Kia Niro

With Safety Pack

2022

Adult Occupant: 91%

Child Occupant: 84%

Vulnerable Road Users: 76%

Safety Assist: 79%

SPECIFICATION

Tested Model	Kia Niro
Safety pack	DriveWise
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1682kg
VIN From Which Rating Applies	- all Niros
Class	Small Off-Road

Version 141022

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	●	●	–

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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	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
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

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ADULT OCCUPANT

Total 34.7 Pts / 91%

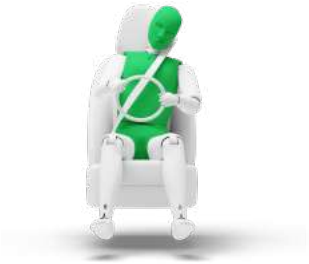
GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 13.8 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

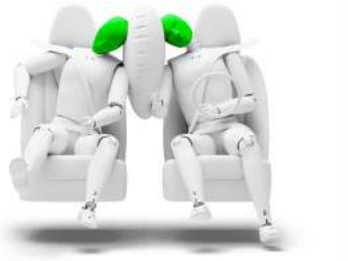
Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact 3.4 / 4 Pts

Rear Seat

Front Seat

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ADULT OCCUPANT

Total 34.7 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available

Comments

The passenger compartment of the Niro remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both 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. Measurement of pedal displacement indicated marginal protection of the feet and ankles of the driver. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Niro would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car 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 Niro has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated marginal whiplash protection. The Niro has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.

CHILD OCCUPANT

Total 41.2 Pts / 84%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

22.2 / 24 Pts

Frontal Impact	15.9 Pts

Lateral Impact	6.3 Pts

Restraint for 6 year old child: *Britax Römer KidFix 2 R*
Restraint for 10 year old child: *Graco Booster Basic / Junior III*

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

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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 (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

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CHILD OCCUPANT

Total 41.2 Pts / 84%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

CHILD OCCUPANT

Total 41.2 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	●	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	●	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	●	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	●	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	●	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	●	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✖	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

— Not available

Comments

In the frontal offset test, protection of the 6 year dummy was good for all critical body areas and that of the 10 year dummy was good apart from adequate protection of the neck. In the side barrier test, dummy readings of acceleration in the head of the 10 year dummy revealed weak protection of that body region, probably related to bottoming-out of the airbag, but protection of all other critical areas 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. All of the restraint types for which the Niro is designed could be properly installed and accommodated.

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VULNERABLE ROAD USERS

Total 41.4 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

27.6 / 36 Pts

Head Impact	15.6 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.8 / 18 Pts

System Name	Forward Collision-Avoidance Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

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VULNERABLE ROAD USERS

Total 41.4 Pts / 76%

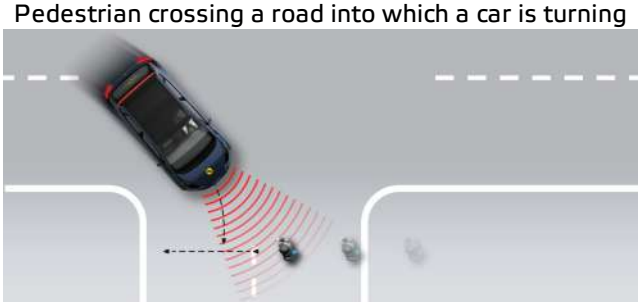
AEB Pedestrian

5.9 / 9 Pts

- **Day time**

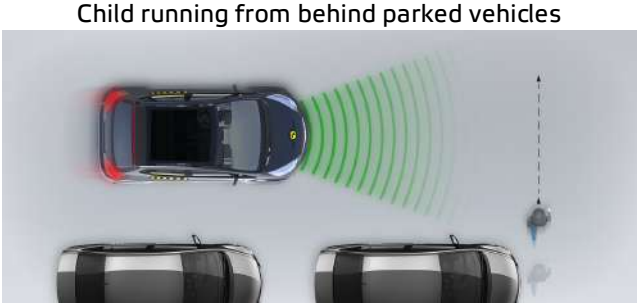
Vehicle reversing into standing pedestrian

Pedestrian crossing a road into which a car is turning



Adult crossing the road

Child running from behind parked vehicles



Adult along the roadside

- **Night time**

Adult crossing the road

Adult along the roadside

Version 141022

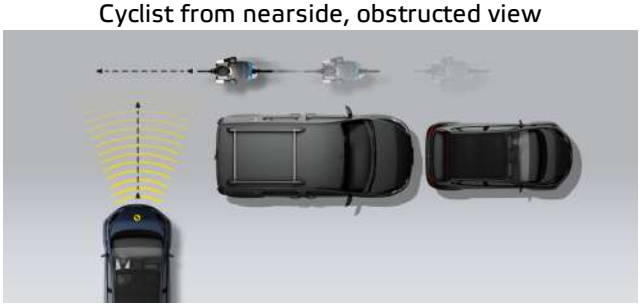
VULNERABLE ROAD USERS

Total 41.4 Pts / 76%

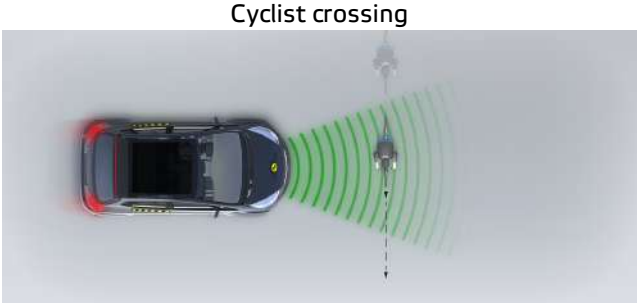
AEB Cyclist

7.9 / 9 Pts

Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good at all test locations. The autonomous emergency braking (AEB) system of the Niro can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well when tested using targets representing cyclists, with collisions avoided or mitigated in most scenarios.

Version 141022

SAFETY ASSIST

Total 12.7 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.3 / 3 Pts

System Name	MSLA, ISLA
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	Manually set (accurate to 5km/h)

Occupant Status Monitoring

2.7 / 3 Pts

Seatbelt Reminder

1.7 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

1.0 / 1 Pts

System Name	Driver Awareness Warning (DAW)
Type	steering, lane detecting
Operational From	60 km/h

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SAFETY ASSIST

Total 12.7 Pts / 79%

Lane Support

3.3 / 4 Pts

System Name	LKA
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.5 / 6 Pts

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

Version 141022

SAFETY ASSIST

Total 12.7 Pts / 79%

- **Autobrake function only**

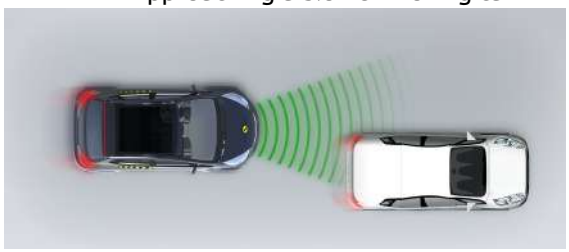
Test car turns across the path of an approaching car

Approaching a stationary car

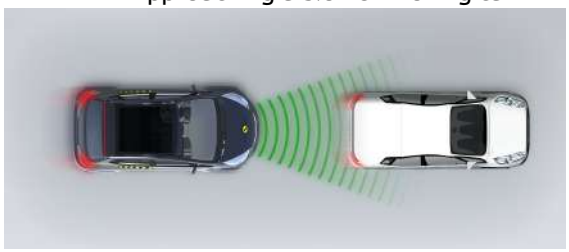
Approaching a stationary car

Approaching a stationary car

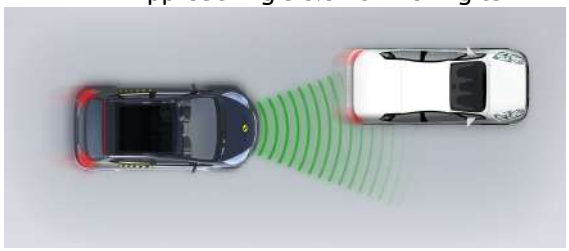
Approaching a slower moving car



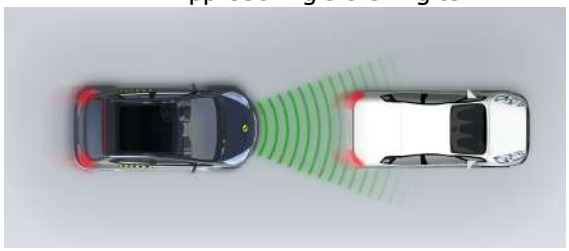
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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SAFETY ASSIST

Total 12.7 Pts / 79%

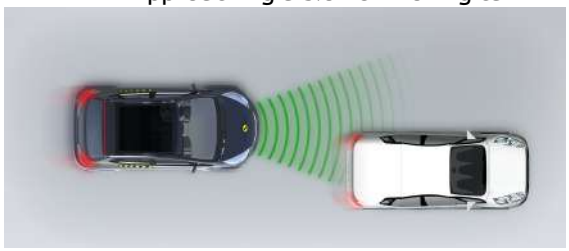
- **Driver reacts to warning**

Approaching a stationary car

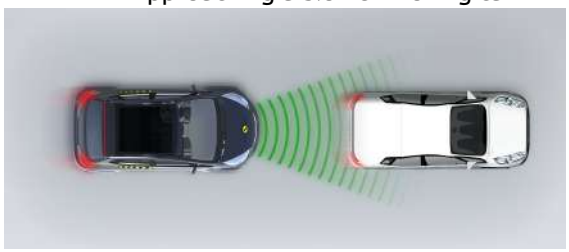
Approaching a stationary car

Approaching a stationary car

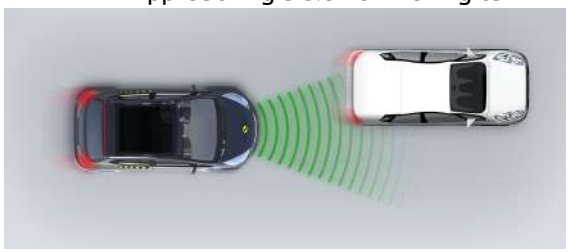
Approaching a slower moving car



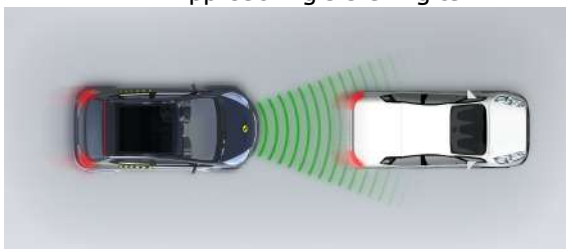
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



Version 141022

SAFETY ASSIST

Total 12.7 Pts / 79%

Comments

The Niro is equipped with a camera-only AEB system as standard but the optional ‘DriveWise’ safety pack adds a radar. In tests of this system’s response to other vehicles it performed well, with improved performance all-round compared to the standard car and, in particular, a response to cars cutting across its path. A seatbelt reminder system, which includes occupant detection, is fitted as standard to the front and rear seats. 'Driver Awareness Warning' also detects fatigued or distracted driving and issues a warning to the driver. The camera-based traffic sign recognition system did not meet Euro NCAP’s requirements and was not rewarded but the speed assistance system was awarded some points for the accuracy of its speed control. 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.

Version 141022

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	electric 150 kW*	4 x 2	✓	✓
5 door SUV	1.6 GDI HEV	4 x 2	✓	✓
5 door SUV	1.6 GDI PHEV	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
	Rating Published	2022 ★★★★★	✓

Version 141022