



2023

Kia Picanto

GT-line petrol FWD manual



5.3
/10 

Clean Air
Index

5.7
/10 















Energy Efficiency
Index

4.3
/10 

Greenhouse Gas
Index




























Laboratory Test

		NMHC	NO _x	NH ₃	CO	PN
6.1/10	Cold Test					
7.1/10	Warm Test					
2.9/10	Highway					
4.6/10	Cold Ambient Test					



Road Test

6.4/10	On-Road Drive					
2.0/5	On-Road Short Trip					
2.9/8	On-Road Heavy Load					
3.7/5	On-Road Light Load					
2.0/2	Congestion					



n.a.



good



adequate



marginal



weak



poor

Comments

The Kia Picanto 1.0 I petrol performs slightly above average in the Clean Air Index which, together with the results in the other parts of the assessment, contributes to it being eligible for additional robustness testing. The car generally fails to impress with particle emissions control. In the Highway Test, CO emissions exceed the upper threshold and lead to negative points, while NO_x emissions are elevated but still remain well under the limit.



Laboratory Test

Energy

6.1/10 Cold Test



6.3/10 Warm Test



4.8/10 Highway



5.5/10 Cold Ambient Test



Consumption

Driving Range

Average

5.8 l/100 km

614 km

Worst-case

8.0 l/100 km

436 km



n.a.



good



adequate



marginal



weak



poor

Comments














The Kia Picanto makes reasonable use of powertrain efficiency, given that it is propelled by a petrol engine with a 5-speed manual transmission. The Warm and Cold lab tests require 5.3 to 5.5 l/100 km, while the On-Road Drive needs around 6.2 l/100 km. In the Cold Ambient Test at -7°C, the car consumes 6 l/100 km and in the Highway Test the figure increases to 6.5 l/100 km. The highest measured consumption values are in the On-Road Heavy Load Test and in the Short Trip – around 8 l/100 km. Overall, the vehicle achieved a commendable result of 5.7 points for the Energy Efficiency Index.

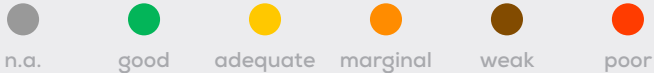
4.3



Greenhouse Gases Tests

/10

<div></div> <div><u>Greenhouse gases</u></div>	CO ₂	N ₂ O	CH ₄
4.9/10 Cold Test			
5.2/10 Warm Test			
3.3/10 Highway			
4.1/10 Cold Ambient Test			



Comments

The Greenhouse Gas Index is based on a Well-to-Wheel+ approach. Overall, the Kia Picanto has good control of the non-regulated gases – laughing gas (N₂O) and methane (CH₄) – and receives bonus points. In the standard WLTC+ Lab Tests, about 123 g CO₂/km are measured at the tailpipe. With the addition of some 32 g CO₂-eq./km from fuel production and supply, the total CO₂-equivalent emissions rise to 152 to 157 g CO₂-eq./km. In the Highway Test the total figure is 186 g CO₂-eq./km and 171 g CO₂-eq./km in the Cold Ambient Test.

Our Verdict

Tested here is the 2022 model Kia Picanto GT-line 1.0 I petrol with a 5-speed manual transmission. This is a compact hatchback targeting consumers who require a small, fuel-efficient low-cost car capable of easily navigating around towns and cities. The 1.0 I gasoline engine is a suitable choice for this purpose, providing good fuel consumption values in a variety of driving conditions. Despite this, the fuel consumption performance could be further improved to further lower the CO₂ output and improve the Greenhouse Gas Index results. The exhaust aftertreatment shows average performance with a general weakness in particle control and threshold-exceeding CO emissions in the high power demanding Highway Test. The gasoline particle filter should manage better in controlling particle number emissions during cold start, high load, and cold ambient conditions. Overall, the Kia Picanto GT-line 1.0 I performed well enough to warrant further robustness testing, and achieved an overall rating of 3 Green Stars and a Weighted Overall Index of 5.1 out of 10.

Disclaimer

Specifications

Publication Date 02 2023	Tested Car KNAB3519LNT93xxx	Tyres 195/45R16 84V	Emissions Class Euro 6 AP
Mass 1,019 kg	Engine Size 998 cc	Power/Torque 73.6 kW/172 Nm	Declared CO ₂ 119 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 5.3l/100 km	



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