

Kia Ceed

SPORTSWAGON 1.5 T-GDI PETROL FWD AUTOMATIC









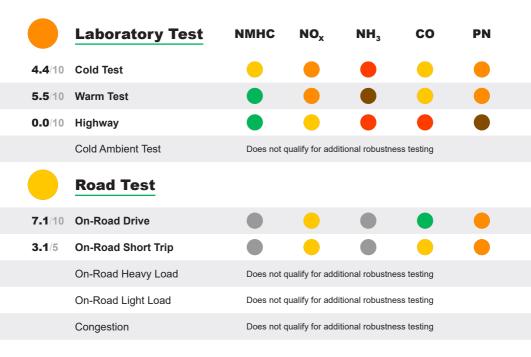




Energy Efficiency Greenhouse Gas Index

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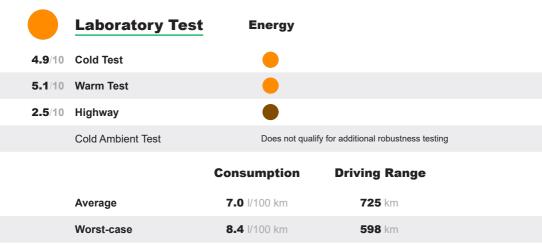


Comments

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, NH₃ 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

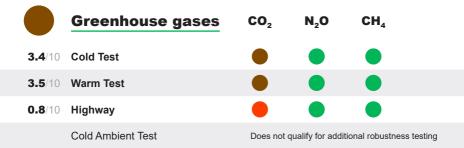




Comments

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.







Comments

Like other conventional vehicles operated with fossil fuels, greenhouse gases are the worst category for the tested Ceed. CH_4 and N_2O 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_2 , 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_2 eq./km, depending on the test consumption.

Our Verdict

The Kia Ceed Sportswagon tested here is propelled by a 1.5 I 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_2 . 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 I/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

Publication Date 09 2024 Vehicle Class Small Family Car

Tyres 225/45 R17 Emissions Class Euro 6d AP

Mass 1,423 kg

Declared Battery Capacity

Engine Size 1,482 cc Power/Torque

Declared Consumption 5.9 I/100 km

Heating Concept

Declared Driving Range



Think before you print

Euro 6d AP

135 g/km