



KIA Sorento
Standard Safety Equipment

2020 ★★★★★



Adult Occupant



82%

Child Occupant



85%

Vulnerable Road Users



63%

Safety Assist



87%

SPECIFICATION

Tested Model	Kia Sorento 1.6 T-GDI HEV GLS, LHD
Body Type	- 5 door SUV
Year Of Publication	2020
Kerb Weight	1847kg
VIN From Which Rating Applies	- applies to all Sorentos
Class	Large Off-Road 4x4

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	●	●	✗

Version 020221

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✘
Speed Assistance	●
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 31.2 Pts / 82%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 10.8 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.7 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.7 / 4 Pts




Rear Seat Front Seat


ADULT OCCUPANT

Total 31.2 Pts / 82%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as weak, based on dummy measurements of compression. Dummy measurements showed weak protection of the driver's right femur. Although other readings were good, protection was rated as marginal because of structures in the dashboard which could cause a risk to occupants of different sizes or those sitting in different positions. Analysis of the barrier into which the Sorento crashed showed some localised areas of high deformation and a modest penalty was applied to the score for the risk this represented to the opposing vehicle. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection was good for all critical body areas. Similarly, in the more severe side pole impact, protection was at least adequate. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The Sorento is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Sorento is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

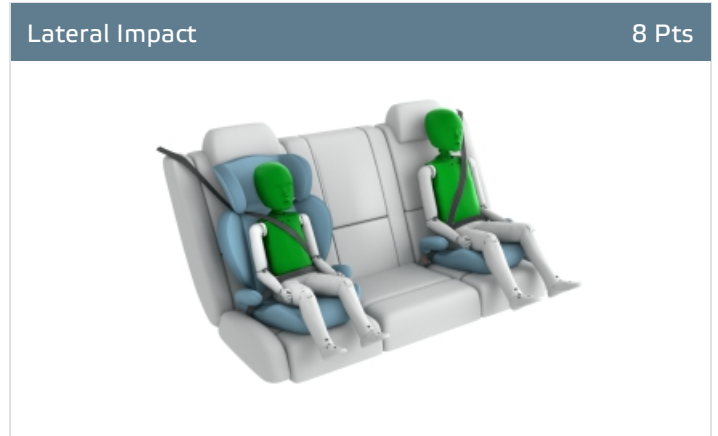
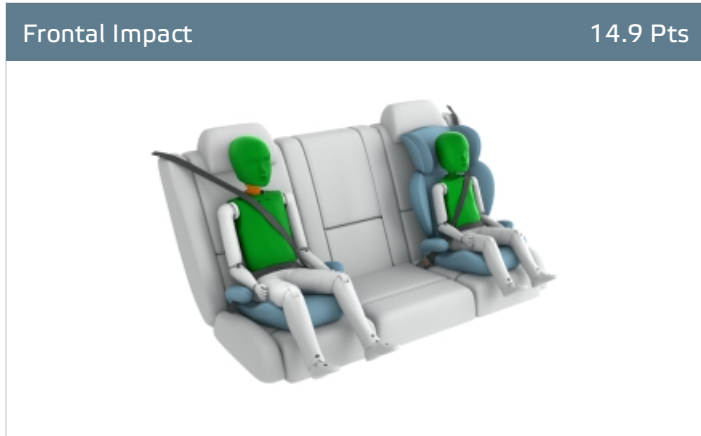
CHILD OCCUPANT

Total 41.9 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX2 R*
 Restraint for 10 year old child: *Booster cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *	3rd row center
Isfix	✘	●	✘	●	✘
i-Size	✘	●	✘	✘	✘
Integrated CRS	✘	✘	✘	✘	✘

* Third row seats available as option

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.9 Pts / 85%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.9 Pts / 85%

	Seat Position						
	Front	2nd row			3rd row		
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	—	—	—
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	—	—	—
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●	—	—	—
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●	—	—	—
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●	—	—	—
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●	✘	●	✘
Britax Römer KidFix XP (ISOFIX)	—	●	—	●	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	✘	●	✘
Britax Römer King II LS (Belt)	●	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●	●

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

— Not available

Comments

In the frontal offset test, protection of both child dummies was good except for the neck of the 10-year dummy, protection of which was marginal. In the side barrier test, protection of all critical body regions was good and the Sorento scored maximum points for this part of the assessment. 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 restraints for which the Sorento is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 34.1 Pts / 63%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

21.2 / 36 Pts



Head Impact	14.5 Pts
Pelvis Impact	0.8 Pts
Leg Impact	5.9 Pts

Vulnerable Road Users


13.0 / 18 Pts

System Name	FCA-Ped
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

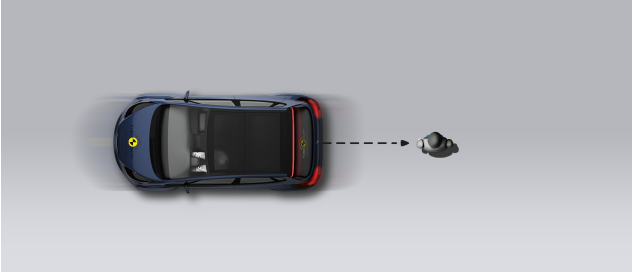
Total 34.1 Pts / 63%

AEB Pedestrian

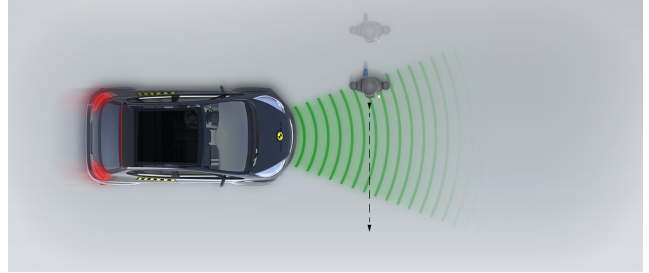
 6.0 / 9 Pts

■ Day time

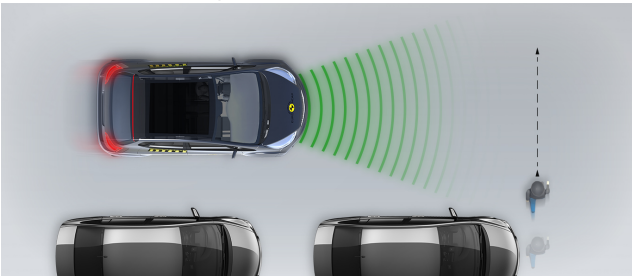
Vehicle reversing into standing pedestrian



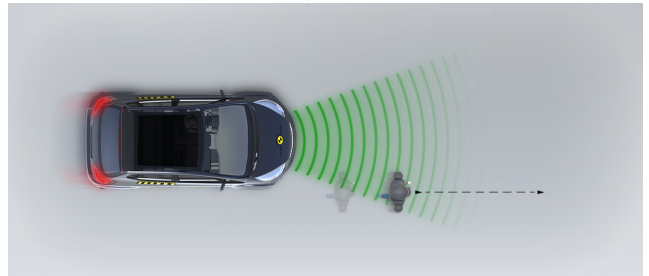
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

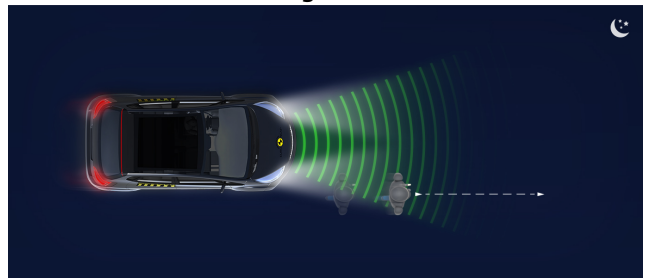


■ Night time

Adult crossing the road

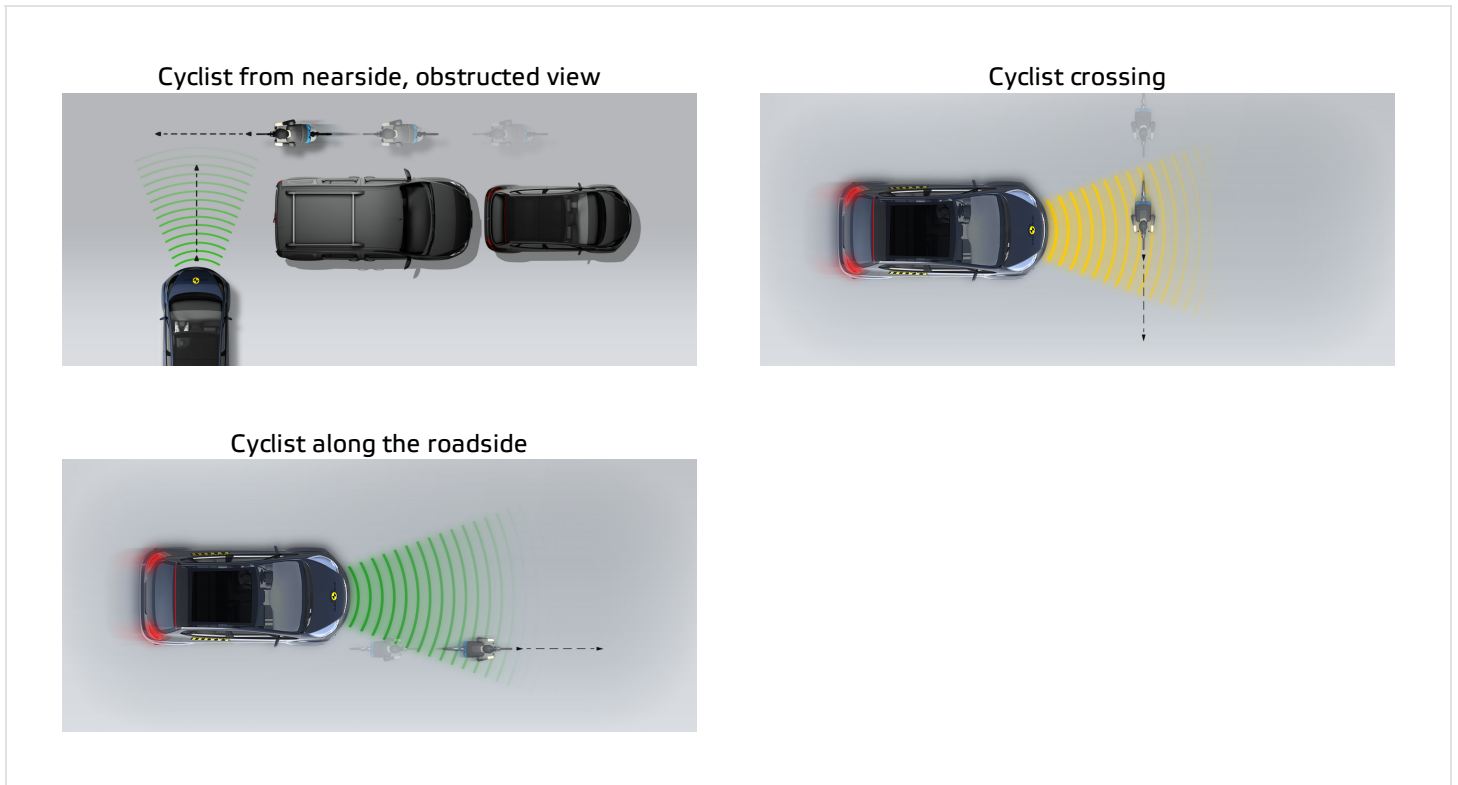


Adult along the roadside



VULNERABLE ROAD USERS

Total 34.1 Pts / 63%

AEB Cyclist
7.0 / 9 Pts
**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs but protection of the pelvis was predominantly poor. The Sorento's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was adequate, with collisions avoided or mitigated in most cases, and to cyclists was good. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 14.0 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.8 / 3 Pts

> Seatbelt Reminder

■ 1.8 / 2 Pts

Applies To	Front and rear seats, including optional third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Attention Warning
Type	Steering input
Operational From	30 km/h

SAFETY ASSIST

Total 14.0 Pts / 87%

Lane Support

3.3 / 4 Pts

System Name	Lane Keeping Assist	
Type	LKA	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.5 / 6 Pts

System Name	FCA	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

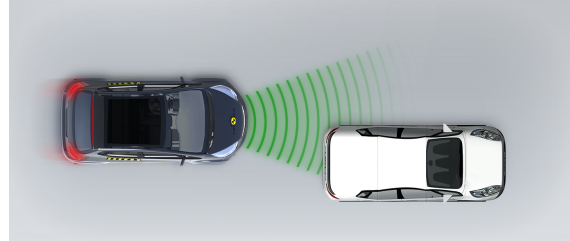
Total 14.0 Pts / 87%

■ Autobrake function only

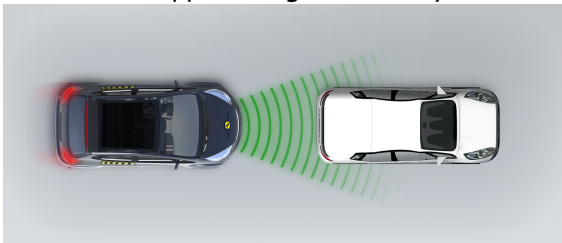
Test car turns across the path of an approaching car



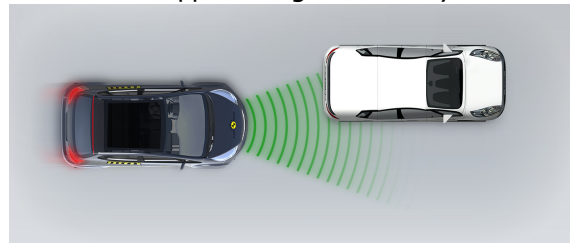
Approaching a stationary car



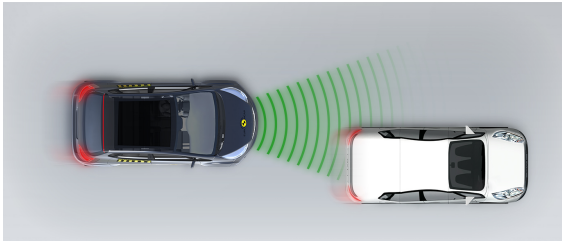
Approaching a stationary car



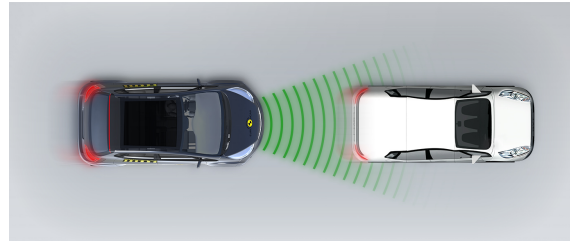
Approaching a stationary car



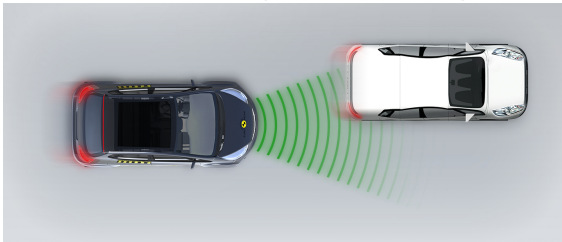
Approaching a slower moving car



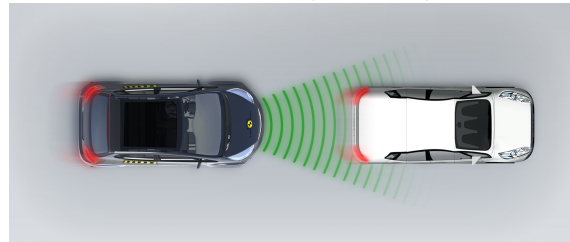
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

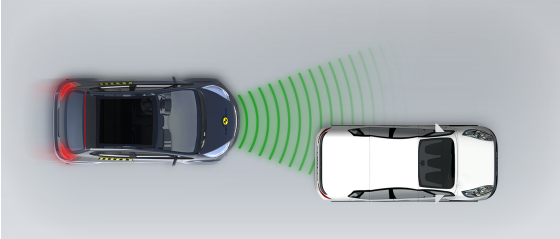


 SAFETY ASSIST

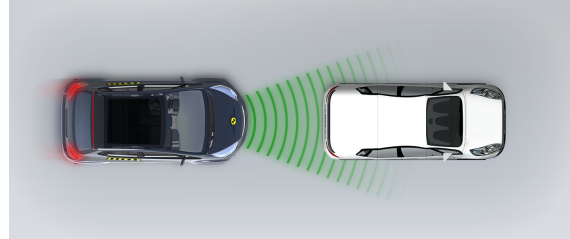
Total 14.0 Pts / 87%

■ Driver reacts to warning

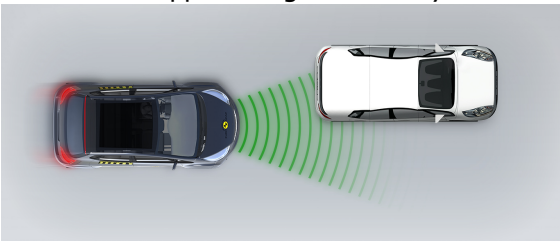
Approaching a stationary car



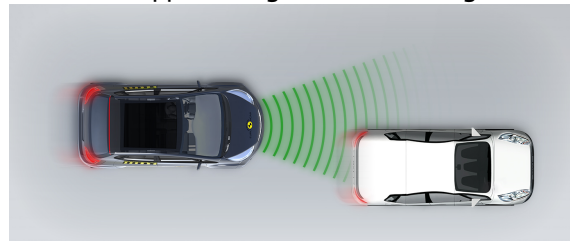
Approaching a stationary car



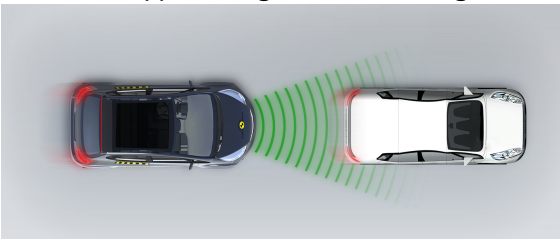
Approaching a stationary car



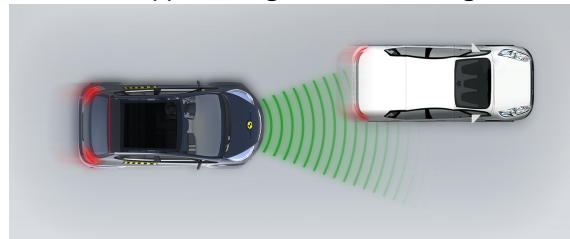
Approaching a slower moving car



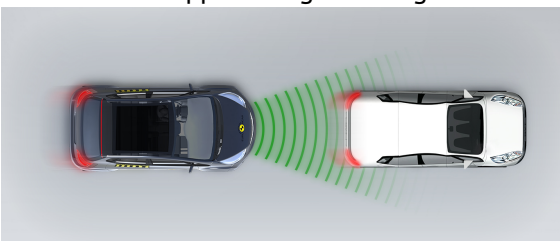
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 14.0 Pts / 87%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, the Sorento has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. The Sorento has, as standard, a camera-based traffic sign recognition system which identifies the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.2 diesel	2.2 CRDi	4 x 2	✓	✓
5 door SUV	2.2 diesel	2.2 CRDi	4 x 4	✓	✓
5 door SUV	1.6 petrol hybrid	1.6 T-GDI	4 x 2	✓	✓
5 door SUV	1.6 petrol hybrid	1.6 T-GDI*	4 x 4	✓	✓
5 door SUV	1.6 petrol plug-in hybrid	1.6 T-GDI	4 x 4	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2020	Rating Published	2020 ★★★★★ ✓