



Hyundai i20
Supermini

2015



Adult Occupant



85%

Child Occupant



73%

Pedestrian



79%

Safety Assist



64%

SPECIFICATION

Tested Model	Hyundai i20 1.2 GLS, LHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1100kg
VIN From Which Rating Applies	all i20s of the specification tested
Class	Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
ESC	●
AEB City	✗
AEB Inter-Urban	✗
Speed Assistance System	○
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment


- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 32.7 Pts / 85%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Frontal Offset Deformable Barrier 7.7 Pts




Passenger Driver

Frontal Full Width 7.8 Pts




Passenger Driver

Whiplash Rear Impact 2.2 Pts



Front seat Rear seat

Lateral Impact 15 Pts



Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 32.7 Pts / 85%

Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Hyundai showed that a similar level of protection would be provided to occupants of different statures and to those sat in different positions. In the full-width rigid barrier test the restraint systems provided adequate protection to the driver's chest and to the rear passenger's neck and chest, and good protection to other body regions. In both the side impact barrier test and the side pole test, dummy readings showed good protection for all critical body areas. However, during both tests, the rear edge of the curtain airbag was trapped by part of the interior trim so did not fully deploy as intended. This was penalised and the protection of the head was rated as adequate. Hyundai are investigating the cause of the unintended airbag deployment behaviour. Tests showed that good protection against whiplash injuries would be provided to front seat occupants. A geometric assessment of the rear seats indicated a marginal level of protection against whiplash injuries. The i20 does not have an autonomous emergency braking system.

CHILD OCCUPANT


Total 35.8 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

18.8 Pts


18 months old child 9.4 Pts



Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Adequate

36 months old child 9.4 Pts



Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

5 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	✗	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ Infants up to 13 kg

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 35.8 Pts / 73%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOfix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 35.8 Pts / 73%

	Seat Position							
	Front		2nd row			3rd row		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Belt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Belt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

In the frontal offset test, the 1½ year dummy, sat in a rearward-facing restraint, indicated a marginal level of protection to the head and good protection to other parts of the body. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive but high neck tension resulted in an adequate overall rating for protection of that age-group. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint for which the car is designed could be properly installed and accommodated in the car.

 PEDESTRIAN PROTECTION

Total 28.5 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection 28.5 Pts



Head Impact	16.5 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Comments on Pedestrian

The i20 provided good protection both to the leg and the pelvis, and scored maximum points in these tests. The bonnet offered predominantly good or adequate protection to the head, with some poor results recorded only on the stiff windscreen pillars.

 SAFETY ASSIST

Total 8.3 Pts / 64%

Speed Assistance

1.3 Pts

System Name	Speed limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	MEB4	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.26%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	Pass	Pass	Pass
Audible	Pass	Pass	Pass

Lane Support

1 Pts

System Name	Lane departure warning
Type	Lane Departure Warning
Operational From	60
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

SAFETY ASSIST

Total 8.3 Pts / 64%

AEB Interurban

0 Pts

Operational From	0 Km/h			
Additional Information	FALSE			
PERFORMANCE				
	Autobrake Function Only		Driver reacts to warning	
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION
Approaching a stationary car			<= 80 Km/h	
Approaching a slower moving car	<= 70 Km/h	70-70 Km/h	<= 80 Km/h	
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	

Comments on Safety Assist

The i20 has electronic stability control as standard equipment. A seatbelt reminder is also provided as standard for all seating positions. A driver-set speed limiter and a lane departure warning system are both available as options but are expected to be fitted to most cars sold so were included in the assessment and met Euro NCAP's requirements.