

ANCAP Safety Rating KIA PICANTO

(AUSTRALIA: June 2017 - onwards)
(NEW ZEALAND: May 2017 - onwards)



ANCAP
Safety ★★★★★



Kia Picanto

This ANCAP safety rating applies to:

Make / Model	Kia Picanto
Year Range	June 2017 – onwards (Australia) May 2017 – onwards (New Zealand)
Variant(s)*	All variants
Vehicle Type	Light Car

The tested model of Kia Picanto was introduced in New Zealand in mid-2017. This ANCAP safety rating applies to all New Zealand variants built from May 2017 and Australian variants built from June 2017 when production upgrades were introduced.

Dual frontal, side chest and side head-protecting airbags (curtains) are standard. An autonomous emergency braking (AEB) system which operates at city and interurban speeds is standard. A full list of safety features and technologies can be viewed within the *Safety Features & Technologies* table on page 2 of this report.

Injury Outcomes.

Full Width Frontal

Driver Rear Passenger



Frontal Offset

Driver Front Passenger



Side Impact

Driver



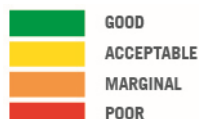
Pole

Driver



Whiplash Protection

Rear Front



Test Results Summary.

Airbags	Dual Frontal, Side, Head
Adult Occupant Protection	87% (33.29 out of 38)
- Full Width Frontal Test	6.54 (out of 8)
- Frontal Offset Test	6.57 (out of 8)
- Side Impact Test [#]	8.00 (out of 8)
- Pole Test [#]	7.50 (out of 8)
- Whiplash Protection Test	1.67 (out of 3)
- AEB (City)	3.00 (out of 3)
Child Occupant Protection	64% (31.56 out of 49)
Safety Assist	47% (5.70 out of 12)
- Speed Assistance System	0.00 (out of 3)
- Seat Belt Reminders	3.00 (out of 3)
- Lane Support System	0.00 (out of 3)
- AEB (Interurban)	2.70 (out of 3)
Pedestrian Protection	54% (22.79 out of 42)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2017

[#] Scaled scores. Total test score out of 16.00 points.

Adult Occupant Protection.

Full Width Frontal Test

Each body region is scored out of 4 points

Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.89 points
Upper legs:	4.00 points

Rear Passenger

Head:	0.82 points
Neck:	3.17 points
Chest:	2.29 points
Upper legs:	4.00 points

In the full width frontal test, dummy readings indicated marginal protection of the rear passenger's head and chest, while driver chest protection was rated as acceptable. Protection of the driver was rated good or adequate.

Frontal Offset Test

Each body region is scored out of 4 points

Driver / Front Passenger (lesser of each)

Head / neck:	4.00 points
Chest:	1.63 points
Upper legs:	4.00 points
Lower legs:	3.51 points

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Protection of the driver's chest was rated marginal.

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

Pole Test

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

In the side impact test, the Picanto scored maximum points with good protection for all critical body regions. In the more severe side pole impact, protection of the driver was good however a door opened during the test and was penalised.

Whiplash Protection

Front / Rear:	1.30 points
Rear:	0.38 points
AEB (City):	3.00 points

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Child Occupant Protection.

Crash Test Performance

6 year old child: 10.78 points
10 year old child: 4.53 points

In the frontal offset test, dummy readings of neck tension indicated weak protection of this part of the body for the 10 year child dummy. Chest protection for the 6 year child dummy was rated as marginal. In the side impact test, protection of the 6 year dummy was good, while protection of the chest was poor for the 10 year old dummy and the head made contact with the vehicle interior.

Child Safety Features & Child Seat Installation

Safety features: 5.00 points
Installation check: 11.25 points

NOTE: The child restraints tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit childcarseats.com.au.

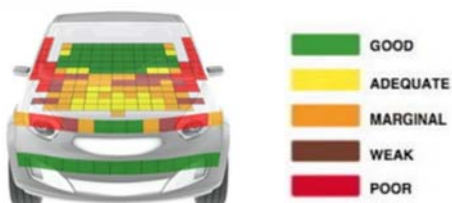
Pedestrian Protection.

Pedestrian Test

Scored out of 42 points

Adult & child head impacts: 13.82 points
Upper leg impacts: 2.97 points
Lower leg impacts: 6.00 points
AEB (VRU): 0.00 points

This vehicle scored 22.79 out of 42 points. Protection of the head of a struck pedestrian was predominantly marginal or weak over the bonnet surface, with poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed, with good and poor test results. The autonomous emergency braking (AEB) system available on the Picanto is not designed to react to pedestrians. (Tested by Euro NCAP v8.3)



Score Deductions.

Deductions from full width frontal test scores

Neck: No deductions
Head: No deductions
Chest: No deductions
Upper legs / pelvis: No deductions
Overall: No deductions

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions
Overall: No deductions

Deductions from side impact test score

No deductions

Deductions from pole test score

Head / neck: No deductions
Chest: No deductions
Abdomen: No deductions
Pelvis: No deductions
Overall: -1.00 point (door opened)

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point, lap/sash) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	S
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Intelligent seat belt reminder (3 rd row seats)	N/A
Airbag - Frontal (driver)	S
Airbag - Frontal (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Side, head protection (3 rd row seats)	N/A
Airbag - Knee (driver)	X
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	X
Antilock braking system (ABS)	S
Autonomous emergency braking (AEB)	
- City	S
- Interurban	S
- Vulnerable road user	X
Automatic headlights	S
Automatic high beam	X
Blind spot monitoring (BSM)	X
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Emergency stop signal (ESS)	S
Fatigue detection	X
Lane support system (LSS)	X
Daytime running lights (DRL)	S
Hill launch assist	S
Reversing collision avoidance	S
Speed assistance – automatic / intelligent speed limiting (ISA)	X
Speed assistance - manual speed limiting	S
Speed assistance - speed sign recognition & warning	X
Tyre pressure monitoring system (TPMS)	X

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.

E = Available in Europe but not available on any Australasian variant.

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

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Safety Assist.

Speed Assistance System (SAS)

Scored 0.0 out of 3 points

Speed information:	0.00
Speed assistance (manual):	[Not assessed]
Speed assistance (automatic / intelligent):	0.00

AEB (Interurban)

Scored 2.70 out of 3 points

Autonomous emergency braking (AEB):	1.50 out of 1.5
Forward collision warning (FCW):	0.95 out of 1.0
Human machine interface (HMI):	0.25 out of 0.5

Seat Belt Reminder (SBR)

Scored 3.0 out of 3 points

Driver and passenger:	2.00 out of 2.00
Rear:	1.00 out of 1.00

Lane Support Systems (LSS)

Scored 0.0 out of 3 points

[Not available]

An autonomous emergency braking (AEB) system became standard on New Zealand models built from May 2017 and Australian models built from June 2017. Testing of this system showed good performance at highway speeds with collisions avoided or mitigated in most test scenarios. A driver-set speed limiter was also introduced at this time, however the system was not tested. A lane support system (LSS) is not available.

Approaching a stationary vehicle:

15.04 out of 18.00 points for Forward Collision Warning (FCW)



Approaching a slow moving vehicle:

11.00 out of 11.00 points for Autonomous Emergency Braking (AEB)



Approaching a braking vehicle with short headway:

2.00 out of 2.00 points for AEB, 2.00 out of 2.00 points for FCW



Approaching a braking vehicle with long headway:

2.00 out of 2.00 points for AEB, 2.00 out of 2.00 points for FCW



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Injury Values & Measurements.

Body Region	Frontal offset test at 64km/h (v7.1)		Full width frontal test at 50km/h (v1)		Side impact test at 50km/h (v7.1)	Oblique pole test at 32km/h (v7.0)
	Driver	Front Passenger	Driver	Rear Passenger	Driver	Driver
Head						
HIC	342	239	365	614	104	151
Acceleration (g for 3ms)	59.20	50.20	61.66	78.36	38.20	42.11
Neck						
Shear (kN)	0.50	0.46	0.29	1.29	-	-
Tension (kN)	1.70	1.13	1.59	2.35	-	-
Extension (Nm)	19.50	7.90	19.91	11.58	-	-
Chest						
Acceleration (g for 3ms)	-	-	-	-	-	-
Compression (mm)	33.86	26.88	18.69	28.25	16.71	24.44
Viscous criterion (m/s)	0.24	0.13	0.10	0.17	0.79	0.25
Abdomen						
Compression (mm)	-	-	-	-	13.65	31.68
Pelvis						
Force (kN)	-	-	-	-	1.06	-
Upper legs						
Femur force left (kN)	0.40	1.89	0.09	0.19	-	-
Femur force right (kN)	0.45	0.15	0.01	0.00	-	-
Knee displacement left (mm)	0.00	1.19	0.00	0.00	-	-
Knee displacement right (mm)	0.01	0.06	0.00	0.00	-	-
Lower legs						
Force left (kN)	1.59	2.10	-	-	-	-
Force right (kN)	2.72	1.37	-	-	-	-
Index (upper / lower) left	0.51 / 0.27	0.31 / 0.18	-	-	-	-
Index (upper / lower) right	0.31 / 0.40	0.34 / 0.17	-	-	-	-
Intrusion Measurements						
Steering column						
Forward (mm)	43	-	59	-	-	-
Upward (mm)	-27	-	-34	-	-	-
Sideways (mm)	2	-	0	-	-	-
Pedals						
Brake - rearward (mm)	37	-	-	-	-	-
Accelerator - upward (mm)	37	-	-	-	-	-
A-Pillar						
Rearward (mm)	15	-	-	-	-	-

* **Model Variants:** ANCAP safety 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. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ **Rating Year:** The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Kia Picanto
Tested Vehicle(s) Built	2017
Tested Body Type	5 door hatch
Tested Vehicle Kerb Weight	899 kg
Tested Vehicle Engine	1.0 litre petrol
Tested By	Euro NCAP
Assessed By	Euro NCAP
Document Reference	PicantoJun17
Document Created / Revised	6 September 2017
Rating Published	September 2017
Rating Updated	n/a



Frontal offset test at 64km/h