KIA SORENTO

AUGUST 2020 - ONWARDS
DIESEL VARIANTS ONLY

ANCAP SAFETY

TESTED 2020 ★★★★★

RATING YEAR	2020
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel variants only
AIRBAGS	Dual frontal, centre, side chest, side head (1st & 2nd rows)

The Kia Sorento was introduced in Australia and New Zealand in August 2020. This ANCAP safety rating applies to the 2.2 litre diesel variants only. Petrol variants are currently 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 a speed assist system (SAS) are standard on all variants.

82% ADULT OCCUPANT PROTECTION

85% CHILD OCCUPANT PROTECTION

63% VULNERABLE ROAD USER PROTECTION

89% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia Sorento S	5 door SUV	2.2 litre turbo diesel	AWD	✓	-
Kia Sorento Sport	5 door SUV	2.2 litre turbo diesel	AWD	✓	-
Kia Sorento Sport+	5 door SUV	2.2 litre turbo diesel	AWD	✓	-
Kia Sorento GT-Line	5 door SUV	2.2 litre turbo diesel	AWD	✓	-
Kia Sorento S	5 door SUV	3.5 litre petrol	FWD	✗	-
Kia Sorento Sport	5 door SUV	3.5 litre petrol	FWD	✗	-
Kia Sorento Sport+	5 door SUV	3.5 litre petrol	FWD	✗	-
Kia Sorento GT-Line	5 door SUV	3.5 litre petrol	FWD	✗	-
Kia Sorento LX	5 door SUV	2.2 litre turbo diesel	AWD	-	✓
Kia Sorento EX	5 door SUV	2.2 litre turbo diesel	AWD	-	✓
Kia Sorento Deluxe	5 door SUV	2.2 litre turbo diesel	AWD	-	✓
Kia Sorento Premium	5 door SUV	2.2 litre turbo diesel	AWD	-	✓

ADULT OCCUPANT PROTECTION

82%
31.23 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver chest and upper legs was WEAK and lower legs was MARGINAL, while protection of the passenger's upper legs was MARGINAL. Protection for all other critical body regions was GOOD.

The front structure of the Kia Sorento presented a lower risk to the occupants of an oncoming vehicle in this test, and a moderate 1.39 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, as well as the neck of the rear passenger. Protection was GOOD for all other critical body areas.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the oblique pole test, chest protection was ADEQUATE, with GOOD protection for all other critical body areas.

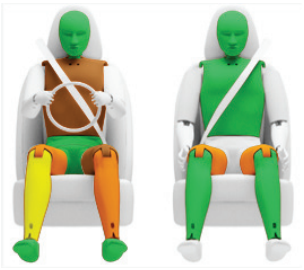
The centre airbag prevented contact between the heads of the front seat occupants in the two side impact tests conducted.

A Rescue Sheet, providing information for first responders in the event of a crash, is available for all rated variants of the Kia Sorento.

FRONTAL OFFSET (MPDB)#	3.50 (out of 8)
FULL WIDTH FRONTAL#	7.31 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	5.73 (out of 6)
WHIPLASH PROTECTION	3.69 (out of 4)
FAR SIDE IMPACT	4.00 (out of 4)
RESCUE & EXTRICATION	1.00 (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:	1.10 pts
Upper legs:	0.85 pts
Lower legs:	2.44 pts
Deductions:	-1.00 pt (variable contact)
	-1.00 pt (concentrated load)

FRONT PASSENGER

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

COMPATIBILITY

Deductions: -1.39 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.28 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.24 pts
Chest:	2.72 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Multi-Collision Braking	✓
Rescue Sheet	✓

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:	3.28 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:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: No penalty

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	3.00 pts
Rear passenger:	0.69 pts

CHILD OCCUPANT PROTECTION

85%
42.09 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

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

The Kia Sorento is fitted with lower ISOFix anchorages on the rear outboard seats in the second and third row of 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, however care is needed to correctly install the ISOFix restraints in the third row seating positions.

DYNAMIC TEST (FRONT)	14.89 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.20 (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.

88%
42.09 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW 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

63%
34.13 POINTS
OUT OF 54

The bonnet of the Kia Sorento 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 and on the stiff windscreen pillars. The bumper provided GOOD or ADEQUATE protection to pedestrians' legs, however protection of the pelvis was predominantly POOR.

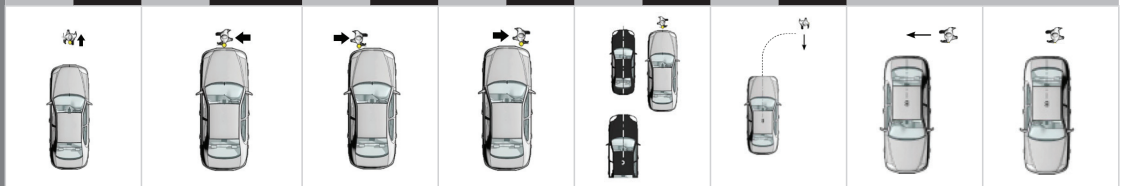
The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in many daylight scenarios and GOOD performance in night-time scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	14.51 (out of 24)
UPPER LEG IMPACTS	0.80 (out of 6)
LOWER LEG IMPACTS	5.87 (out of 6)
AEB - Pedestrian (forward)	5.96 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	6.99 (out of 9)

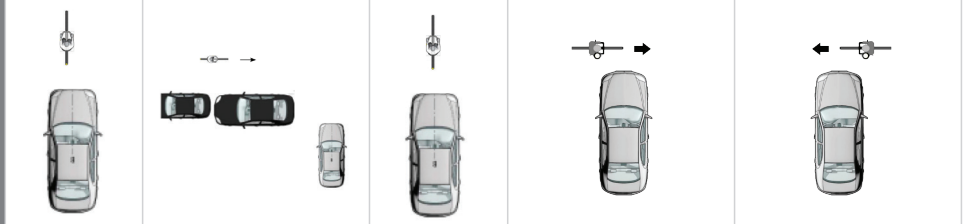
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision Assistance (FC)
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

	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

SAFETY ASSIST

89%
14.25 POINTS
OUT OF 16

The Kia Sorento is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), 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 test scenarios. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios. Overall performance of the LSS system was classified as GOOD.

A speed assistance system (SAS) is also standard on the Kia Sorento. This map-based system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the centre seating position in the second row seat.

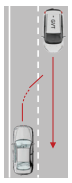
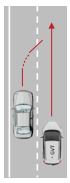
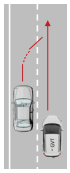
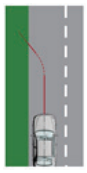
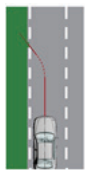
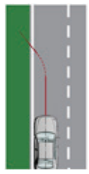
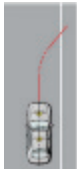
A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS	
- Seat belt reminders	1.80 (out of 2)
- Driver monitoring	1.00 (out of 1)
SPEED ASSISTANCE SYSTEMS	2.70 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Car-to-Car	3.50 (out of 4)
AEB - Junction Assist	2.00 (out of 2)

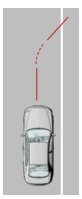
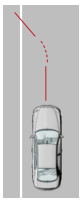
LANE SUPPORT SYSTEMS (LSS)

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

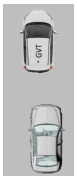
89%
14.25 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Autonomous Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-75 km/h
DESCRIPTION: Defaults ON for every journey

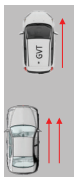
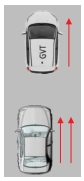
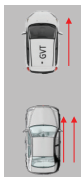
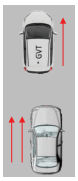
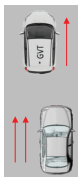
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

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			

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	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Map based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Kia Sorento LHD
TESTE VEHICLE(S) BUILT	2020
TESTED BODY TYPE	SUV
TESTED VEHICLE ENGINE	1.6 litre T-GDI HEV
RATING PUBLISHED	December 2020
RATING UPDATED	N/A

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	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic 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 ○ OPTIONAL ✕ NOT AVAILABLE

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