KIA NIRO

NZ: JUNE 2022 - ONWARDS
AUS: JULY 2022 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2022 ★★★★★

RATING YEAR	2022
VEHICLE TYPE	Small SUV
ENGINE TYPE	Hybrid + PHEV + Battery Electric Vehicle (BEV)
BUILT FROM	April 2022
ON SALE FROM	NZ: June 2022 AUS: July 2022
SERIES	SG2
AIRBAGS	Dual frontal, side chest, side head, centre, driver knee

The Kia Niro was introduced in New Zealand in June 2022 and Australia in July 2022. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags, as well as driver knee airbag, 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 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 a speed assist system (SAS) are standard equipment. AEB Backover is available on higher variants.

NOTE: Kia Niro hybrid variants built from April 2024 and sold in New Zealand do not have a top-tether anchorage in the centre rear seating position. In these vehicles, the centre rear seating position is not suitable for installation of child restraints fitted with a top-tether.

88% ADULT OCCUPANT PROTECTION

84% CHILD OCCUPANT PROTECTION

76% VULNERABLE ROAD USER PROTECTION

87% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia Niro S	5 door SUV	1.6 litre petrol HEV	2WD	✓	-
Kia Niro GT-Line	5 door SUV	1.6 litre petrol HEV	2WD	✓	✓
Kia Niro Light	5 door SUV	1.6 litre petrol HEV	2WD	-	✓
Kia Niro Earth	5 door SUV	1.6 litre petrol HEV	2WD	-	✓
Kia Niro Water	5 door SUV	1.6 litre petrol HEV	2WD	-	✓
Kia Niro GT-Line	5 door SUV	1.6 litre petrol PHEV	2WD	✓	✓
Kia Niro Light	5 door SUV	1.6 litre petrol PHEV	2WD	-	✓
Kia Niro Earth	5 door SUV	1.6 litre petrol PHEV	2WD	-	✓
Kia Niro Water	5 door SUV	1.6 litre petrol PHEV	2WD	-	✓
Kia Niro S	5 door SUV	Battery electric	2WD	✓	-
Kia Niro GT-Line	5 door SUV	Battery electric	2WD	✓	-
Kia Niro Light	5 door SUV	Battery electric	2WD	-	✓
Kia Niro Water	5 door SUV	Battery electric	2WD	-	✓
Kia Niro Light+	5 door SUV	1.6 litre petrol HEV	2WD	-	✓
Kia Niro Earth+	5 door SUV	1.6 litre petrol HEV	2WD	-	✓

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

ADULT OCCUPANT PROTECTION

88%

33.71 POINTS OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver's chest and lower legs was ADEQUATE. Brake pedal movement resulted in driver foot protection being rated MARGINAL. Structures in the dashboard were a potential source of injury for the driver and passenger and protection of the upper legs was rated MARGINAL. The passenger's upper legs were rated as MARGINAL and the lower legs ADEQUATE. Protection for all other critical body regions for both the driver and front passenger was GOOD.

The front structure of the Kia Niro presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.75 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 with GOOD protection offered for all other critical body regions.

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

The Kia Niro 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 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.

FRONTAL OFFSET (MPDB)#	4.99	(out of 8)
FULL WIDTH FRONTAL#	7.83	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.40	(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.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.68 pts
Upper legs:	2.00 pts
Lower legs:	2.04 pts
Deductions:	-1.00 pts *(variable contact)*
	-1.00 pts *(concentrated load)*

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	2.00 pts
Lower legs:	3.17 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-0.75 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

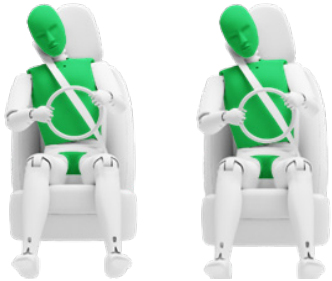
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.31 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

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

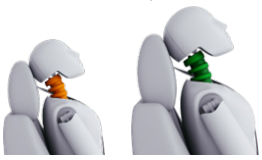
OBLIQUE POLE

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:	2.77 pts
Rear passenger:	0.63 pts

CHILD OCCUPANT PROTECTION

84%

41.62 POINTS OUT OF 49

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 the head of the 10 year dummy was WEAK while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Kia Niro available in Australia and New Zealand is fitted with lower ISOFix anchorages for rear outboard seats. Top-tether anchorages are fitted to all rear seating positions on Australian vehicles.

Top-tether anchorages are fitted for all rear seating positions of New Zealand vehicles, except the centre rear position in Kia Niro hybrid variants built from April 2024 and sold in New Zealand. In these vehicles, the centre rear seating position is not suitable for installation of child restraints fitted with a top-tether.

DYNAMIC TEST (FRONT)	15.87	(out of 16)
DYNAMIC TEST (SIDE)	6.32	(out of 8)
RESTRAINT INSTALLATION	11.43	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule, one of the selected Type A convertible seats in rearward facing mode, and one of the selected booster seats could not be correctly installed in the centre rear seating position using the available anchorages.

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

Standard on Australian vehicles and some New Zealand vehicles. Not available on Kia Niro hybrid variants built from April 2024 and sold in New Zealand.

~ Not available on Australian vehicles. Not available on New Zealand vehicles built prior to April 2024 and sold before November 2024, but standard from these dates.

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.

84%

41.62 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.

A top-tether anchorage is not provided for the centre rear seating position on Kia Niro hybrid variants built from April 2024 and sold in New Zealand. In these vehicles, the centre rear seating position is not suitable for installation of child restraints fitted with a top-tether.

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

VULNERABLE ROAD USER PROTECTION

76%

41.44 POINTS OUT OF 54

The bonnet of the Kia Niro provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen, on the stiff windscreen pillars and front edge of the bonnet surface.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, however as pedestrian-detecting AEB Backover and Turning were not fitted as standard to the tested vehicle, tests of its effectiveness in these scenarios were not conducted or scored.

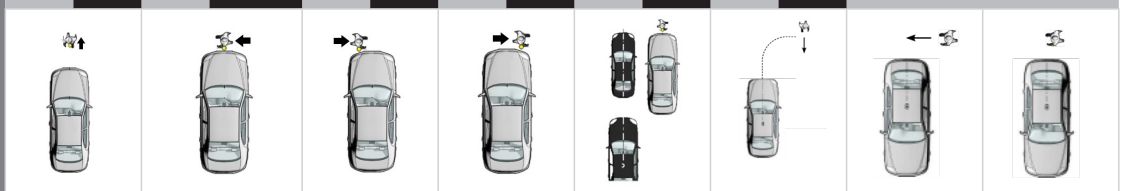
In cyclist test scenarios, the AEB system offered GOOD performance.

HEAD IMPACTS	15.63	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.90	(out of 7)
AEB - Pedestrian (backover)	NOT TESTED	(out of 2)
AEB - Cyclist	7.91	(out of 9)

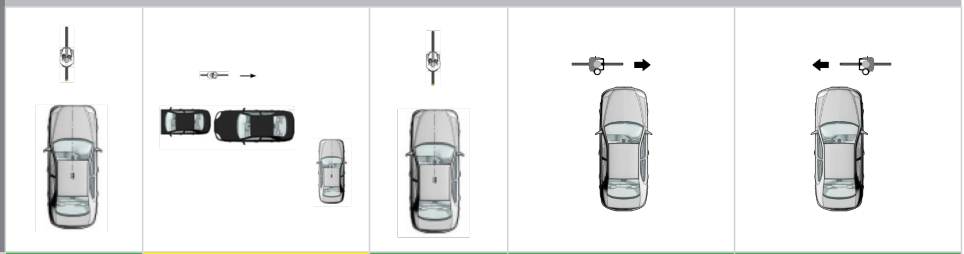
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

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

87%

13.98 POINTS OUT OF 16

The Kia Niro 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 the AEB (Car-to-Car) system showed GOOD performance, with collisions avoided or mitigated in all scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

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

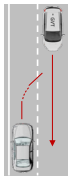
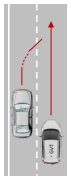
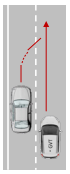
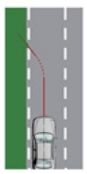
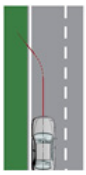
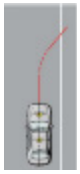
A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

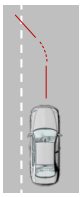
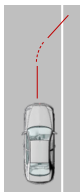
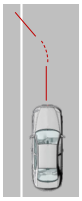
A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	1.67	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.58	(out of 3)
LANE SUPPORT SYSTEMS	3.25	(out of 4)
AEB - Car-to-Car	3.49	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 60-200 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

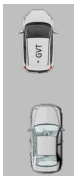
87%
13.98 POINTS OUT OF 16

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

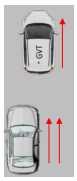
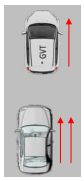
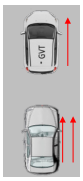
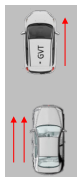
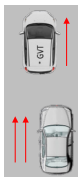
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

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 Niro LHD
TESTED VEHICLE(S) BUILT	2022
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery Electric
RATING PUBLISHED	September 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.

* Fitted as standard to vehicles built from April 2024 and sold from November 2024.

\# Fitted as standard to vehicles built from April 2026 and sold from November 2026.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

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