

## **Latin NCAP latest results: First Kia tested scores zero stars and 208 loses stars under new assessment protocol**

The latest crash tests results of the New Car Assessment Programme for Latin America and the Caribbean, Latin NCAP, continue to disappoint with a new zero star result and a star reduction for a model previously tested in 2014.

The Kia Picanto's (Morning) most basic safety equipped version, scored zero star for adult occupant protection and only one star for child occupant protection in the frontal impact crash test. The Peugeot 208 scored two stars for adult occupant protection showing a low performance in the side impact test, and three stars for child occupant protection.

María Fernanda Rodríguez, Latin NCAP President said:

*Latin NCAP is disappointed with Peugeot's strategy of selling a car made locally without basic side protection mandatory since 1995 in Europe. The Peugeot 208 is considered a high level and successful car in Europe and one of the latest platforms of the manufacturer. Shame on Peugeot.*

*There are some local Peugeot importers offering the 208 manufactured in France with better safety levels. This demonstrates that importers have the chance to help to improve the safety levels of the cars offered in the region without waiting for the brand to make decisions or the local government to adopt better safety regulations.*

Commenting on the latest crash test results, Alejandro Furas, Secretary General of Latin NCAP said:

*Latin NCAP is disappointed to see a global car manufacturer like Kia offering a successful model like the Picanto with such poor safety performance. Although in some markets the model is offered with better safety equipment, the manufacturer decided not to sponsor the double airbags version of the model and therefore offer the same safety levels to all consumers in the region, no matter where they live.*

*With a more global perspective, the Renault Kwid recently launched in India and tested by Global NCAP, demonstrated that car manufacturers that produce the latest and more developed platforms, still customize them for emerging economies by removing basic safety structural parts. Governments should adopt UN regulations if they really care about the problem of safe cars in Latin America and the Caribbean region. At the same time manufacturers must immediately stop lobbying against regulations proposed by local governments following UN's recommendations.*

RESULTS PHASE VII				
Kia PICANTO	✘	☆☆☆☆☆☆	☆☆☆☆☆☆	☆☆☆☆☆☆
Peugeot 208	✔ 2	☆☆☆☆☆☆	☆☆☆☆☆☆	☆☆☆☆☆☆

Latin NCAP is pleased to announce that next results will be released in August.



### **Peugeot 208**

Latin NCAP originally tested the 208, manufactured in Brazil, for frontal impact in its most basic safety version in 2014. Back then Latin NCAP's protocols required that cars will be tested only in frontal crash test and the model scored four stars for adult occupant protection and three stars for child occupant protection. Latin NCAP has now performed the side impact test in order to investigate the side protection offered by one of the bestselling models in the region and according to the latest protocols. The frontal crash test configuration is the same that in 2014. The car is not equipped with side airbags. Door reinforcements were stripped from its structural reinforcements for side impact protection that explains the high penetration and interior pelvis protection, in comparison to its European version. This is the result for its weak side impact protection for head and chest.

[Watch the crash test video](#)

### **Kia Picanto**

The Kia Picanto (Morning), manufactured in South Korea, was tested in the most basic safety version available in Latin NCAP markets. The lack of airbags explained the poor result in the test as the structure was rated as stable in the frontal crash test. The low score for child occupant protection is explained by the high readings in the dummies during the crash test, the lack of three point seatbelts and wrong instructions manual indications for CRS installation. The Picanto was not tested in side impact because the frontal test was already a zero star car, however, and in contrast with the more expensive and also tested Peugeot 208, the Picanto offers basic side impact structural and interior protection like door reinforcements and pelvis protection in the inner door panel.

[Watch the crash test video](#)

## **About Latin NCAP**

The Latin New Car Assessment Programme (Latin NCAP) was launched in 2010 to develop a regional system of independent crashworthiness and safety rating across Latin America and Caribbean (LAC). Latin NCAP replicates similar consumer testing programmes developed over the last thirty years in North America, Europe, Asia and Australia, and which have proved to be very effective in improving the safety of motor vehicles. Since 2010 Latin NCAP has published the results of more than fifty cars in six test phases.

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Latin NCAP is an Associate member of Global NCAP and supports the [United Nations Decade of Action for Road Safety 2011-2020](#) and the [Stop the Crash Partnership](#).

