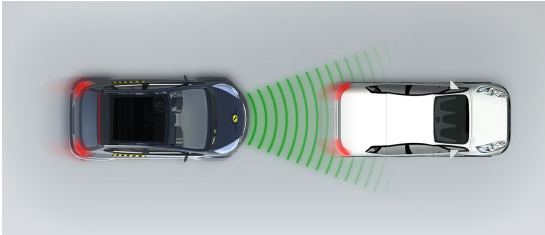
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



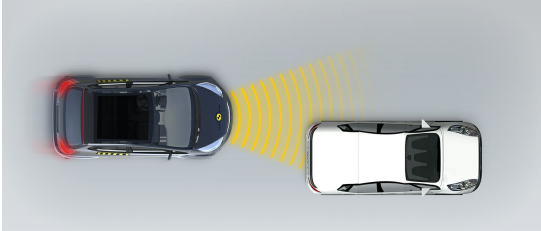


SAFETY ASSIST

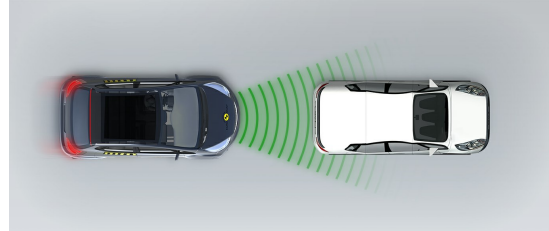
Total 9.6 Pts / 73%

■ Driver reacts to warning

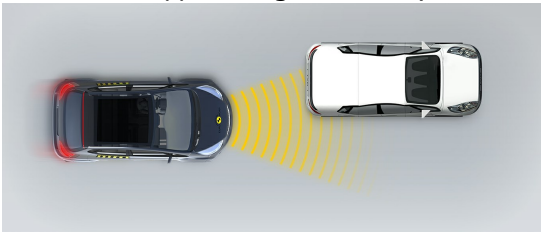
Approaching a stationary car



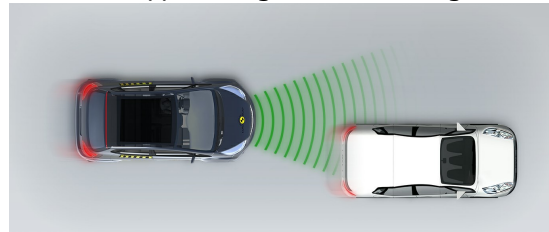
Approaching a stationary car



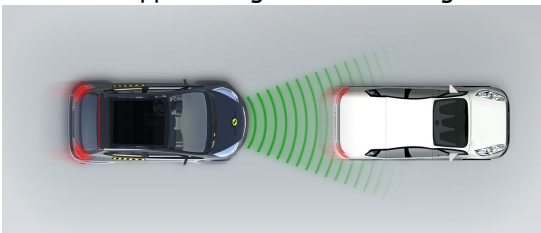
Approaching a stationary car



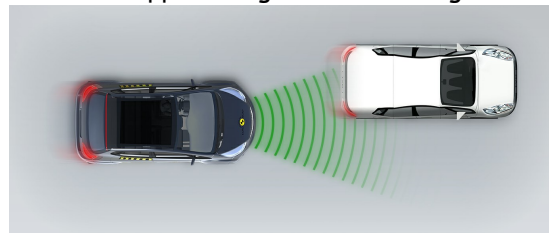
Approaching a slower moving car



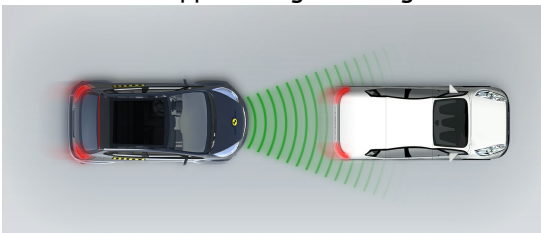
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.0 T-GDI	Ceed	4 x 2	✓	✓
5 door hatchback	1.0 T-GDI 48V MHEV	Ceed	4 x 2	✓	✓
5 door hatchback	1.4 T-GDI*	Ceed	4 x 2	✓	✓
5 door hatchback	1.5 T-GDI	Ceed	4 x 2	✓	✓
5 door hatchback	1.5 T-GDI 48V MHEV	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 T-GDI	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi 48V EV	Ceed	4 x 2	✓	✓
5 door estate	1.0 T-GDI	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.0 T-GDI 48V MHEV	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.4 T-GDI	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.5 T-GDI	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.5 T-GDI 48V MHEV	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.6 CRDi	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.6 CRDi 48V EV	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.0 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.4 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.5 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.5 T-GDI 48V MHEV	ProCeed	4 x 2	✓	✓
5 door estate	1.6 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.6 CRDi	ProCeed	4 x 2	✓	✓
5 door estate	1.6 CRDi 48V EV	ProCeed	4 x 2	✓	✓

5 door hatchback	1.0 T-GDI	XCeed	4 x 2	✓	✓
5 door hatchback	1.4 T-GDI	XCeed	4 x 2	✓	✓
5 door hatchback	1.5 T-GDI	XCeed	4 x 2	✓	✓
5 door hatchback	1.5 T-GDI 48V MHEV	XCeed	4 x 2	✓	✓
5 door hatchback	1.6 T-GDI	XCeed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi	XCeed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi 48V EV	XCeed	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
	Rating Published	2019 ★ ★ ★ ★ ★	✓
July 2020	Annual Review	2019 ★ ★ ★ ★ ★	✓
August 2021	Facelift Review	2019 ★ ★ ★ ★ ★	✓