KIA EV3

APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	December 2024	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Small SUV	AUS: March 2025 NZ: April 2025	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Battery Electric	SV	Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★★

The Kia EV3 was introduced in Australia in March 2025 and New Zealand in April 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard.

ASSESSMENT SCORES

Adult Occupant Protection	Child Occupant Protection	Vulnerable Road User Protection	Safety Assist
83%	86%	78%	81%
33.52 out of 40	42.40 out of 49	49.24 out of 63	14.58 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Kia EV3 Air FWD Standard Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Kia EV3 Air FWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Kia EV3 GT-Line AWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	–
Kia EV3 Earth FWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	✓
Kia EV3 GT-Line FWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	✓
Kia EV3 Light FWD Standard Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓
Kia EV3 Light FWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓
Kia EV3 GT AWD Long Range	5 door SUV	Battery Electric Vehicle (BEV)	AWD	–	✓

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT – NOT APPLICABLE

Adult Occupant Protection

83%

33.52 out of **40**

FRONTAL OFFSET (MPDB)# **4.39 points** out of 8	OBLIQUE POLE# **5.50 points** out of 6	RESCUE & EXTRICATION **2.67 points** out of 4
FULL WIDTH FRONTAL# **8.00 points** out of 8	WHIPLASH PROTECTION **3.47 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **3.50 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Kia EV3 remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated ADEQUATE protection for the driver's chest and the front passenger's lower legs. Protection of the driver's lower legs was MARGINAL. Insufficient inflation of the driver airbag allowed the driver's head to 'bottom out' and contact the steering wheel through the airbag, and the driver's head score was penalised and rated as ADEQUATE. Additionally, the femur loads recorded for the driver were slightly high and in combination with the structures behind the dash, resulted in MARGINAL protection for the upper legs of both the driver and passenger. GOOD protection was offered to all other critical body areas of the driver and front passenger.

The front structure of the Kia EV3 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.18 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was GOOD for all critical body regions for both the driver and rear passenger and maximum points were scored.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD. In the **oblique pole** test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The Kia EV3 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and MARGINAL for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Kia EV3 would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	3.00 pts	4.00 pts
Chest	3.66 pts	4.00 pts
Upper Legs	1.76 pts	2.00 pts
Lower Legs	2.53 pts	3.47 pts
Deductions	-1.00 pt *(airbag bottoming)* -1.00 pt *(variable contact)* -1.00 pt *(concentrated load)*	-1.00 pt *(variable contact)* -1.00 pt *(concentrated load)*

COMPATIBILITY	
Deductions	-2.18 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	2.66 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

83%

33.52 out of 40

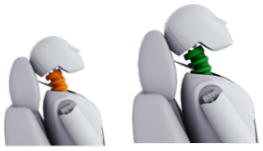
FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.85 pts	0.63 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

86%

42.40 out of **49**

DYNAMIC TEST (FRONT) **15.59 points** out of 16	RESTRAINT INSTALLATION **11.81 points** out of 12
DYNAMIC TEST (SIDE) **8.00 points** out of 8	ON-BOARD SAFETY FEATURES **7.00 points** out of 13

In the **frontal offset** test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as ADEQUATE.

In the **side impact** test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Kia EV3 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to Australian and New Zealand vehicles but was not standard on the tested vehicle and was therefore not assessed.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the booster seats could not be correctly installed in the centre rear position.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	✕	●	●	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	**Rearward-facing capsule**	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles 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. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

Vulnerable Road User Protection

78%

49.24 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **11.04 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.57 points** out of 9
PELVIS PROTECTION **3.58 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.42 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.14 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.50 points** out of 3

In **physical impact** tests, the bonnet and windscreen of the Kia EV3 provided ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, base of the windscreen and the rear of the bonnet.

Protection of the pelvis was mixed, with areas of GOOD and MARGINAL performance. Protection of the femur ranged from GOOD to MARGINAL and protection of the lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including turning scenarios. The AEB system fitted to Australian and some New Zealand variants reacts to vulnerable road users in reverse (**AEB Backover**) but the system was not standard on the tested vehicle and hence these tests were not conducted.

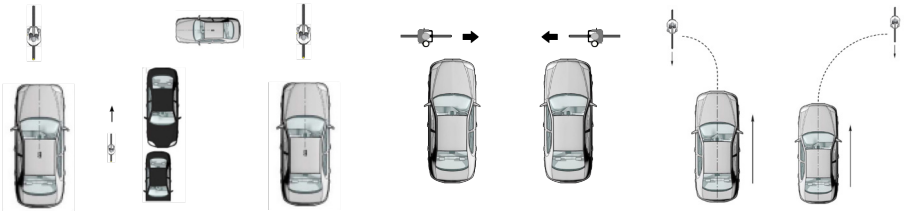
GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at most test speeds including in the turning scenarios. The vehicle provides information to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**) but does not provide a higher-level warning or prevent the doors from being opened.

GOOD performance was seen in the **AEB and lane support motorcyclist** tests, including in the turning and in some emergency lane keeping scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE				GOOD			

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	✕
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

78%

49.24 out of **63**

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	NOT TESTED			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Safety
Operational From	55-210 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

81%

14.58 out of **18**

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
1.50 points out of 2

SPEED ASSISTANCE SYSTEMS
2.70 points out of 3

AEB / AES (Car-to-Car)
3.47 points out of 4

AEB / AES (Junction & Crossing)
2.37 points out of 4

AEB / AES (Head-On)
0.88 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Kia EV3 is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in the **AEB Junction** and some of the **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when crossing the path of an oncoming vehicle. GOOD performance was shown in AEB Head-On scenarios.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios,

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-130 km/h

TEST VEHICLE SPEED		Driving towards a stationary car OFFSETS +/- 50%, 75%, 100%	Driving towards a slower moving car OFFSETS +/- 50%, 75%, 100%	Driving towards a lightly braking car HEADWAY 12m & 40m	Driving towards a heavily braking car HEADWAY 12m & 40m
AEB	10km/h		-	-	-
	15km/h		-	-	-
	20km/h		-	-	-
	25km/h		-	-	-
	30km/h			-	-
	35km/h			-	-
	40km/h			-	-
	45km/h			-	-
	50km/h				
FCW	55km/h			-	-
	60km/h			-	-
	65km/h			-	-
	70km/h			-	-
	75km/h			-	-
	80km/h			-	-
PERFORMANCE		GOOD	GOOD	GOOD	GOOD

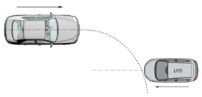
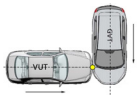
GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

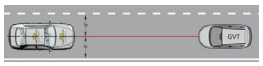
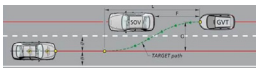
Safety Assist

81%

14.58 out of **18**

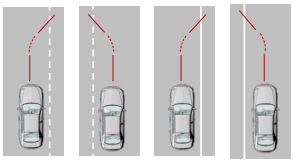
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

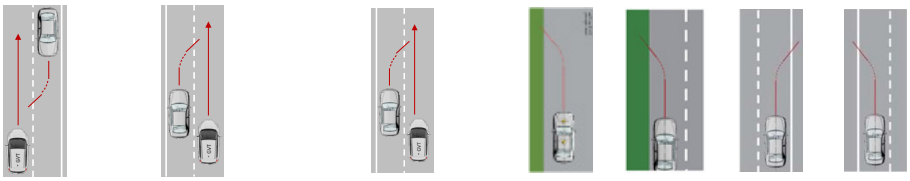
	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
								
TEST VEHICLE SPEED: Start from stop	-	-	-					
10km/h				-	-	-	-	-
15km/h				-	-	-	-	-
20km/h								
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			MARGINAL				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle 50km/h	HEAD-ON In the path of oncoming vehicle 70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
			PERFORMANCE	GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Safety
Operational From	55-210 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

81%

14.58 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	–	●	●#
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

Outboard seating positions only

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	–	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✕

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	✕
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE – N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - dual frontal (driver & front passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	●	●
Airbag - knee (driver)	✕	✕
Airbag - knee (front passenger)	✕	✕
Airbag - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Kia EV3 LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
October 2026

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
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