KIA EV6

AUS: FEBRUARY 2022 - ONWARDS
NZ: APRIL 2022 - ONWARDS
ALL VARIANTS EXC. GT

ANCAP SAFETY

TESTED 2022 ★★★★★

RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Battery Electric Vehicle (BEV)
BUILT FROM	December 2021
ON SALE FROM	AUS: February 2022 NZ: April 2022
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre

The Kia EV6 was introduced in Australia in February 2022 and New Zealand in April 2022. This ANCAP safety rating applies to all variants except the GT which is unrated.

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

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) 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) are standard on all variants.

90% ADULT OCCUPANT PROTECTION

87% CHILD OCCUPANT PROTECTION

64% VULNERABLE ROAD USER PROTECTION

88% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia EV6 Air	5 door SUV	168kW Single Motor	2WD	✓	-
Kia EV6 GT-Line	5 door SUV	168kW Single Motor	2WD	✓	-
Kia EV6 GT-Line	5 door SUV	239kW Dual Motor	AWD	✓	-
Kia EV6 GT	5 door SUV	430kW Dual Motor	AWD	✗	✗
Kia EV6 Air SR	5 door SUV	125kW Single Motor	2WD	-	✓
Kia EV6 Air LR	5 door SUV	168kW Single Motor	2WD	-	✓
Kia EV6 Air LR	5 door SUV	239kW Dual Motor	AWD	-	✓
Kia EV6 Earth LR	5 door SUV	239kW Dual Motor	AWD	-	✓
Kia EV6 GT-Line LR	5 door SUV	239kW Dual Motor	AWD	-	✓
Kia EV6 Light SR	5 door SUV	168kW Single Motor	2WD	-	✓

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

ADULT OCCUPANT PROTECTION

90%

34.48 POINTS
OUT OF 38

The passenger compartment of the Kia EV6 remained stable in the frontal offset (MPDB) test. Dummy readings for the driver indicated MARGINAL protection for the driver's chest and lower legs. Dummy readings for the front passenger indicated ADEQUATE protection of the lower legs. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Kia EV6 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.93 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection was ADEQUATE for the chest of the rear passenger. GOOD protection was offered to all other critical body regions for both the driver and rear passenger

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Kia EV6 scored maximum points in these tests.

The Kia EV6 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes 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 in the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.27 pts
Upper legs:	4.00 pts
Lower legs:	1.91 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.69 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-0.93 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.91 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

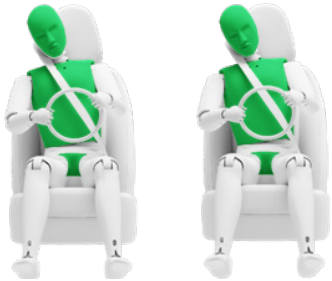
Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	5.62	(out of 8)
FULL WIDTH FRONTAL#	7.98	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.38	(out of 4)
FAR SIDE IMPACT	3.50	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

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

FAR SIDE IMPACT

SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

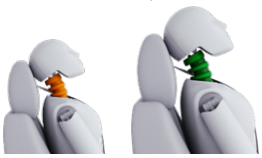
OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.76 pts
Rear passenger:	0.63 pts

CHILD OCCUPANT PROTECTION

87%

42.96 POINTS OUT OF 49

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD for all critical body areas.

In the side impact test, protection of the head of the 10 year dummy was MARGINAL, while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Kia EV6 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

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 selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	7.15	(out of 8)
RESTRAINT INSTALLATION	11.81	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✕	●	✕	-	-
Integrated child restraints	✕	✕	✕	-	-
Top tether anchorage	✕	●	●	-	-
Airbag disabling	✕	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

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.

87%

42.96 POINTS OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* 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 above 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.

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

VULNERABLE ROAD USER PROTECTION

64%

35.08 POINTS
OUT OF 54

The bonnet of the Kia EV6 provided ADEQUATE to MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis area was ADEQUATE to POOR, while the bumper showed GOOD results for leg impacts.

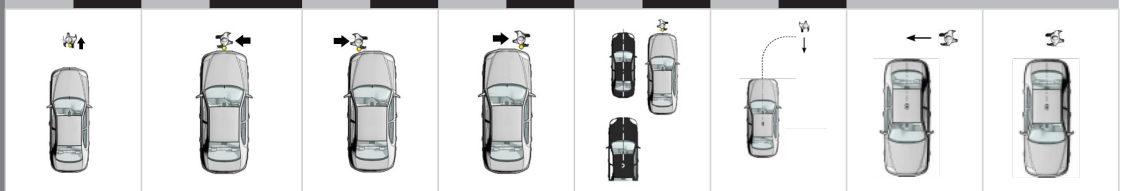
Testing of the autonomous emergency braking (AEB) system showed ADEQUATE performance in pedestrian test scenarios, with GOOD performance in forward pedestrian tests, however the standard AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. In cyclist test scenarios, the AEB system offered GOOD performance. Overall, the system's effectiveness for vulnerable road user protection was rated as GOOD.

HEAD IMPACTS	12.37	(out of 24)
UPPER LEG IMPACTS	2.37	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.79	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	8.55	(out of 9)

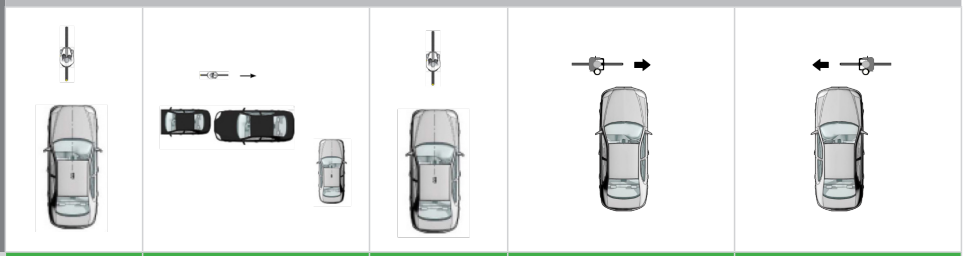
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision-Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW		FORWARD										BACKOVER	
	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, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO														
PERFORMANCE				–						–		–		
	ADEQUATE													

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY ASSIST

88%

14.17 POINTS OUT OF 16

The Kia EV6 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of its AEB (Car-to-Car) system showed GOOD performance, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios, with overall performance classified as GOOD.

A speed assistance system (SAS) is standard on the Kia EV6. This system identifies the local speed limit and allows the driver to set the 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.

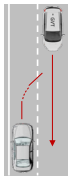
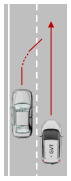
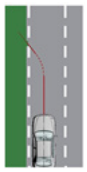
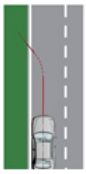
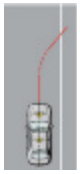
A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	1.67	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.90	(out of 3)
LANE SUPPORT SYSTEMS	3.25	(out of 4)
AEB - Car-to-Car	3.35	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

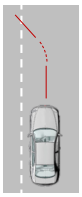
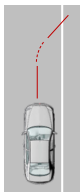
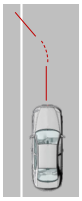
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist (LKA) and Forward Collision-Avoidance Assist (FCA)
OPERATIONAL FROM: 60-210 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE	ADEQUATE										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

88%
14.17 POINTS OUT OF 16

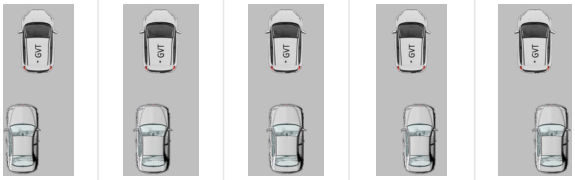
AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME:	Forward Collision-Avoidance Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

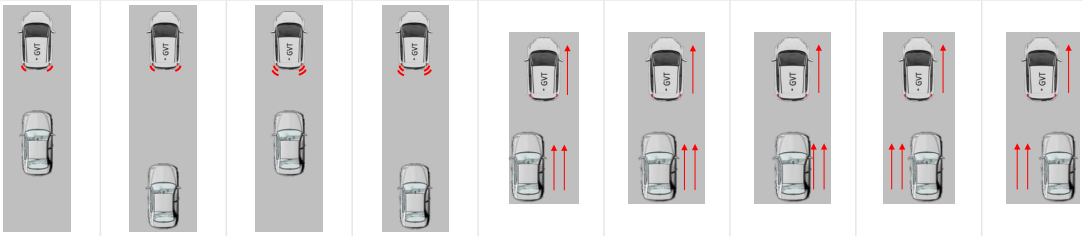
TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				



TEST VEHICLE SPEED	Turning across the path of oncoming vehicle — TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								



OCCUPANT STATUS

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

* Outboard seats only

● PASS ● FAIL ✕ NOT AVAILABLE – NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Kia EV6 GT Line LHD
TESTED VEHICLE(S) BUILT	2022
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery Electric
RATING PUBLISHED	May 2022
RATING UPDATED	October 2026

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 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 - frontal (driver)	●	●
Airbag - frontal (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 disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Head restraints for all seats	●	●
Active bonnet	✕	✕
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✕/●*	✕/●*
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✕	✕
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✕	✕
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	✕	✕
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

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 the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Standard on Australian variants built from July 2025 and New Zealand variants built from August 2025.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS