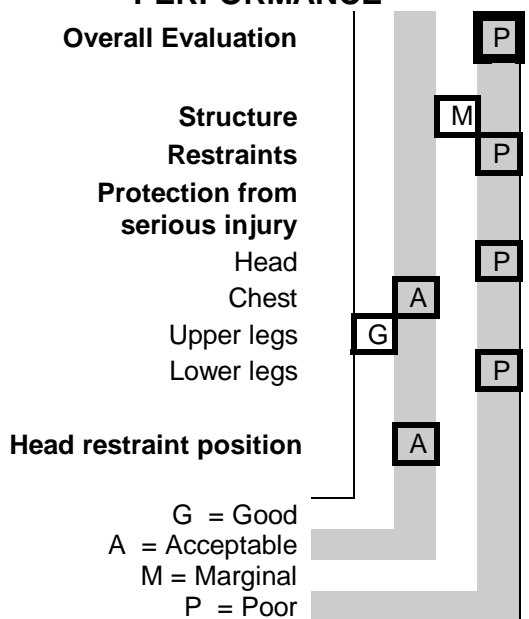


4-Wheel-Drive Crash Tests 1997-99* Kia Sportage No airbags fitted

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1510 kg Built: April 1997 & Feb 98
* Models built from Dec 1996 to mid-1999

OVERALL EVALUATION : POOR

Protection from serious head injury was poor for the driver and passenger in both crash tests. The passenger compartment of the Sportage was substantially deformed in the offset crash test. Protection from serious lower leg injury was poor for the driver in the offset crash test.

Safety features

Airbags were not available for the Sportage at the time of the test. ABS brakes are optional for about \$900.

The front seat belt buckles are mounted on the seats. This feature improves the fit of the seat belt.

The lower dash on the driver's side is padded to improve protection from knee injury.

STRUCTURE : MARGINAL

Full frontal crash test

The passenger compartment held its shape well in the full frontal crash test. The centre pillars were creased at the top and at mid-height but held their shape. All doors remained closed during the crash. After the crash all doors could be opened with manual effort. Both rear doors locked during the crash - this could hamper rescue efforts.

Offset crash test

The passenger compartment was substantially deformed in the offset crash test. The front part of the driver's floor was pushed rearwards 29cm and was severely folded. The dash was pushed 12cm towards the driver and was starting to tear away from the side. The width of the driver's doorway shortened by 16cm.



Offset crash test at 64km/h

All doors remained closed during the crash. After the crash moderate manual effort was required to open the rear door on the driver's side. The other doors easily opened. Both rear doors locked during the crash - this could hamper rescue efforts.

RESTRAINTS : POOR

Full frontal crash test

The driver's head hit the steering wheel with a very severe impact. The steering wheel was moving back at the time. The passenger's head hit the dash with a very severe impact. Seat belt webbing pay-out and forward movement of both front seats contributed to excessive forward movement of both occupants at the height of the crash. Protection from serious head injury was poor for both driver and passenger.

Offset crash test

The driver's head hit the steering wheel with a severe impact. The passenger's head hit the dash with a severe impact. Protection from serious head injury was poor for both driver and passenger. During rebound the driver's head hit the centre pillar and top of the door.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	1611	>2000	1293	1249
Chest (mm)	54	45	44	38
Chest (g)	69	60	55	47
Upper legs L	5.1	5.9	3.3	0.8
(kN) R	2.2	4.9	3.5	3.9
Lower leg L	-	-	0.4	-
index R	-	-	2.2	-
Injury Risk %	76	98	47	41
Overall Injury Risk			65%	81%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.



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