



Hyundai KONA
Standard Safety Equipment

2017



Adult Occupant



87%

Child Occupant



85%

Pedestrian



62%

Safety Assist



60%

SPECIFICATION

Tested Model	Hyundai KONA 1.0 T-GDI, LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1365kg
VIN From Which Rating Applies	- all KONAs
Class	Small Off-Road

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	●	●	✘

Version 010321

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)	✘
AEB Pedestrian	○
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 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

ADULT OCCUPANT

Total 33.4 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.9 Pts

Passenger Driver

Frontal Full Width 8 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.2 Pts

Front seat Rear seat

Lateral Impact 15.4 Pts

Car Pole

AEB City 0.0

Performance:

 ADULT OCCUPANT

Total 33.4 Pts / 87%



 ADULT OCCUPANT

Total 33.4 Pts / 87%

Comments

The passenger compartment of the KONA remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Hyundai showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Protection of the passenger dummy was good for all critical body areas in this test. In the full-width rigid barrier test, protection of the driver dummy was good for all critical parts of the body and that of the rear passenger was good apart from the chest, protection of which was adequate. In the side barrier test, the KONA scored maximum points, with good protection for all body areas. Even in the more severe side pole impact, protection of the chest was adequate and that of other parts of the body was good. In that test, the front windscreen became detached from the vehicle. The car used for the pole test had previously been used for the pedestrian headform tests and the screen detachment was a consequence of incorrect bonding of the replacement. This behaviour is not representative of production KONAs but has no influence on the dummy readings recorded in the test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. An autonomous emergency braking system is available as part of an optional safety pack. In tests, it showed good performance at the low speeds at which many whiplash injuries are caused but the results are not included in this assessment because the equipment is not standard.

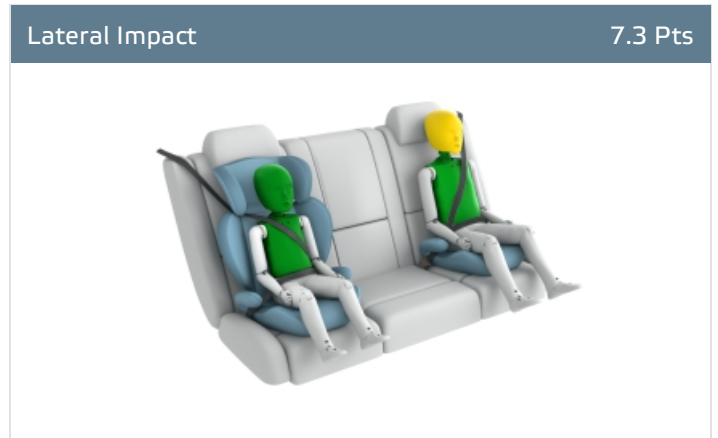
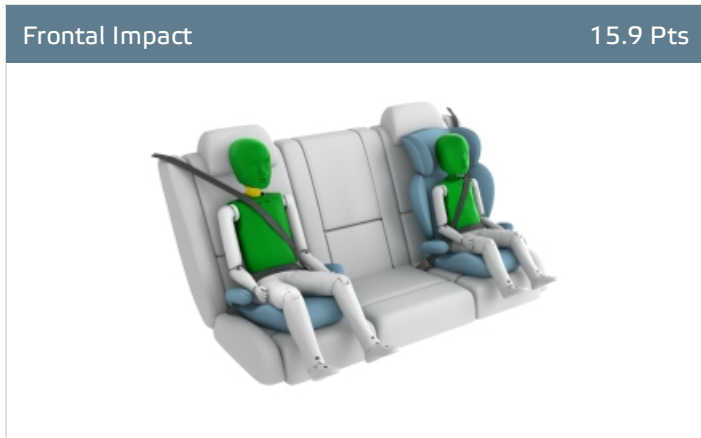
CHILD OCCUPANT

Total 41.8 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.3 Pts



Restraint for 6 year old child: *Britax Römer Kidfix II XP*
 Restraint for 10 year old child: *GRACO booster*

Safety Features

7.0 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

11.5 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.8 Pts / 85%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.8 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

— Not available

Comments

In the frontal offset test, protection of both dummies was good or adequate for all critical body areas. In the side barrier test, the head of the 10 year dummy 'bottomed out' the curtain airbag but dummy readings indicated adequate protection for this part of the body. Otherwise, protection of both child dummies was good. The front passenger airbag can be disabled to allow a rearward-facing child 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. The rear centre seating position failed the installation test for two belted universal restraints, owing to interference between the restraint and the buckle. Otherwise, restraints could be properly installed and accommodated in the car.

PEDESTRIAN

Total 26.4 Pts / 62%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.4 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;">14.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	14.5 Pts	Pelvis Impact	5.9 Pts	Leg Impact	6.0 Pts
Head Impact	14.5 Pts						
Pelvis Impact	5.9 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
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Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate but poor results were recorded along the base of the windscreen and on the stiff windscreen pillars. Protection of pedestrians' legs by the bumper was good at all test locations, and protection of the pelvis was good or adequate. The autonomous emergency braking system performed adequately in tests against a pedestrian target but the results are not included in this rating as the system is part of an optional safety pack.

SAFETY ASSIST

Total 7.2 Pts / 60%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.5 Pts

System Name	MSLA (Manual Speed Limit Assist)
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

2.7 Pts

System Name	LKA (Lane Keeping Assist)
Type	Lane Keep Assist and Lane Departure Warning
Operational From	60 km/h
Warning	Audible
PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

AEB Inter-Urban

0 Pts



SAFETY ASSIST

Total 7.2 Pts / 60%

Comments

A seatbelt reminder is standard for front and rear seats, together with a driver-set speed limiter. Lane support is provided by a system that warns the driver when the car is drifting out of lane and gently corrects the steering path. The autonomous emergency braking system performed well in tests of its functionality at highway speeds but the results are not included in this assessment as the system is part of an optional safety pack.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.0 T-GDI, MT*	4 x 2	✓	✓
5 door SUV	1.6 T-GDI, DCT	4 x 4	✓	✓
5 door SUV	1.6 CRDi, MT	4 x 2	✓	✓
5 door SUV	1.6 CRDi, DCT	4 x 2	✓	✓
5 door SUV	1.6 CRDi, DCT	4 x 4	✓	✓
5 door SUV	1.6 petrol hybrid	4 x 2	✓	✓
5 door SUV	1.0 petrol mild hybrid	4 x 2	✓	✓
5 door SUV	1.6 diesel mild hybrid	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
December 2018	Annual Review	2017
December 2019	Annual Review	2017
December 2020	Facelift Review	2017