

AION AION UT

2026 | ★★★★★

Standard

Tested model
AION UT Premium, LHD

Body type
Hatchback

Kerb weight
1670 kg

Class
Small SUV

Rating applies to
all AION UT's

Publication
September 2026



VERDICT

Overall, the AION UT is awarded a five-star rating, reflecting excellent safety performance in each of the four stages of safety.

Safe Driving

The AION UT correctly detects and classifies the stature of occupants in the front seats and adapts the restraint system accordingly. The car monitors correct driver seatbelt usage and detects a front seat passenger who is 'out of position', for example with their feet on the dashboard. The driver monitoring system scores well, both for distraction and for impairment. Key driving controls make insufficient use of physical controls such as buttons or stalks, while infotainment and comfort controls rely more on physical interaction. The AION UT has a child presence detection system to issue a warning if a child has been left in the car. Based on a test drive of some 2000 km through the UK, France and Belgium, the speed limit information function correctly identified the limit in 68 percent of cases, less than

Euro NCAP's requirement for scoring full points, but was correct in roughly 88 percent of the driving distance.

Crash Avoidance

The AION UT has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system far exceeds the requirements of legislation and performs well in many of the advanced test scenarios required by Euro NCAP. The car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

Protection was good or adequate for all occupants in the frontal offset test. Good protection was provided to both of the child dummies, sitting in the rear seats, and maximum points were scored. In the full-width test, chest protection was rated as marginal for the small female driver, but protection was otherwise good or adequate. Additional data and validated computer modelling demonstrated good protection in most

of the various combinations of test configuration and occupant stature. Overall, the UT scored well for the robustness of the protection it offered. In the side barrier test, protection was good or adequate for all occupants. Full points were scored in the side pole tests, including far-side, where the AION UT has a centre airbag to mitigate occupant to occupant impacts. Protection of vulnerable road users was more varied. The protection provided by the car to the head of a struck pedestrian or cyclist was good only in the windscreen area, with many regions of poor and weak performance. In contrast, protection of the pelvis and of the femur and tibia was all good and maximum points were scored.

Post Crash

Third Party Service (TPS) eCall is available but not in all countries covered by Euro NCAP. In the event of vehicle submergence, side windows can be operated electrically for more than 2 minutes.

Safe Driving

66%

Details

Crash Avoidance

74%

Details

Crash Protection

91%

Details

Post Crash Safety

88%

Details



Occupant monitoring

67%

Seatbelt usage

Correct belt routing

100%

Rear seat occupancy

100%

Occupant classification

Passenger airbag status

25%

Out of position

100%

Stature classification

0%

Occupant presence

Child presence detection

60%

Crash occupancy information

80%

Driver engagement

68%

Driver monitoring

Distraction

83%

Impairment

60%

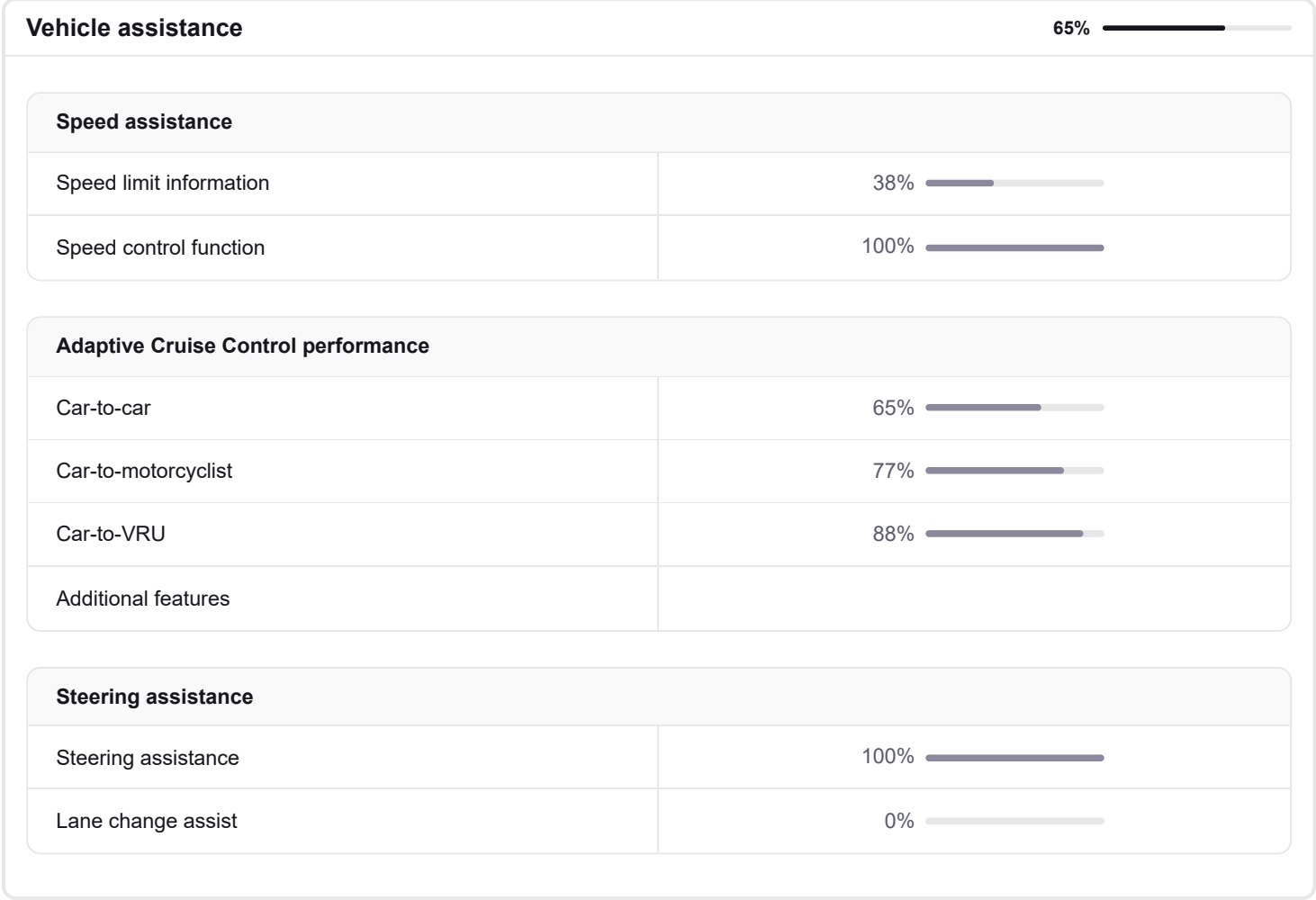
Driving controls

Driving

20%

Comfort & infotainment

60%





Safe Driving

66%

Details



Crash Avoidance

74%

Details



Crash Protection

91%

Details



Post Crash Safety

88%

Details

Frontal collisions

69%

Car & motorcyclist	
Rear-end & head-on	60%
Junction – turning	100%
Junction – crossing	35%
Pedestrian & cyclist	
Moving in same direction	100%
Turning	73%
Crossing	83%

Lane departure collisions

93%

Single vehicle	
Driver acceptance	100%
Lane departure	85%
Car & motorcyclist	
Car-to-car	95%
Car-to-motorcyclist	93%

Low speed collisions

75%

Car & motorcyclist	
Junction – turning	100%
Junction – crossing	100%

Pedestrian & cyclist	
Crossing	100%
Manoeuvring	30%
Dooring	25%



Safe Driving

66%

Details



Crash Avoidance

74%

Details



Crash Protection

91%

Details



Post Crash Safety

88%

Details

Good

Adequate

Marginal

Weak

Poor

Frontal impact

91%

Offset

Driver	90%
Front passenger	95%
Rear passengers	98%

Offset — Driver & passengers

Offset — Compatibility

Full width

Driver	100%
Front passenger	90%
Rear passenger	70%

https://www.euroncap.com/assessments/aion/ut/1236/

6/16

Full width



Virtual testing & sled

Driver	99%
Front passenger	100%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

99%

Side mobile barrier

Driver	100%
Rear passengers	95%

Side mobile barrier



Side pole

Driver

100%

Side pole



Far-side

Occupant-to-occupant

100%

Side mobile barrier

100%

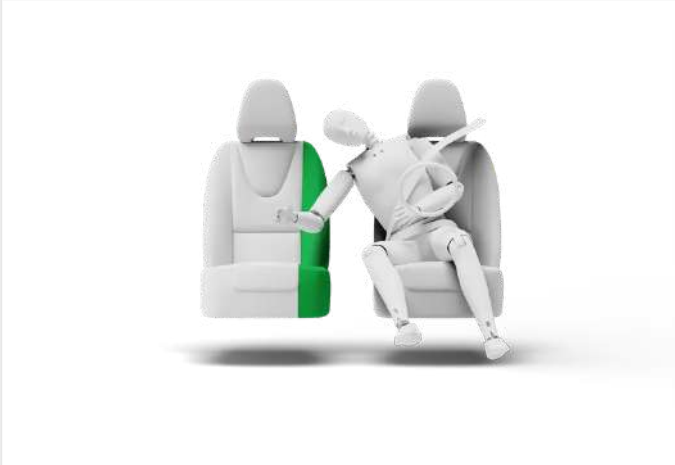
Side pole

100%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

100%

Dynamic

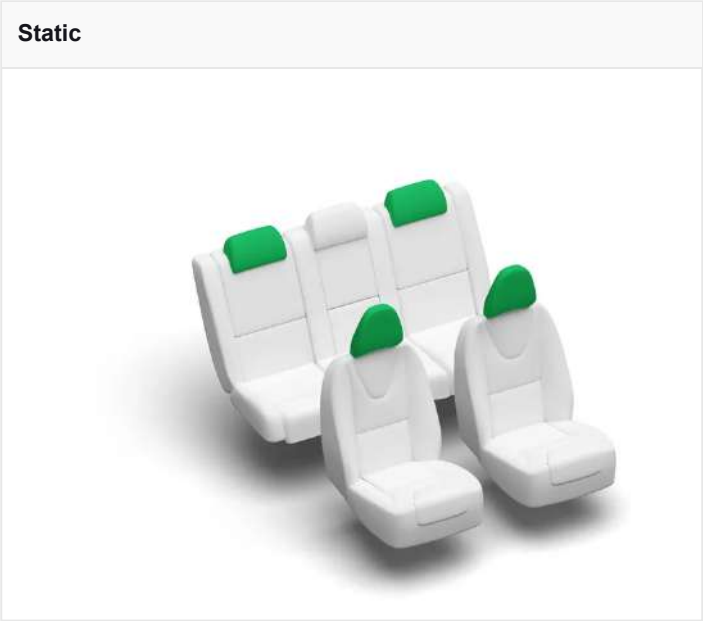
Driver

100%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%



VRU impact

75%

Head impact	
Cyclist	67%
Adult pedestrian	40%
Child pedestrian	48%

Head impact



Pelvis & leg impact

Pelvis	100%
Femur	100%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled	Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled
	
Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled	
	



Safe Driving
66%

Details



Crash Avoidance
74%

Details



Crash Protection
91%

Details



Post Crash Safety
88%

Details

Post Crash Safety

88%

Rescue information

Rescue sheet 

100%

Rescue guide

100%

Post crash intervention

Advanced eCall

75%

Hazard light activation

80%

Vehicle extrication

Energy management

100%

Occupant extrication

60%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✓
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	✓
Crash Avoidance	
Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection			
	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	✓	✓
Integrated child seat	–	✗	✗
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	✗
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		✗	

Post Crash Safety	
Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

Note: other equipment may be available on the vehicle but was not considered in the test year

✓ Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available

– Not applicable

Rating validity

Annual reviews and facelifts			
Date	Event	Outcome	
2026-09-02	Rating Published	2026 ★★★★★	✓

Variants of model range				
Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
door Hatchback	Electric - Premium*	4x2	✓	✓
door Hatchback	Electric - Luxury	4x2	✓	✓

* Tested variant