



Kia Ceed

Standard Safety Equipment

2019



Adult Occupant



88%

Child Occupant



85%

Vulnerable Road Users



52%

Safety Assist



68%

SPECIFICATION

Tested Model	Kia Ceed 1.4T-GDI 'EX', LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1240kg
VIN From Which Rating Applies	- all Kia Ceed
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	○
AEB Cyclist	○
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 33.8 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Offset Deformable Barrier

6.8 / 8 Pts



Passenger



Driver

Frontal Full Width

7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact

14 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 33.8 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



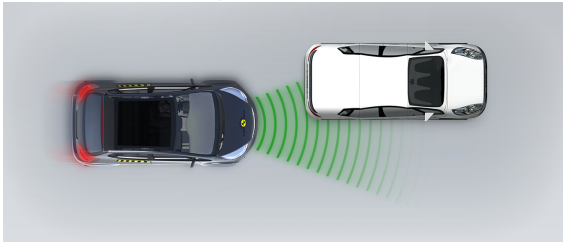
POOR

AEB City

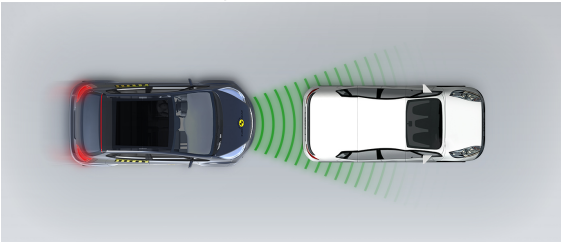


4 / 4 Pts

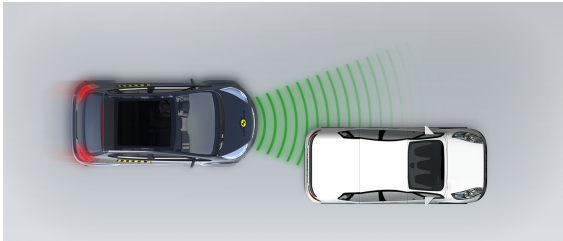
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 33.8 Pts / 88%

Comments

The passenger compartment of the Ceed remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Kia showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. There was insufficient pressure in the driver's airbag to prevent the head from flattening out the airbag and, in effect, making contact with the steering wheel. Although dummy readings did not reveal critical injury values, the score was penalised and protection of this body area reduced to 'adequate'. In the full-width rigid barrier test, protection of all body areas was good or adequate for both the driver and rear passenger. In the side barrier impact, protection of all critical parts of the body was good and the Ceed scored full points in this test. However, in the more severe side pole test, readings of shoulder force indicated that this part of the dummy had taken much of the load that would otherwise have been on the ribs. As a result, the score for the chest was heavily penalised and its protection was rated as poor. Protection of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Ceed has, as standard, an autonomous emergency braking (AEB) system that operates at the low speeds at which many whiplash injuries occur. In Euro NCAP's tests, the system performed well.

 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

Frontal Impact

14.9 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix II XP*Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 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

12 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



CHILD OCCUPANT

Total 41.9 Pts / 85%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



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		
	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)	□	●	□	●
Britax Römer Duo Plus (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

Comments

With the exception of the neck of the 10 year dummy, for which dummy readings of tensile forces indicated marginal protection, all critical body areas were well or adequately protected in the frontal offset test. In the side barrier impact, protection of all critical body areas was good and the car 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 restraint types for which the Ceed is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 25.2 Pts / 52%



GOOD



ADEQUATE



MARGINAL



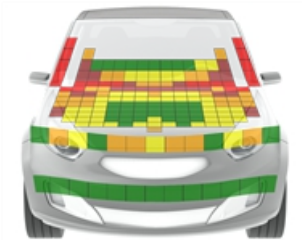
WEAK



POOR

Pedestrian

25.2 / 36 Pts



Head Impact	14.2 Pts
Pelvis Impact	5 Pts
Leg Impact	6 Pts

Vulnerable Road Users

0 / 12 Pts

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs but protection of the pelvis was mixed, with results ranging from good to marginal. The AEB system fitted as standard responds only to other vehicles and does not detect vulnerable road users like pedestrians and cyclists.



SAFETY ASSIST

Total 8.9 Pts / 68%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Speed Assistance

 1.3 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA)
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

 2.8 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual			
Audible			
Occupant detection	—		

 Pass
  Fail
 — Not available

Lane Support

 3.3 / 4 Pts

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



SAFETY ASSIST

Total 8.9 Pts / 68%

AEB Interurban

1.6 / 3 Pts

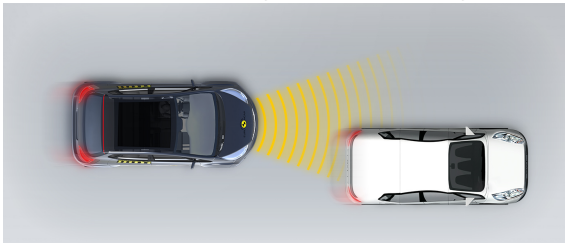
System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h

Comments

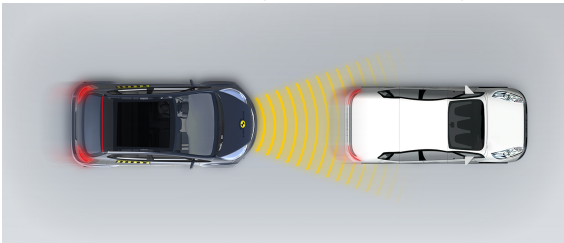
The Ceed has a seatbelt reminder for the front and rear seats. Lane support helps to prevent accidental drifting out of lane and also intervenes more aggressively in certain critical situations. A driver-set speed limiter helps to prevent over-speeding. The standard-fit AEB system performed adequately in tests of its response to other vehicles at highway speeds.

■ Autobrake function only

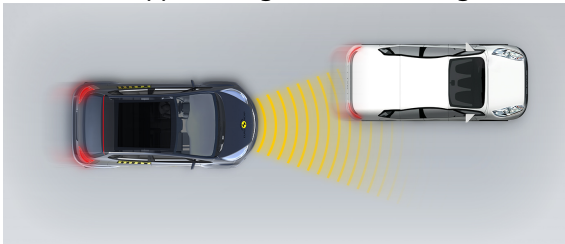
Approaching a slower moving car



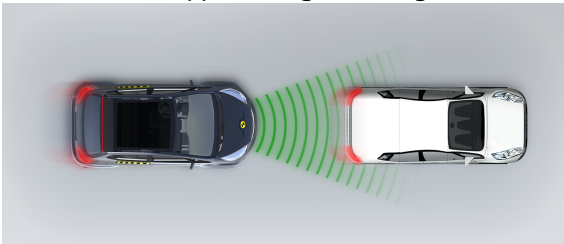
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



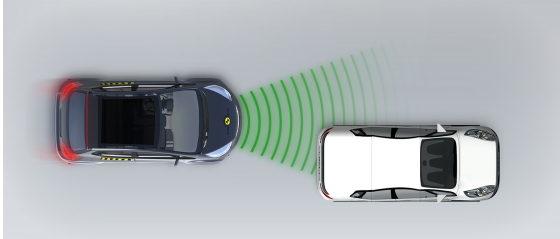


SAFETY ASSIST

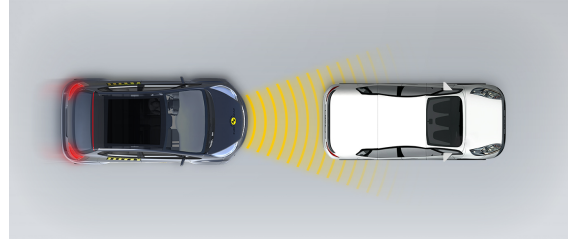
Total 8.9 Pts / 68%

■ Driver reacts to warning

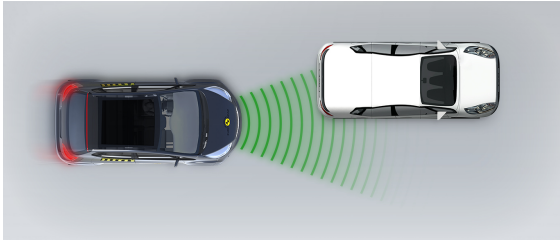
Approaching a stationary car



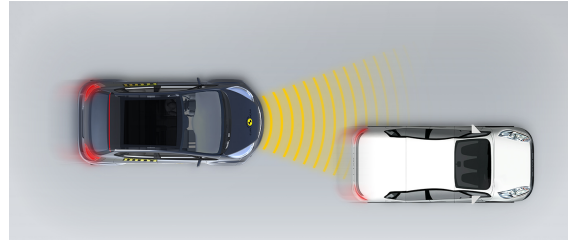
Approaching a stationary car



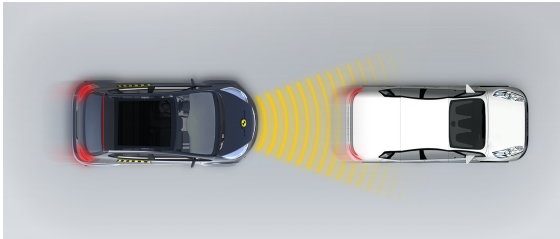
Approaching a stationary car



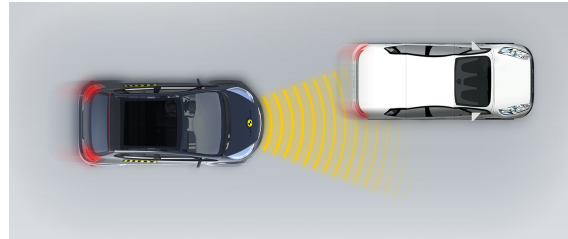
Approaching a slower moving car



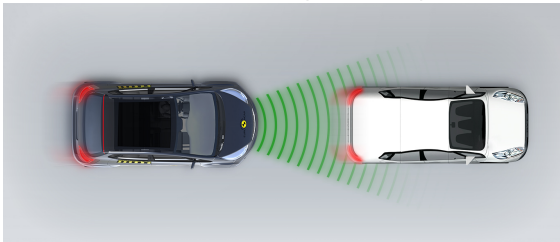
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.0 T-GDI	Ceed	4 x 2	✓	✓
5 door hatchback	1.4 T-GDI*	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 T-GDI	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi	Ceed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi 48V EV	Ceed	4 x 2	✓	✓
5 door estate	1.0 T-GDI	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.4 T-GDI	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.6 CRDi	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.6 CRDi 48V EV	Ceed Sportswagon	4 x 2	✓	✓
5 door estate	1.0 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.4 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.6 T-GDI	ProCeed	4 x 2	✓	✓
5 door estate	1.6 CRDi	ProCeed	4 x 2	✓	✓
5 door estate	1.6 CRDi 48V EV	ProCeed	4 x 2	✓	✓
5 door hatchback	1.0 T-GDI	XCeed	4 x 2	✓	✓
5 door	1.4 T-GDI	XCeed	4 x 2	✓	✓

hatchback					
5 door hatchback	1.6 T-GDI	XCeed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi	XCeed	4 x 2	✓	✓
5 door hatchback	1.6 CRDi 48V EV	XCeed	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2019	Rating Published	2019 ★★★★★ ☆	✓