



Kia PICANTO - DRIVER AIRBAG



10.78 max. 17.00 - Adult Occupant



17.00 max. 49.00 - Child Occupant



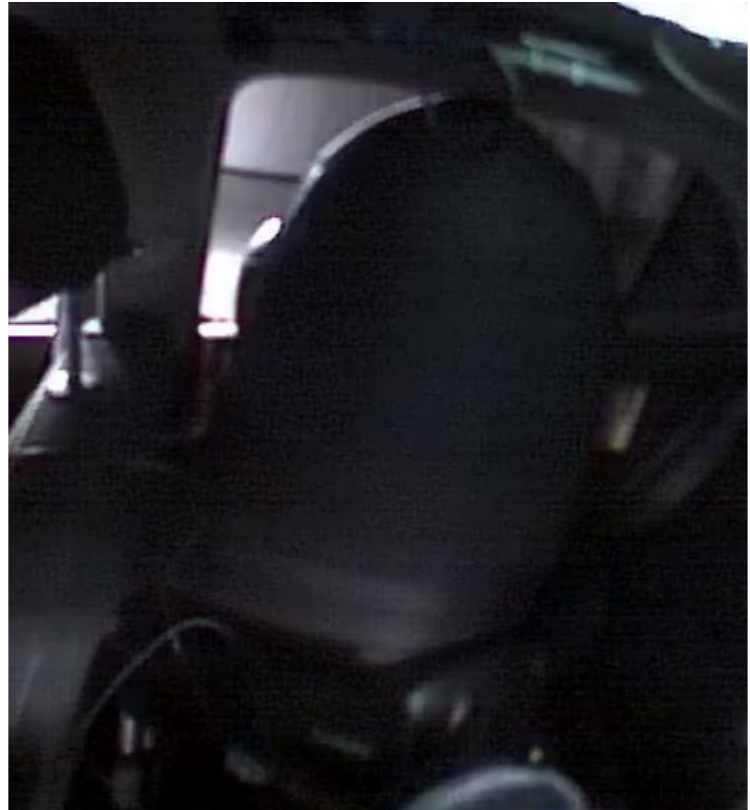
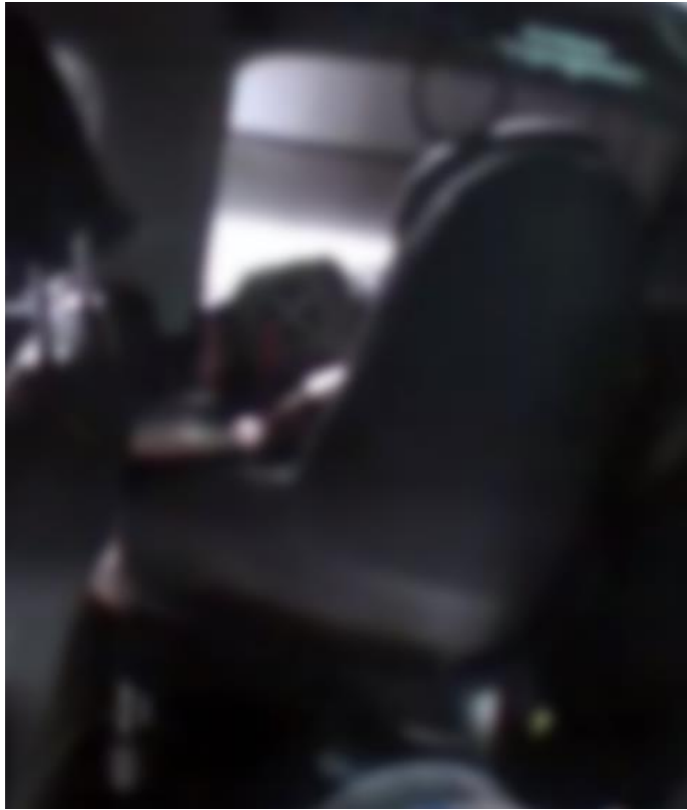
FRONT PASSENGER



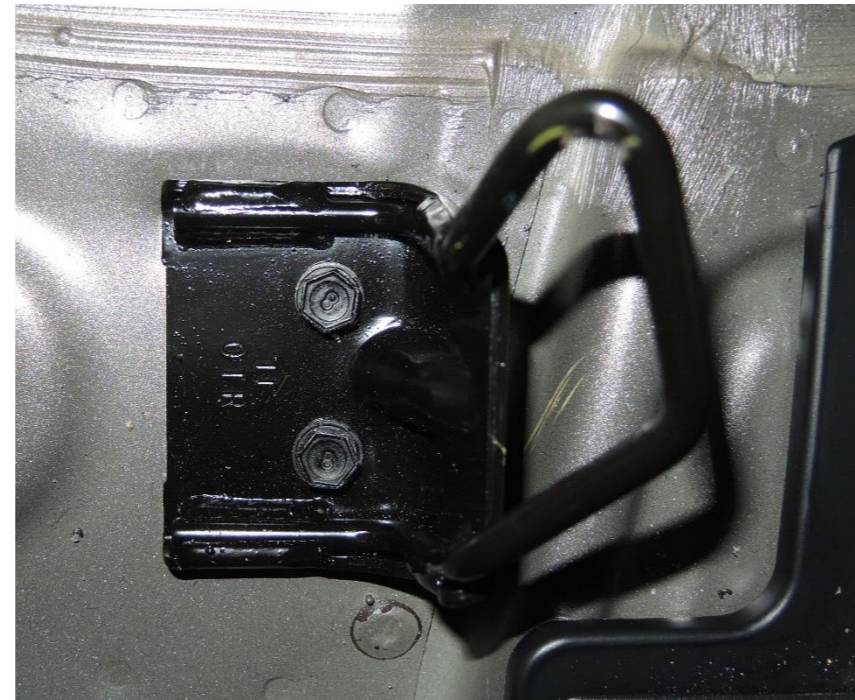
DRIVER

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Kia Picanto (Q3)



Kia Picanto (Q3)

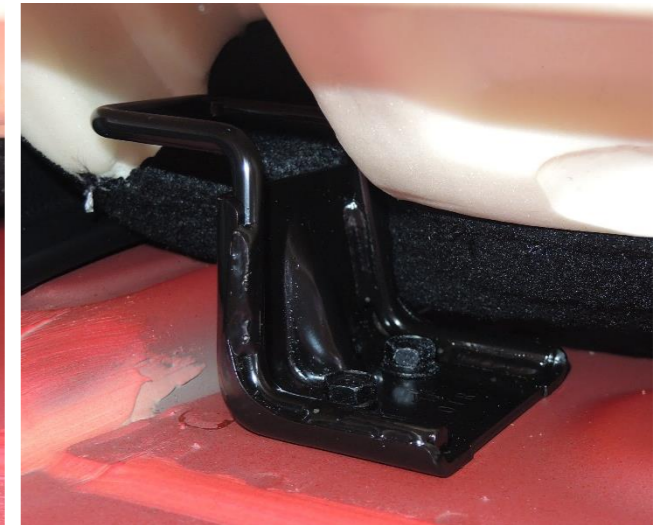
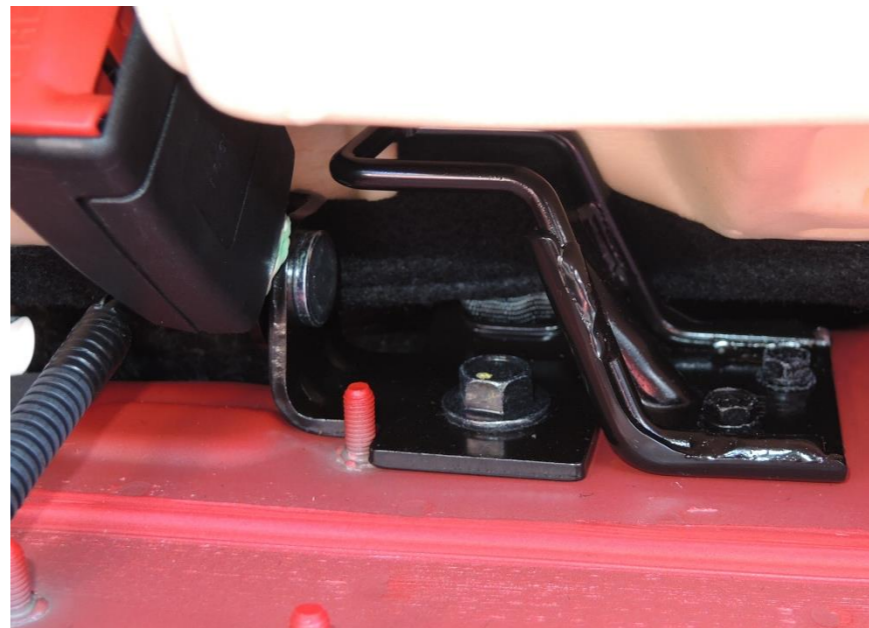


**CRS: MAXI COSI PEARL with FAMILY FIX (ISOFIX BASE)
purchased in Europe for the test**

Kia Picanto



Kia Picanto ISOFIX anchorages from the South African car are identical to the Kia Picanto ISOFIX anchorages for Europe and produced in the same production plant. Both Picantos are produced in the same plant



South Africa

Europe

Kia Picanto: failure reproduced



Similar geometry, same CRS, same Dummy, same configuration



Both CRS and vehicle met UN regulations.

Failure mechanics

- 1) Deformation of ISOFIX anchorages
- 2) Angle of CRS ISOFIX and car ISOFIX compromised



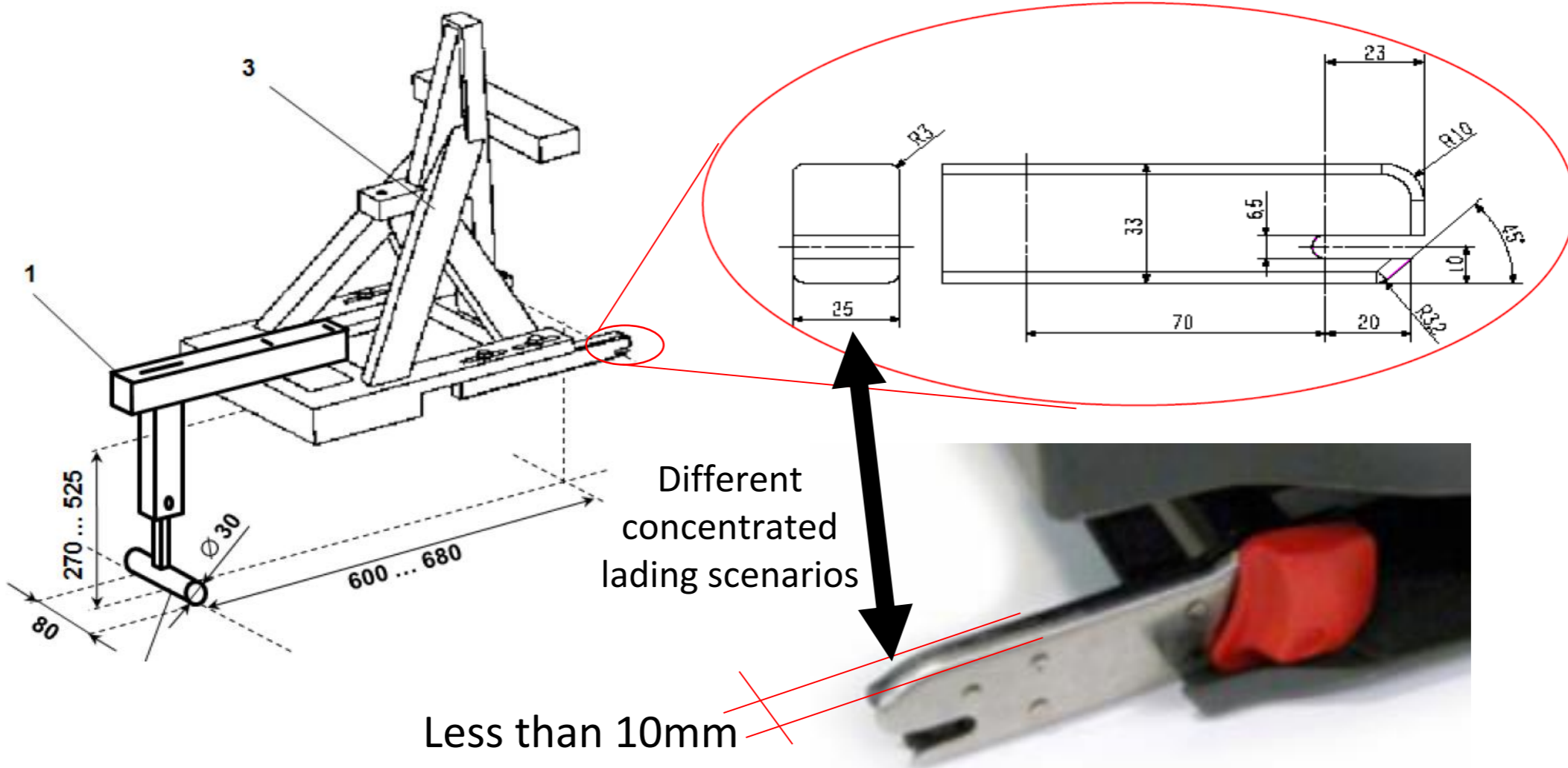
- Combination of another CRS under same loading conditions (Q3 FWF with ISOFIX and support leg) was tested with same anchorages and no failure was detected.
- The tested CRS with was tested in many other vehicles in similar loading conditions (Q3 FWF with ISOFIX and support leg) and no failures were detected.
- The particular combination described above showed this failure and involves a popular vehicle as well as a popular child seat.
- The Euro NCAP program no longer tests this configuration with a Q3 dummy, which is the most critical in terms of loading for integral harness systems. Although i-Size promotes Q3 RWF (no failure in this case), many consumers in Europe and other regions transport toddlers of this age forward facing.
- How many other combinations are being missed?

Immediate action:

- The CRS manufacturer removed the car from the “vehicle list” for the CRS involved.
- How many other combinations car/CRS are being missed?

Future actions:

- Proposal to review UN-R145 regarding deformations allowed and load configuration tests







Thank you very much



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