

# Kia Ceed

SPORTSWAGON 1.5 T-GDI PETROL FWD AUTOMATIC



4.4   
/10

**Clean Air  
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4.2   
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## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

4.4/10 Cold Test



5.5/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



## Road Test

7.1/10 On-Road Drive



3.1/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

The vehicle's pollutant emissions performance is mediocre in the standard laboratory WLTC+ tests and little better in the On-Road Drive. The Highway Test is a real challenge for the Ceed, where it gets zero points due to gross exceedance of CO emissions. Furthermore, NH<sub>3</sub> emissions (ammonia) are also more than four times higher than Green NCAP's upper threshold. Even though the real-world performance is satisfactory, the other tests prove that this KIA's Clean Air achievements are marginal and significant improvement could be made.

# Energy Efficiency Tests



## Laboratory Test

### Energy

4.9/10 Cold Test



5.1/10 Warm Test



2.5/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

### Consumption

### Driving Range

Average

7.0 l/100 km

725 km

Worst-case

8.4 l/100 km

598 km



n.a.



good



adequate



marginal



weak



poor

### Comments

The 1.5 litre turbocharged petrol engine in the Ceed Sportswagon is not supported by any hybrid system. While WLTC+ tests in the lab require just above 6 litres for 100 km, the more demanding Highway Test increases the consumption to about 8.4 l/100 km. On the positive side, the On-road Drive recorded an acceptable figure of 5.2 l/100 km in real-world conditions, whereas the Short Urban Trip even used only 4.7 l/100 km. The final score in this part of the assessment is, like the Clean Air Index, an unimpressive 4.2.

# 2.5



/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.4/10 Cold Test



3.5/10 Warm Test



0.8/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

Like other conventional vehicles operated with fossil fuels, greenhouse gases are the worst category for the tested Ceed. CH<sub>4</sub> and N<sub>2</sub>O are controlled very well and earn the maximum bonus points in all tests, which helps the final score above 2 points out of 10. The Cold and Warm WLTC+ Tests at 23° C lead to tailpipe emissions of approx. 146 and 143 g/km CO<sub>2</sub>, respectively, while in the Highway Test, the Ceed emits 178 g/km. The score is noticeably influenced by the addition of the upstream greenhouse gas emissions for the fuel supply – around 37-50 g CO<sub>2</sub> eq./km, depending on the test consumption.

## Our Verdict

The Kia Ceed Sportswagon tested here is propelled by a 1.5 l turbocharged petrol engine in combination with an automatic transmission. The power unit provides 117.5 kW peak power and is used in several other vehicles of the Hyundai Motor Group. Like most other fossil fuelled cars, it struggles most with greenhouse gas emissions, namely CO<sub>2</sub>. Pollutants are managed only marginally and the vehicle fails to retain exhaust aftertreatment robustness in the Highway Test, which is characterised by full power accelerations and motorway speeds of up to 130 km/h. Here, the CO emissions are far above Green NCAP's gross exceedance thresholds, and the total Highway Test score is set to zero. Under very good conditions the Kia was able to reduce its consumption to 5.2 l/100 km in the On-Road Drive, which is good news to consumers using the vehicle mainly in urban and rural conditions. Overall, the Kia Ceed Sportswagon 1.5 T-GDi achieves an Average Score of 37% and receives only 2 Green stars, calling for further improvements of exhaust aftertreatment and fuel economy.

## Disclaimer [↗](#)

## Specification

### Tested Car

U5YH5815GRL17xxxx

<b>Publication Date</b> 09 2024	<b>Vehicle Class</b> Small Family Car	<b>Tyres</b> 225/45 R17	<b>Emissions Class</b> Euro 6d AP
<b>Mass</b> 1,423 kg	<b>Engine Size</b> 1,482 cc	<b>Power/Torque</b> 117.5 kW/253 Nm	<b>Declared CO<sub>2</sub></b> 135 g/km
<b>Declared Battery Capacity</b> n.a.	<b>Declared Driving Range</b> n.a.	<b>Declared Consumption</b> 5.9 l/100 km	

### Heating Concept

Waste heat



Think before you print