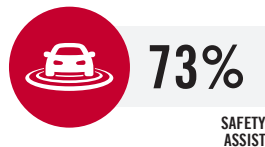
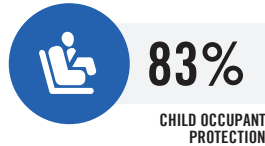


KIA CERATO

JUNE 2021 - ONWARDS
ALL VARIANTS EXCEPT S & SPORT



TESTED
2019



KIA CERATO GT

OVERVIEW

The Kia Cerato sedan (BD series) was first introduced in Australia in May 2018, with hatch variants released from December 2018. The Cerato sedan and hatch were first released in New Zealand from September 2018.

This 5 star ANCAP safety rating applies to all sedan and hatch variants build from April 2021 (on sale from June 2021) **except** Cerato S and Cerato Sport variants without *Safety Pack 1*. A separate ANCAP safety rating is available for these variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. Autonomous emergency braking (City, Interurban and Pedestrian) is standard on all variants built from April 2021.

A lane keep assist (LKA) system with lane departure warning (LDW) and a manual-set speed limiter are standard on all variants.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

Small Car

AIRBAGS

Dual frontal, side chest, side head

RATING APPLICABILITY


VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Kia Cerato S	Sedan & Hatch	2.0 litre petrol	4x2	[4 stars]	-
Kia Cerato S with Safety Pack 1 ♦	Sedan & Hatch	2.0 litre petrol	4x2	✓	-
Kia Cerato Sport	Sedan & Hatch	2.0 litre petrol	4x2	[4 stars]	-
Kia Cerato Sport with Safety Pack 1	Sedan & Hatch	2.0 litre petrol	4x2	✓	-
Kia Cerato Sport+	Sedan & Hatch	2.0 litre petrol	4x2	✓	-
Kia Cerato LX	Hatch	2.0 litre petrol	4x2	-	✓
Kia Cerato LX+	Hatch	2.0 litre petrol	4x2	-	✓
Kia Cerato GT	Sedan	1.6 litre petrol turbo	4x2	✓	-
Kia Cerato GT	Hatch	1.6 litre petrol turbo	4x2	✓	✓
Kia Cerato Deluxe	Hatch	2.0 litre petrol	4x2	-	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

ADULT OCCUPANT PROTECTION



90%
34.25 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and the lower legs of both the driver and front passenger. Brake pedal movement resulted in driver foot protection being rated ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

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

GOOD protection was provided for the driver in the side impact test. In the oblique pole test, protection of the chest was WEAK while all other areas provided GOOD protection.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving and earned full points.

FRONTAL OFFSET#	6.85 (out of 8)
FULL WIDTH FRONTAL#	7.36 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	6.40 (out of 8)
WHIPLASH PROTECTION	1.64 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	2.90 points
Upper legs:	4.00 points
Lower legs:	2.80 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.68 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.69 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	1.75 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

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

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	0.80 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

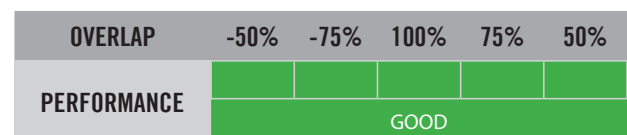
Rear:	0.31 points
Front:	1.33 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points



■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

CHILD OCCUPANT PROTECTION



83%

41.06 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated WEAK protection of the neck of the 10 year dummy. Otherwise, protection of both dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Kia Cerato is fitted with lower ISOfix anchorages for 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 Type A convertible seats could not be correctly installed in rearward facing mode using the ISOfix anchorages. In addition, care is required when installing a Type E booster in the centre rear position.

DYNAMIC TEST (FRONT)	14.65 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.41 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/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

NOTE: The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



83%

41.06 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

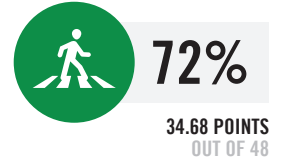
CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	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

VULNERABLE ROAD USER PROTECTION



The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while MARGINAL and POOR results were recorded at the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis area was GOOD or ADEQUATE, while the bumper showed GOOD results for leg impacts.

An autonomous emergency braking system capable of detecting and reacting to pedestrians and cyclists is standard on Cerato variants with the exception of the Cerato S and Cerato Sport where this feature is available as part of an optional safety pack. Testing of this system showed ADEQUATE performance in pedestrian test scenarios, while GOOD performance was seen in cyclist test scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as ADEQUATE.

HEAD IMPACTS	14.57 (out of 24)
UPPER LEG IMPACTS	5.94 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	3.43 (out of 6)
AEB - Cyclist	4.74 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: AEB with FCWS - Pedestrian & Cyclist Avoidance (Safety Pack 1)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING		Cyclist crossing from kerb		Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
	[Icon]		[Icon]		[Icon]		[Icon]		[Icon]		[Icon]		[Icon]		[Icon]	[Icon]
PERFORMANCE	[Green]	[Red]	[Green]	[Yellow]	[Green]	[Orange]	[Orange]	[Orange]	[Orange]	[Green]	[Red]	[Red]	[Yellow]	[Yellow]	[Yellow]	[Green]
	ADEQUATE										GOOD					



SAFETY ASSIST



73%

9.49 POINTS
OUT OF 13

The Kia Cerato is fitted with an autonomous emergency braking (AEB) system as standard equipment. A more advanced system capable of detecting and reacting to vulnerable road users is optional on Cerato S and Cerato Sport variants, and standard on all other variants.

A lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW) is standard. A blind spot monitoring system (BSM) is optional on some variants as part of Safety Pack 1, and standard on others.

Tests of the optional AEB system showed some GOOD performance at highway speeds, with collisions avoided or mitigated in most scenarios. Overall, AEB system effectiveness for higher speed scenarios was rated ADEQUATE.

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

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	2.83 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Interurban	2.16 (out of 3)

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 80-180 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE		-	-	-	-			
GOOD								

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge		
	PERFORMANCE										
GOOD											

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



73%

9.49 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: AEB with FCWS (Safety Pack 1)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey.

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

FORWARD COLLISION WARNING (FCW)		
TEST SCENARIO	Driving towards a stationary car	Driving towards a slower moving car
PERFORMANCE	GOOD	

AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
PERFORMANCE	GOOD									

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

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 - 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)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	✗	✗

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)*	○	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	○	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
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	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

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

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

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.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Kia Cerato S with Safety Pack 1 RHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	4 door sedan
TESTED VEHICLE ENGINE	2.0 litre petrol
RATING PUBLISHED	January 2019
RATING UPDATED	July 2021