



Hyundai i20  
Supermini

2015



Adult Occupant



85%

Child Occupant



73%

Pedestrian Impact Protection



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 |
|---------------------------------|--------|-----------|------|
| <b>FRONTAL CRASH PROTECTION</b> |        |           |      |
| Frontal airbag                  | ●      | ●         | —    |
| Belt pretensioner               | ●      | ●         | ●    |
| Belt loadlimiter                | ●      | ●         | ●    |
| Knee airbag                     | ✗      | ✗         | ✗    |
| <b>SIDE CRASH PROTECTION</b>    |        |           |      |
| Side head airbag                | ●      | ●         | ●    |
| Side chest airbag               | ●      | ●         | ✗    |
| Side pelvis airbag              | ●      | ●         | ✗    |

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## 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      | ○ |

**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 option  
○ Not fitted to the test vehicle but available as option   
 ✗ Not Available    — Not Applicable

**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




Rear 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%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 32.7 Pts / 85%

## Comments

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

■ Adequate

**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   
 ● Install with care   
 ● Safety critical problem   
 ✗ 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 |        |       |
|  | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Belt)             | ●             | ●       | ●      | ●     |
| Römer King Plus (Belt)                 | ●             | ●       | ●      | ●     |
| Römer Duo Plus (ISOFIX)                | ✘             | ●       | ✘      | ●     |
| Römer KidFix (Belt)                    | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)   | ●             | ●       | ✘      | ●     |
| Maxi Cosi Cabriofix & EasyFix (ISOFIX) | ✘             | ●       | ✘      | ●     |
| BeSafe iZi Kid X3 ISOfix (ISOFIX)      | ✘             | ●       | ✘      | ●     |
| Maxi Cosi Pearl & Familyfix (ISOFIX)   | ✘             | ●       | ✘      | ●     |
| Römer KidFix (ISOFIX)                  | ✘             | ●       | ✘      | ●     |

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

## Comments

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 IMPACT PROTECTION

Total 28.5 Pts / 79%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

|                              |   |             |          |               |       |            |       |
|------------------------------|---|-------------|----------|---------------|-------|------------|-------|
| Pedestrian Impact Protection | 28.5 Pts  |             |          |               |       |            |       |
|                              | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 16.5 Pts | Pelvis Impact | 6 Pts | Leg Impact | 6 Pts |
| Head Impact                  | 16.5 Pts  |             |          |               |       |            |       |
| Pelvis Impact                | 6 Pts   |             |          |               |       |            |       |
| Leg Impact                   | 6 Pts   |             |          |               |       |            |       |

**Comments**

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%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

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     | ●           | ●                  | ●                 |
| Audible    | ●           | ●                  | ●                 |

● Pass   
 ● Fail   
 — Not available

Lane Support

1 Pts

|                       |                        |
|-----------------------|------------------------|
| System Name           | Lane departure warning |
| Type                  | Lane Departure Warning |
| Operational From      | 60 km/h                |
| Warning               | Audible & Visual       |
| PERFORMANCE           |                        |
| LDW Confirmation Test | Pass                   |

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 SAFETY ASSIST

Total 8.3 Pts / 64%

## Comments

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.

## RATING VALIDITY

## Annual Reviews and Facelifts

| Date      | Event            | Outcome   |
|-----------|------------------|---|
| June 2015 | Rating Published | 2015   |
| June 2016 | Annual Review    | 2015  |
| June 2017 | Annual Review    | 2015  |
| June 2018 | Facelift Review  | 2015  |