



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	●	●	✗

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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):
Britax Römer BabySafe + ISOFIX Base

■ Adequate

36 months old child 9.4 Pts



Tested restraint (Fit):
Britax 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**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)




■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



 CHILD OCCUPANT

Total 35.8 Pts / 73%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Britax Römer King Plus (Belt)	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax 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

Total 28.5 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	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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AEB Interurban

Euro NCAP © Hyundai i20 June 2015 10/12

0 Pts

 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
June 2019	Annual Review	2015