

Kia K4

1.6 T-GDI SPIRIT DCT7 PETROL FWD AUTOMATIC



Sustainability Rating

2026



46%



**Clean
Air**

6.9 /10



**Energy
Efficiency**

4.6 /10



**Greenhouse
Gases**

2.2 /10

Driving Experience



**Consumption
& Range**

● ADEQUATE



**Cold Winter
Performance**

● NOT APPLICABLE



**Charging
Capability**

● NOT APPLICABLE

Our verdict

The KIA K4 tested here is equipped with a 1.6-litre petrol engine without any hybridisation. Thus, although the achievements in the Clean Air Index are creditable, the overall results remain constrained by the relatively high fuel consumption values.

- › Controls exhaust emissions very effectively in all test conditions and achieves a high Clean Air score. Scores near the maximum for tyre abrasion but cannot mitigate brake abrasion without regenerative braking.
- › Records unremarkable fuel consumption, with 5.8 l/100 km on the mixed on-road test and 6.3 l/100 km in urban driving. Measured petrol consumption values significantly limits the energy-efficiency score.
- › Produces high lifecycle GHG emissions due to its conventional petrol powertrain and non-European production. Reaches 257 g CO₂-eq./km, including 160 g CO₂-eq./km from direct exhaust emissions.

Disclaimer

Think before you print



Clean Air

6.9/10

Comments

The K4 controls its exhaust emissions very well: in the lab and on the road, and under high power highway driving and -7°C testing. The result is a high 8.7/10. The points collected for the reduction of tyre abrasion emissions are close to the maximum, but the conventional powertrain is not capable of recuperative braking and there are no points rewarded for brake abrasion mitigation.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

ADEQUATE

8.7/10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

ADEQUATE

8.4/10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)							5.9/8
Warm weather							9.5/10
Highway							8.6/10
Winter cold start							7.9/10
Winter warm start							9.6/10

On road

An on-road driving test, using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

ADEQUATE

8.9/10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive							9.2/10
Short city trip							8.5/10
Congestion							2.0/2

goodadequatemarginalweakpoornot applicable



6.9 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL

4.5 /10

Tyre wear

ADEQUATE

5.4 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass		2.4 /3
Wheel alignment		1.0 /1
Accelerator response		2.0 /2

Brake wear

POOR

0.0 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		0.0 /6





6.9 /10

Additional Life Cycle Assessment information

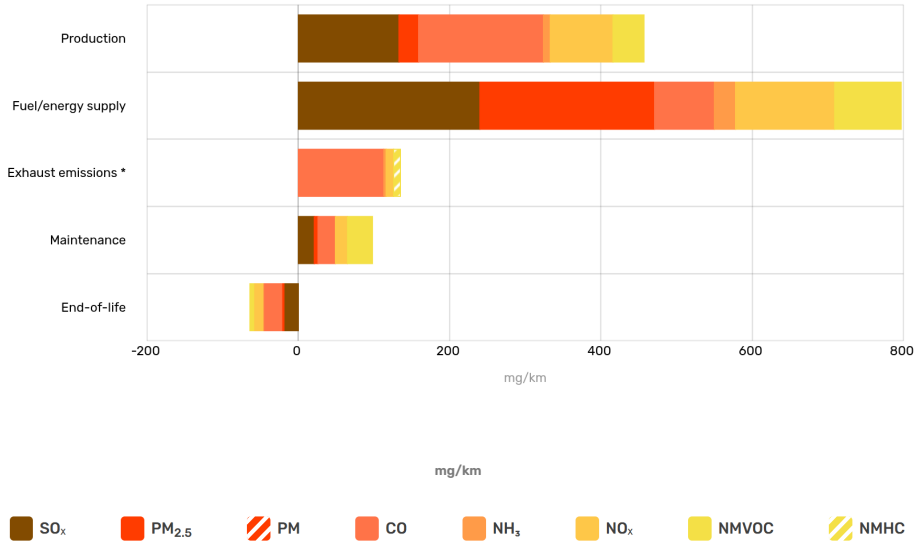
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

MARGINAL

3.9 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

Energy Efficiency

4.6 /10

Comments

The car’s petrol consumption figures fail to impress. The on-road test was performed at 18°C in rainy weather on a wet road and the Kia recorded 5.8 l/100 km with 6.3 l/100 km in the short urban trip. In terms of life cycle assessment, the total primary energy demand benefits from the absence of a heavy battery, the production of which would increase the need for energy, but the amount of fuel needed by a conventional combustion engine strongly limit the achievable score in this section.

Energy demand

MARGINAL

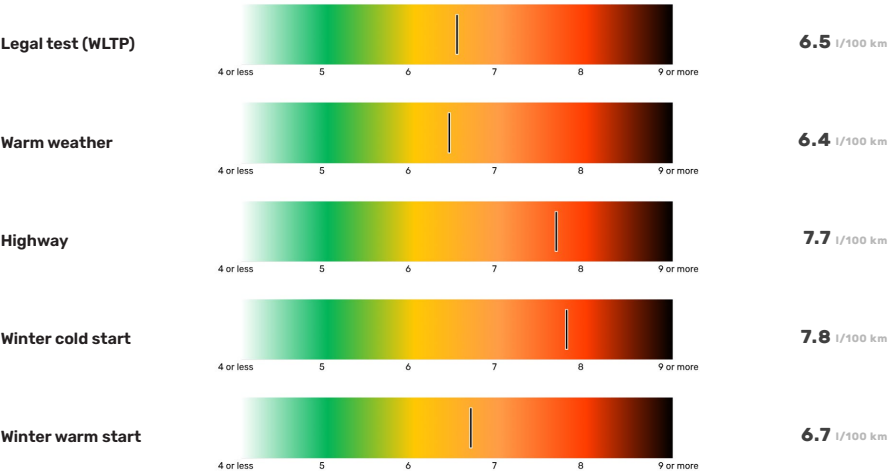
4.5 /10

Propulsion energy consumption in laboratory

WEAK

1.9 /10

The vehicle’s measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



● good ● adequate ● marginal ● weak ● poor ● not applicable

Energy Efficiency

4.6 /10

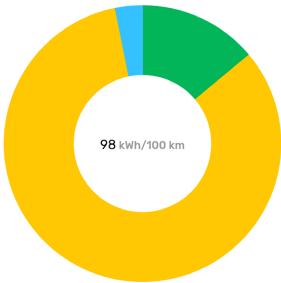
Additional Life Cycle Assessment information

GOOD ●

10.0 /10

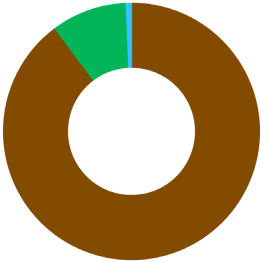
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 13.9%
- Battery production 0.0%
- Fuel/energy supply * 82.9%
- Maintenance 3.2%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.5%
- Other 0.7%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

ADEQUATE ●

7.1 /10



● good ● adequate ● marginal ● weak ● poor ● not applicable

Greenhouse Gases

2.2 /10

Comments

The conventional powertrain of Kia K4 does not leave a lot of room for improvement in the Greenhouse Gas Index. The vehicle is produced outside Europe, which leads to slightly higher production emissions. The total lifecycle GHG emissions cumulate to 257 g CO₂-eq./km, 160 of which are a direct output of the petrol combustion.

Exhaust GHG emissions

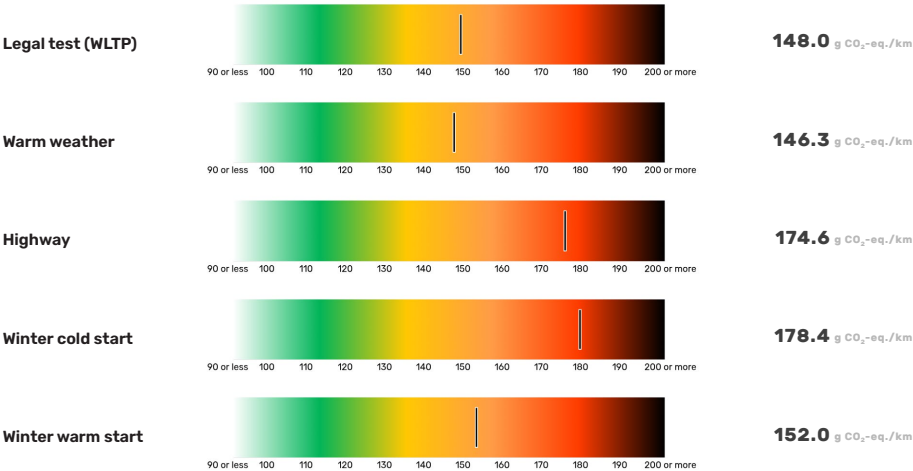
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

WEAK

0.6 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)



good adequate marginal weak poor not applicable

Greenhouse Gases

2.2 /10

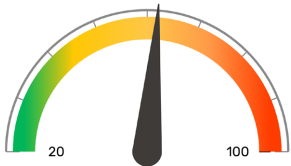
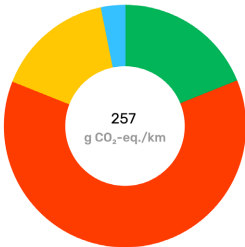
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

7.9 /10

Total LCA GHG emissions



tonnes CO₂-equivalent/vehicle

Vehicle Life Cycle average emissions **62** (+/-)
(best **57** | worst **67**)

- Production & recycling 18.9%
- Battery production 0.0%
- Tailpipe emissions * 62.1%
- Fuel/energy supply 15.8%
- Maintenance 3.1%

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.





Driving Experience



Consumption & Range

● ADEQUATE



Cold Winter Performance

● NOT APPLICABLE



Charging Capability

● NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in section Consumption and Range. The Kia K4's estimated real-world consumption figures are seen mostly as adequate with urban driving being scored as poor in both warm and cold weather. The consumption readings on the computer display board are accurate.



Consumption & Range

ADEQUATE ●

Estimated actual consumption

ADEQUATE ●

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	9.5 ●	6.1 ●	6.6 ●	7.4 ●	l/100 km
Cold Winter	11.0 ●	6.7 ●	7.3 ●	8.3 ●	l/100 km

Accuracy of display

GOOD ●

Is the consumption figure on the display correct?



● good ● adequate ● poor ● not applicable



Cold Winter Performance

NOT APPLICABLE ●



good

adequate

poor

not applicable



Charging Capabilities

NOT APPLICABLE ●



good

adequate

poor

not applicable

Specifications

Vehicle class
Large Family Car

System power/torque
110 ^{kW}/₂₅₀ ^{Nm}

Engine size
1,598 ^{cc}

Declared consumption
6.5 ^{l/100 km}

Declared driving range
Overall n.a.
City n.a.

Declared CO₂
148 ^{g/km}

Declared battery capacity
Usable (net) n.a.
Installed (gross) n.a.

Mass
1,452 ^{kg}

Heating concept
Waste heat

Tyres
225/45 R17

Emissions class
Euro 6 EB

Tested car
3KPFX51C8TE19^{xxxx}

Publication date
09 2026

Also covered by this rating

Variants

Names may vary by country

Kia K4
1.6 T-GDI GT-Line DCT7 petrol FWD automatic

Kia K4
1.6 T-GDI Vision DCT7 petrol FWD automatic

Other models

Kia XCeed
1.6 T-GDI petrol FWD automatic



