

 **Kia EV2**

2026 | ★★★★★

 Standard

 Tested model
Kia EV2 Long Range 'Earth', LHD

 Body type
SUV

 Kerb weight
2565 kg

 Class
Small SUV

 Publication
October 2026


VERDICT

The Kia EV2 gains a 5-star rating, reflecting good all-round performance. The car's star rating is secured by its strong performance in Safe Driving and Crash Protection.

Safe Driving

The Kia EV2 correctly identifies seatbelt mis-use and recognises the presence of all rear seat occupants, scoring full points in this part of the assessment. The car recognises occupants sitting 'out of position', with their feet on the dashboard, for example, and occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The Kia EV2 is not equipped with Child Presence Detection as standard, which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The EV2 makes good use of manual buttons and switches both for comfort and infotainment and driving controls and scores full points in this part of the assessment. The speed assistance system of the Kia EV2 proved effective. In a test drive of

around 2000 km through Italy, Germany and Austria, the system correctly identified the limit in 79 percent of cases, representing 86 percent of the distance covered.

Crash Avoidance

The Kia EV2 is equipped with all of the latest crash avoidance technologies, and scores well for most of them. The car protects against 'dooring', where a door is opened into the path of a cyclist approaching from behind. However, the car shows only modest performance in these sorts of low-speed collisions.

Crash Protection

In the frontal offset test, protection of the front passenger's chest was marginal but that of all other body regions was good or adequate. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the

Kia EV2 would be a [somewhat aggressive] impact partner in a frontal collision. Good or adequate protection was provided to all critical body areas in the side barrier test and in the more severe side pole impact. The Kia EV2 has a centre airbag to protect against occupant-to-occupant injuries in a side impact. The airbag performed well in Euro NCAP's test, with good protection of the front seat occupants' heads. Protection of vulnerable road users was mixed: generally good for the head of a struck cyclist but adequate or marginal for the head of a struck pedestrian; good or adequate for the femur and the knee and tibia, but more mixed for the pelvis.

Post Crash

The Kia EV2 scored well for post-crash safety. Third Party Service (TPS) eCall is not available but, in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Kia EV2 also scored full points for its provisions for quick and safe extrication by first responders.

Safe Driving

74%

Details

Crash Avoidance

66%

Details

Crash Protection

86%

Details

Post Crash Safety

89%

Details



Occupant monitoring

70%

Seatbelt usage

Correct belt routing

100%

Rear seat occupancy

100%

Occupant classification

Passenger airbag status

25%

Out of position

100%

Stature classification

100%

Occupant presence

Child presence detection

0%

Crash occupancy information

80%

Driver engagement

78%

Driver monitoring

Distraction

83%

Impairment

60%

Driving controls

Driving

100%

Comfort & infotainment

100%

Vehicle assistance		75%
Speed assistance		
Speed limit information	60%	
Speed control function	100%	
Speed limit information		
		
Adaptive Cruise Control performance		
Car-to-car	86%	
Car-to-motorcyclist	81%	
Car-to-VRU	50%	
Additional features		
Steering assistance		
Steering assistance	100%	
Lane change assist	0%	



Safe Driving

74%

Details



Crash Avoidance

66%

Details



Crash Protection

86%

Details



Post Crash Safety

89%

Details

Frontal collisions



Car & motorcyclist	
Rear-end & head-on	81%
Junction – turning	83%
Junction – crossing	14%

Pedestrian & cyclist	
Moving in same direction	89%
Turning	45%
Crossing	88%

Lane departure collisions



Single vehicle	
Driver acceptance	100%
Lane departure	93%

Car & motorcyclist	
Car-to-car	96%
Car-to-motorcyclist	95%

Low speed collisions



Car & motorcyclist	
Junction – turning	0%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	33%
Manoeuvring	30%
Dooring	25%



Safe Driving

74%

Details



Crash Avoidance

66%

Details



Crash Protection

86%

Details



Post Crash Safety

89%

Details

Good

Adequate

Marginal

Weak

Poor

Frontal impact

86%

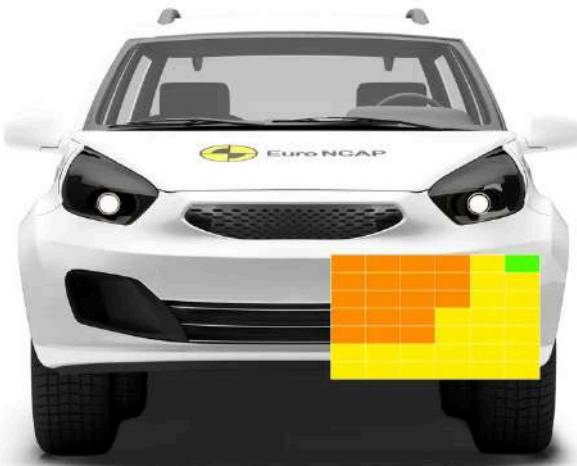
Offset

Driver	80%
Front passenger	85%
Rear passengers	93%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	90%
Front passenger	90%
Rear passenger	90%

<https://www.euroncap.com/assessments/kia/ev2/1265/>

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Full width



Virtual testing & sled

Driver	94%
Front passenger	92%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

98%

Side mobile barrier

Driver	100%
Rear passengers	95%

Side mobile barrier



Side pole

Driver

95%

Side pole



Far-side

Occupant-to-occupant

100%

Side mobile barrier

100%

Side pole

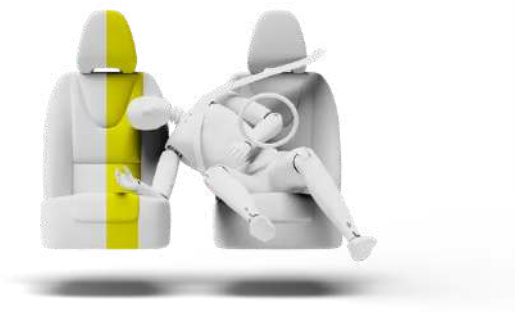
100%

Far-side — Occupant-to-occupant

Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

69%

Dynamic

Driver

69%

Dynamic



Static	
Front passengers	100%
Rear passengers	38%



VRU impact

71%

Head impact	
Cyclist	67%
Adult pedestrian	55%
Child pedestrian	69%

Head impact



Pelvis & leg impact

Pelvis	30%
Femur	88%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Easy installation

Difficult installation

Safety critical installation

Installation not allowed

Airbag ON



Safe Driving

74%

Details



Crash Avoidance

66%

Details



Crash Protection

86%

Details



Post Crash Safety

89%

Details

Post Crash Safety

89%

Rescue information	
	100%
Rescue guide	100%
Post crash intervention	
Advanced eCall	50%
Hazard light activation	80%
Vehicle extrication	
Energy management	100%
Occupant extrication	100%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✗
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	✓
Crash Avoidance	
Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection			
	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	×
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety	
Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts			
Date	Event	Rating	Validity

Variants of model range				
Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Electric - QV 61 kWh, 99.5 kW*	4x2	✓	✓
5 door SUV	Electric - QV 42 kWh, 107.8 kW	4x2	✓	✓

* Tested variant