

ANCAP Safety Rating KIA PRO_CEE'D (From 2014)



Test Vehicle(s).

Variant:	Kia Cee'd 5 door hatch
Kerb Mass:	1270 kg
Built:	2012
Engine:	1.4 petrol
Category:	SMALL CAR
Variant Applicability*:	Applies to all variants

Note: The left-hand-drive Cee'd 5 door hatch was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to the Australasian pro_cee'd 3 door hatch.



Frontal offset test at 64 km/h (5 door hatch - Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	15.19 (out of 16)	16.00 (out of 16)	2.00 (out of 2)	GOOD	ACCEPTABLE	3 (out of 3)	36.19 (out of 37)	★★★★★

The Kia pro_cee'd was introduced in Australia in 2014. This ANCAP safety rating applies to all variants.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats.

In the offset crash test driver chest protection was acceptable, Passenger chest and leg protection was acceptable. In the side impact crash test driver protection was good. Head protection in the side pole test was also good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.58 points
Upper legs:	4.00 points
Lower legs:	3.61 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection was assessed by Euro NCAP

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash



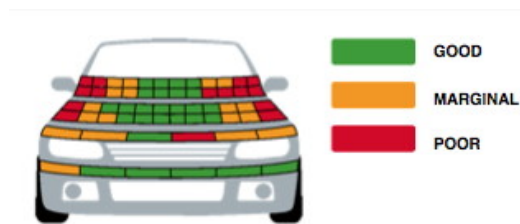
PEDESTRIAN PROTECTION

Pedestrian Test.

ACCEPTABLE - Scored 22.00 out of 36 points

Child head impacts:	7.89 points
Adult head impacts:	4.74 points
Upper leg impacts:	3.61 points
Lower leg impacts:	5.77 points

The protection provided by the bumper was predominantly good but the front edge of the bonnet was marginal in most areas tested. In most areas where the head of a child might strike the bonnet, good protection was provided. However, the protection offered to an adult's head was predominantly poor or marginal (Euro NCAP v5.3)



Kia pro_ceed'

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Automatic headlights	S
Daytime running lights	S
Hill launch assist	S
Reversing collision avoidance	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.3)		Side impact test at 50 km/h (v5.3)
	Driver	Passenger	Driver
Head			
HIC	301.00	275.00	58.00
Acceleration (g for 3ms)	41.00	39.90	23.80
Neck			
Shear (kN)	0.31	0.45	-
Tension (kN)	1.64	1.06	-
Extension (Nm)	14.60	13.30	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	24.93	22.07	21.81
Viscous criterion (m/s)	0.08	0.07	0.20
Abdomen			
Force (kN)	-	-	0.94
Pelvis			
Force (kN)	-	-	2.03
Upper legs			
Femur force left (kN)	0.51	1.40	
Femur force right (kN)	0.49	0.30	
Knee displacement left (mm)	0.10	1.30	
Knee displacement right (mm)	0.20	0.00	
Lower legs			
Force left (kN)	1.81	2.59	
Force right (kN)	1.43	1.52	
Index (upper / lower) left	0.25 / 0.37	0.23 / 0.24	
Index (upper / lower) right	0.23 / 0.39	0.24 / 0.27	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	39mm
Downwards:	18mm
Sideways:	0mm

Pedals

Brake (rearwards):	28mm
Brake (upwards):	11mm

A-Pillar (forwards):	5mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for offset test

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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