



Hyundai i20 Supermini







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

X Rating Expired



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	—
Belt pretensioner	•	•	٠
Belt loadlimiter	•	•	٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	٠
Side chest airbag	•	•	×
Side pelvis airbag	•	•	×

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch			
SAFETY ASSIST			
Seat Belt Reminder	•		٠

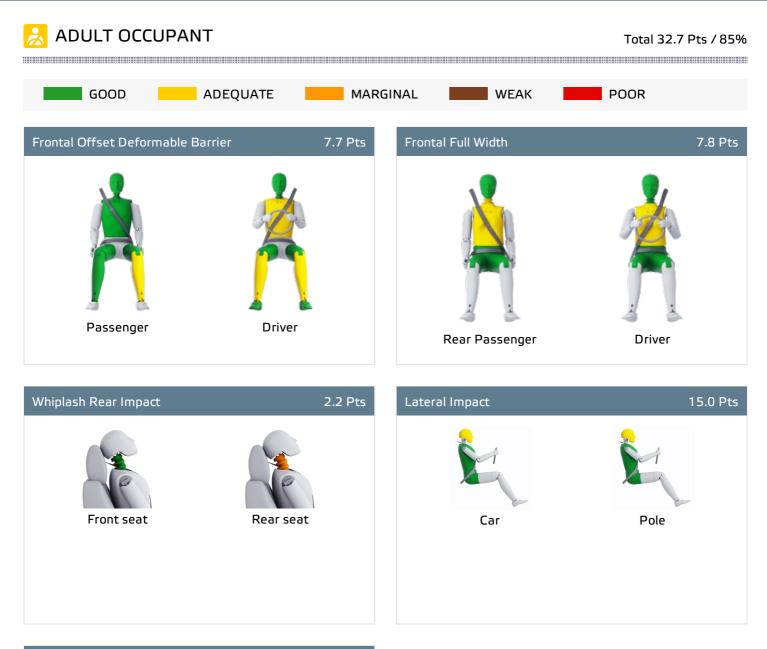
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	×
AEB Inter-Urban	×
Speed Assistance System	0
Lane Assist System	0

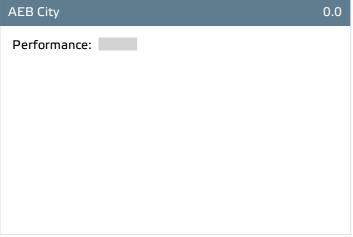
Note: Other equipment may be available on the vehicle but was not considered in the test year.

Fitted to the vehicle as option

- Fitted to the vehicle as standard
- 🚫 Not fitted to the test vehicle but available as option 🛛 🗙 Not Available 🛛 Not Applicable

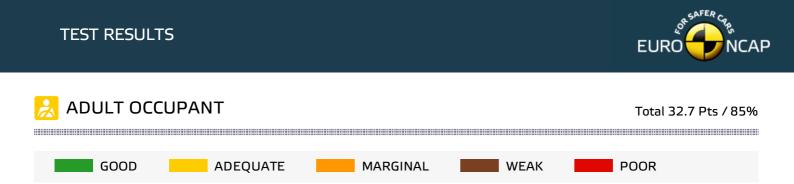






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😞 ADULT OCCUPANT

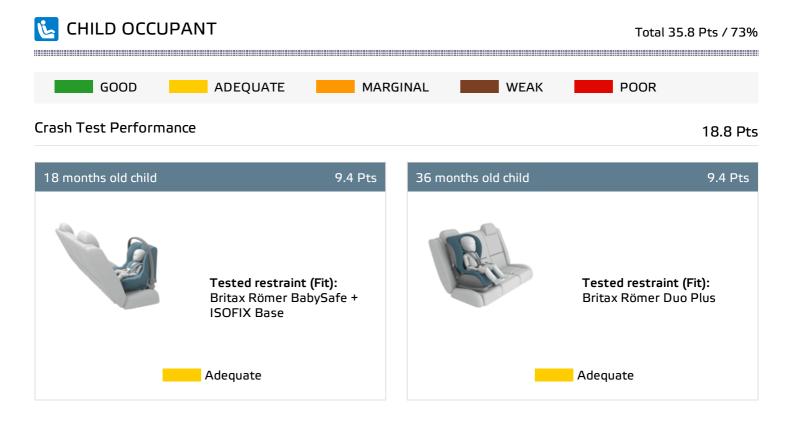
Total 32.7 Pts / 85%

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. The i20 does not have an autonomous emergency braking system.







Safety Features

5.0 Pts

		Front Passenger	2nd row outboard	2nd row center
	Isofix	×	•	×
	i-Size	×	×	×
	Integrated CRS	×	×	×
Fitted to test car as standard O Not on test car but available as	s option 🛛 🗙 N	Not available		
CRS Installation Check				12.0 Pt
Install without problem	cal problem 🔰	🗙 Installation n	ot allowed	
Infants up to 13 kg				
Maxi Cosi Cabriofix (Belt) Maxi Cosi Cabriofix & Easy	/Fix (Belt)	Maxi Cosi C	abriofix & Easyl	Fix (ISOFIX)





Total 35.8 Pts / 73%

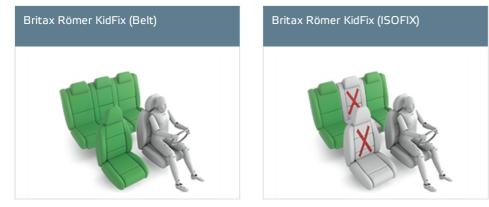
Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Toddlers over 18 kg







Total 35.8 Pts / 73%

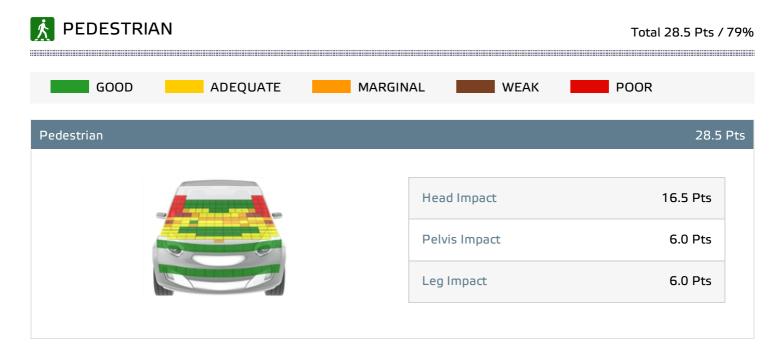
		Seat Position			
	Front	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi Cabriofix (Belt)	•	•	•		
Britax Römer King Plus (Belt)			•		
Britax Römer Duo Plus (ISOFIX)	*		×		
Britax Römer KidFix (Belt)	•		•		
Maxi Cosi Cabriofix & EasyFix (Belt)	•		*		
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	*	•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

Not available

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.





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.

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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

Seatbelt Reminder

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	٠
Audible	٠	•	۲

🛑 Fail Not available Pass

Lane Support

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

AEB Inter-Urban

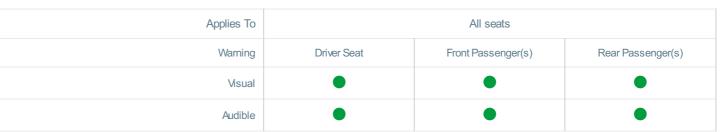
SAFETY ASSIST â GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

TEST RESULTS

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

Electronic Stability Control





Total 8.3 Pts / 64%

1.0 Pts

3 Pts

1.3 Pts

3.0 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

Variants of Model Range

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 🚖 🚖 🚖 🏠	~
June 2020	Annual Review	2015 🌟 🜟 🌟 🌟 🏠	~
January 2022	Rating Expired	2015 ★ ★ ★ 🏠	×

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