

Kia EV4 + 6 Airbags



ADULT OCCUPANT	83%
CHILD OCCUPANT	92%
PEDESTRIAN PROTECTION	69%
SAFETY ASSIST	98%

SPECIFICATIONS

Tested model	Kia Ev4
Body type	5 door sedan
Year of publication	2025
Crash test weight (KG)	2100
VIN from which Rating applies	
Made in	Korea
Test valid for	Latin NCAP market

SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	YES STANDARD
Belt Loadlimiter	YES STANDARD	YES STANDARD	YES STANDARD
Knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	YES STANDARD	YES STANDARD	YES STANDARD
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side pelvis airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut out switch	NOT APPLICABLE	YES MANUAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	YES STANDARD
OTHER SAFETY SYSTEMS			
ESC standard	YES STANDARD		
GTR 9 - UN 127 Pedestrian protection	MEETS UN127 STANDARD		
AEB Pedestrian	YES STANDARD		
AEB City	YES STANDARD		
AEB inter-Urban	YES STANDARD		
Speed Assist System	YES STANDARD		
Lane Assist system	YES STANDARD		



FRONTAL OFFSET DEFORMABLE BARRIER 11.58 p

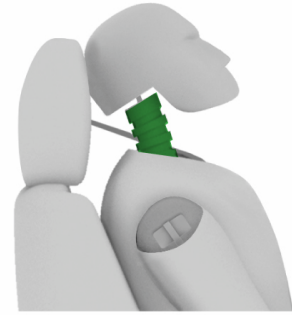


FRONTAL DRIVER

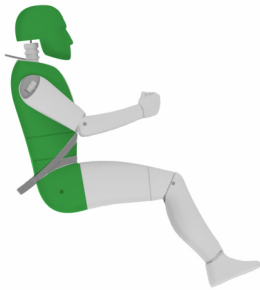


FRONTAL PASSENGER

WHIPLASH REAR IMPACT 2.33 p

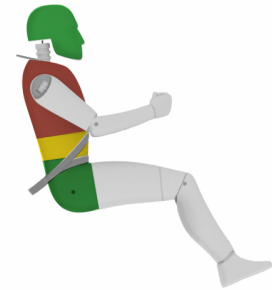


SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 8.00 p



SIDE POLE IMPACT TEST (Pole) this test is only performed if side head impact protection is present, otherwise it scores 0

6.24 p



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

UN R32 (max 1 point)	1
AEB City (max 3 points)	3
Rescue Sheet (max 1 point)	1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION	NO
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ADULT OCCUPANT

33.15 points 82.86%

COMMENTS

Adult Occupant - Frontal impact: The protection offered to the driver head was adequate and passenger head protection was good. Driver and Passenger neck showed good protection. Driver's chest showed adequate protection and passenger's chest showed good protection. Driver's and passenger's knees showed marginal protection as they can impact dangerous structures behind the fascia. Driver's and Passenger's tibias showed good protection. Footwell area was rated as unstable. The bodyshell was rated as stable and it is capable of withstanding further loadings. **Side impact:** Head, chest abdomen and pelvis showed good protection. **Side Pole Impact:** Head, and pelvis showed good protection, chest showed weak protection and abdomen showed adequate protection. **Whiplash:** the seat showed good protection to the adult neck. **UN R32:** the car meets the rear impact structure requirements. **AEB City:** the car offers AEB City as standard meeting the technical requirements achieving full score. **Rescue sheet:** available according to Latin NCAP criteria.



CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

45.00 points 91.84%

CHILD RESTRAINT SYSTEM

Dynamic score:
24.00 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
9.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joie i-Spin 360	Front 8.00 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF
3 year old child	Joie i-Spin 360	Front 8.00 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

REFERENCE LIST	2ND ROW			
	RIGHT	LEFT	CENTER	RIGHT
Group 0+ Peg Perego Viaggio Switchable	●	●	●	●
Group 0+ Roemer Baby Safe	○	●	○	●
Group 0+ Bébé Confort Streety Fix / Maxi Cosi Citi SPS	●	●	●	●
Group I Peg Perego Viaggio Switchable FWF	●	●	●	●
Group I Graco Cadeira Nautilus FWF	●	●	●	●
Group II/III Burigotto Multipla 1,2,3	●	●	●	●
Group II/III Graco Cadeira Nautilus	●	●	●	●
MANUFACTURER	RIGHT	LEFT	CENTER	RIGHT
Q1.5 Joie i-Spin 360 ISOFIX/LEG	○	●	○	●
Q3 Joie i-Spin 360 ISOFIX/LEG	○	●	○	●

● Pass

✗ Fail

○ Exempt

*Fail only due to failed marking



CHILD OCCUPANT

45.00 points 91.84%

COMMENTS

Child Occupant - The child seat for the Q1.5 child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and showing full protection. The 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg, it was capable of preventing head exposure offering full protection.

Side Impact: Both CRSs offered full protection. All seats passed the installation assessment. The car has ISOFIX anchorages that meet also the I-Size requirements. All seating positions are equipped with three point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car has a passenger airbag disconnection as standard.



PEDESTRIAN PROTECTION (pasive)

21.37 points

The car meets regulation UN 127 for pedestrian protection



	Points	Max score
Head impact	10.65	24
Upper Leg impact (Pelvis)	4.72	6
Lower Leg impact (Leg)	6.00	6

AEB PEDESTRIAN

11.86 points

Balance factor for Pedestrian protection (until 2022)

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Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-

PERFORMANCE

Summary	Percentage
Adult Running, farside, 50%	100%
Adult Walking, nearside, 25%	100%
Adult Walking, nearside, 75%	100%
Child Running, nearside ocured, 50%	94%
Human Machine Interaction	100%



PEDESTRIAN PROTECTION

33.23 points 69.23%



COMMENTS

Pedestrian Protection - The car proved to meet Pedestrian protection UN127 regulations. The car showed majority of head impact areas in the hood with adequate and marginal protection, towards the a-Pillars and windscreen edge and front outboard edges protection was poor and weak. Upper leg performance was good in most of the front but poor and weak closer to the edges. Lowe Leg: protection is good. **AEB VRU**: the car offers AEB VRU as standard meeting the technical requirements achieving almost full score.



SPEED ASSISTANCE **3.00 points**
(this feature scores only if it is standard in all versions)

SEAT BELT REMINDER **10.00 points**
(this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✓	✓	✓
Audible	✓	✓	✓

LANE SUPPORT SYSTEMS **1.00 points**

LDW is available according to Latin NCAP requirements
LKA is available according to Latin NCAP requirements

System Name	FCA- Car
Functionality	LDW & LKA
Operational from (km/h)	60
Warning	Audible and Visual

PERFORMANCE

LKA Test	Pass
LDW Test	Pass

ROAD EDGE DETECTION (this feature scores only if it meets the fitment rates required) **1.00 points**

RED is available according to Latin NCAP requirements

BLIND SPOT DETECTION (this feature scores only if it meets the fitment rates required) **3.00 points**

BSD long range was verified by Validation

ESC **15.00 points**

ESC IS STANDARD IN ALL VERSIONS
ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST

ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)	95
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MOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h)	70
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AEB Interurban (this feature scores only if it meets the fitment rates required) **8.25 points**

System Name	FCA-Car
Functionality	FCW and AEB
Operational from (km/h)	10

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	10 km/h - 130 km/h	10 km/h - 130 km/h
Approaching a slower moving car	Crash avoided up to 65 km/h	Crash avoided up to 80 km/h

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

SAFETY ASSIST **42.25 points 98.26%**

COMMENTS

Safety Assist - SBR: The car offers SBR in all seating positions. **ESC:** The car offers ESC as standard. The Moose test performance reached a maximum of 95 km/h under ADAC Moose test and 70 km/h under Consumer Moose test. **SA:** the car offers a speed limitation device as standard. **BSD:** the BSD is optional meeting the availability and technical requirements. **LSS and RED:** The car offers LSS as standard, and it showed full score. **AEB Interurban:** the car offers AEB IU as standard meeting the technical requirements achieving almost full score.

