



**Kia Stonic**  
With Safety Pack

2017



Adult Occupant



93%

Child Occupant



84%

Pedestrian



71%

Safety Assist



59%

## SPECIFICATION

Tested Model	Kia Rio 1.2 GLS, LHD
Safety pack	Advanced Driving Assistance Pack
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1070kg
VIN From Which Rating Applies	- all Stonics with 'Advanced Driving Assistance Pack'
Class	Small Family Car

### General comments

The Kia Stonic is structurally identical to the Kia Rio, assessed by Euro NCAP in September 2017, and shares the same safety equipment and interior trim. This rating for the Stonic is based on tests performed on the Rio and additional data reviewed by Euro NCAP.

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB Pedestrian	○
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
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

**ADULT OCCUPANT**

Total 35.5 Pts / 93%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6.8 Pts

Passenger                      Driver

**Frontal Full Width** 7.6 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2 Pts

Front seat                      Rear seat

**Lateral Impact** 16 Pts

Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.5 Pts / 93%

## Comments

The passenger compartment remained stable in the frontal offset test. There was insufficient pressure in the driver's airbag to prevent the head from 'bottoming out' the airbag. Protection of the head was downgraded to adequate as a result. Dummy readings indicated 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 sat in different positions. In the full-width rigid barrier test, protection of critical body areas was good or adequate for the driver and rear passenger. In the side barrier test and in the more severe side pole impact, protection of all critical parts of the body was good and the car scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision while a geometric assessment of the rear seats indicated marginal whiplash protection. The car has, as part of its optional safety pack, an autonomous emergency braking system. Tests of the functionality of this system at the low speeds typical of city driving demonstrated good performance, with collisions avoided at all test speeds.

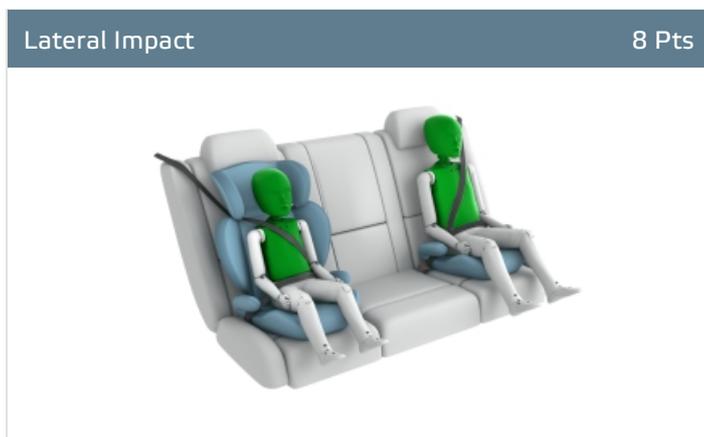
**CHILD OCCUPANT**

Total 41.2 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.4 Pts



Restraint for 6 year old child: *Britax Römer KidFix II XP*

Restraint for 10 year old child: *Graco Junior III*

**Safety Features**

7 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

**CRS Installation Check**

11.8 Pts

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

■ **i-Size CRS**



**CHILD OCCUPANT**

Total 41.2 Pts / 84%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 41.2 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

## Comments

In the frontal offset test, protection of the chest of the 6 year dummy was rated as marginal, based on dummy readings of chest decelerations. Otherwise, protection of the 6 and 10 year dummies was good or adequate. In the side barrier test, protection of both dummies was good. 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 car is designed could be properly installed and accommodated in the car with the exception of the Group II/III universal restraint which was unstable in the rear centre position.

**PEDESTRIAN PROTECTION**

Total 29.8 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	29.8 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">14 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	14 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	14 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	3.8 Pts	
System Name	FCA	
Type	Auto-Brake with Forward Collision Warning	
Operational From	0 Km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
<b>PERFORMANCE   <span style="color: yellow;">■</span></b>		
	<b>Autobrake Function</b>	
	<div style="width: 45%; text-align: center; padding: 5px;"><b>Avoidance</b></div> <div style="width: 45%; text-align: center; padding: 5px;"><b>Mitigation</b></div>	
Running Adult crossing from Farside	Collision avoided up to 20 km/h	Impact mitigated up to 35 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations and the pelvis was also well protected, the car scoring maximum points in these tests. The optional autonomous emergency braking system can detect pedestrians as well as other vehicles and performed adequately in tests of this functionality.

SAFETY ASSIST

Total 7.1 Pts / 59%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

0 Pts

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.5 Pts

System Name	Lane Departure Warning System
Type	Lane Departure Warning
Operational From	60 km/h
Warning	0
PERFORMANCE	
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 7.1 Pts / 59%

AEB Interurban

2.6 Pts

System Name	AEB
Type	Forward Collision Warning with Auto-Brake
Operational From	8 Km/h
Additional Information	Default On

PERFORMANCE | 

Operational Speed	8-160 Km/h	8-160 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 55km/h. Crash speed reduced up to 75km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Avoidance
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

A seatbelt reminder system is standard equipment for the front and rear seats. Autonomous emergency braking is part of the optional safety pack. In tests of this system at highway speeds, it performed well with collisions avoided in most test scenarios. The safety pack also includes a lane departure warning system which signals to the driver when the car is drifting out of lane. A speed assistance system is available as an option but does not form part of the safety pack and is not included in this assessment.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.2 petrol	4 x 2	✓	✓
5 door hatchback	1.4 petrol	4 x 2	✓	✓
5 door hatchback	1.0 T-GDI	4 x 2	✓	✓
5 door hatchback	1.6 CRDi	4 x 2	✓	✓

### Annual Reviews and Facelifts

Date  
Event  
Outcome  
Rating Published

2017 ★ ★ ★ ★ ★  
✓