



2022





Adult Occupant



97%

Child Occupant



Safety Assist

87%

Vulnerable Road Users



66%



90%

SPECIFICATION

Tested Model	Hyundai IONIQ 6, LHD
Body Type	- 4 door saloon
Year Of Publication	2022
Kerb Weight	1910kg
VIN From Which Rating Applies	- all IONIQ 6's
Class	Large Family Car

ersion 111122

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	_
LATERAL CRASH PROTECTION			
Side head airbag	•	•	
Side chest airbag	•	•	×
Side pelvis airbag	•	•	×
Centre Airbag	•	•	_



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size		×	
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	•
AEB Pedestrian - Reverse	0
AEB Car-to-Car	•
Speed Assistance	•
Lane Assist System	•

B1 - 4	041		41 1-!-1-	L	ncidered in the test	
MULD.	I ITNOT GALLINMONT	mav ne avallani	a on tha Vanicia	DIIT WAS DOT COL	acineren in the tect	Vear

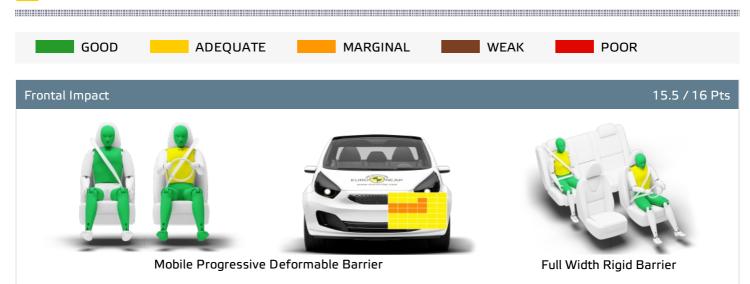
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack

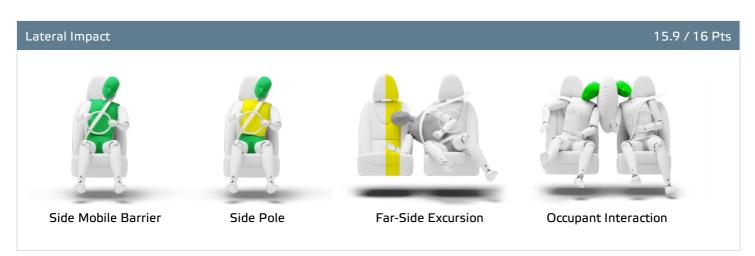
C	Not fitted to the test vehicle but available as option or as part of the safety pack	🗶 Not available	— Not applicable
`	,	•	





Total 37.0 Pts / 97%











Total 37.0 Pts / 97%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extricatio	n				2.0 / 2 Pts
	Rescue Sheet	Available, ISO complia	nt		POF
	Advanced eCall	Available			
	Multi Collision Brake	Available			

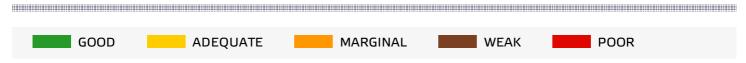
Comments

The passenger compartment of the IONIQ 6 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Hyundai demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Good protection was provided to all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the IONIQ 6 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good and the IONIQ 6 scored maximum points. In the more severe side pole impact, protection of the chest was adequate, and that of the head, abdomen and pelvis was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The IONIQ 6 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated marginal whiplash protection. The IONIQ 6 has an advanced eCall system which alerts the emergency services in the event of a crash and a system which automatically applies the brakes to prevent secondary collisions.





Total 43 Pts / 87%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer KidFix 2 R* Restraint for 10 year old child: *Graco Booster basic*

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

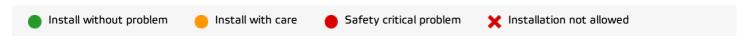
Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12.0 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 43 Pts / 87%

Universal Belted CRS











Total 43 Pts / 87%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_	
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_	
BeSafe iZi Kid X2 i-Size (i-Size)	_	•	_	
Britax Römer TriFix2 i-Size (i-Size)	_	•	_	•
BeSafe iZi Flex FIX i-Size (i-Size)	_	•	_	•
BeSafe iZi Combi X4 ISOfix (ISOFIX)	_	•	_	•
Cybex Solution Z i-Fix (ISOFIX)	_	•	_	•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•	•
Britax Römer King II LS (Belt)	•	•	•	•
Cybex Solution Zi-Fix (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

The IONIQ 6 provided good protection for all critical body regions of both the 6 and 10 year dummies in the frontal offset and side barrier tests, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. All of the child restraint types for which the IONIQ 6 is designed could be properly installed and accommodated.



★ VULNERABLE ROAD USERS

Total 36.0 Pts / 66%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian 20.7 / 36 Pts



Head Impact	10.0 Pts
Pelvis Impact	5.0 Pts
Leg Impact	5.7 Pts

Vulnerable Road Users 15.3 / 18 Pts

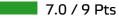
System Name	Forward Collision-Avoidance Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

Total 36.0 Pts / 66%

AEB Pedestrian



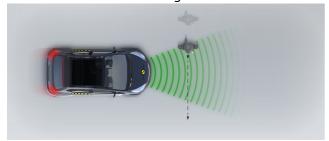
Day time

Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

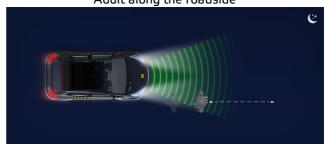


Night time

Adult crossing the road



Adult along the roadside



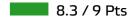




VULNERABLE ROAD USERS

Total 36.0 Pts / 66%

AEB Cyclist



Cyclist from nearside, obstructed view





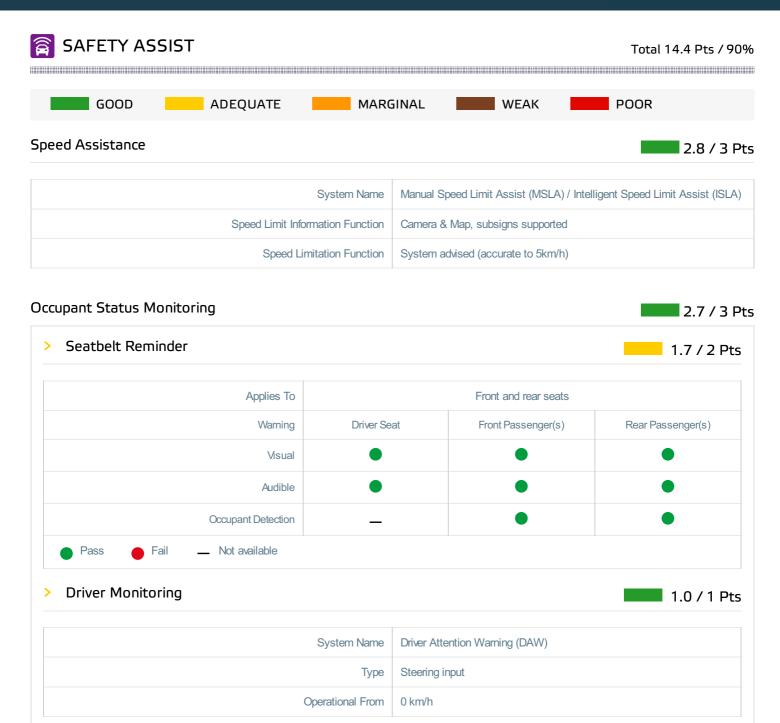
Cyclist along the roadside



Comments

Protection of the head of a struck pedestrian was predominantly marginal or weak, with several areas showing poor protection. The bumper offered mostly good protection to pedestrians' legs and protection of the pelvis was also predominantly good, albeit with some weak areas. The autonomous emergency braking (AEB) system of the IONIQ 6 can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most test scenarios.







SAFETY ASSIST

Total 14.4 Pts / 90%

Lane Support 3.5 / 4 Pts

System Name	LKA-L / LKA-R / FCA-LO
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 5.5 / 6 Pts

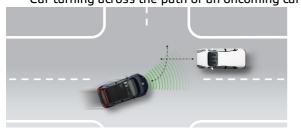
System Name	Forward Collision-Avoidance Assist
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar



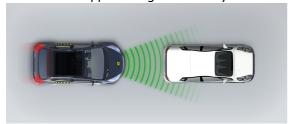
Total 14.4 Pts / 90%

Autobrake function only

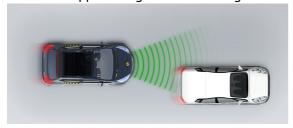
Car turning across the path of an oncoming car



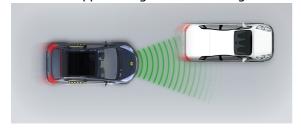
Approaching a stationary car



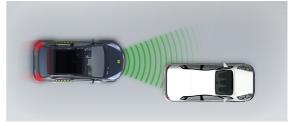
Approaching a slower moving car



Approaching a slower moving car



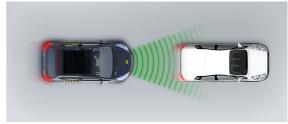
Approaching a stationary car



Approaching a stationary car



Approaching a slower moving car



Approaching a braking car

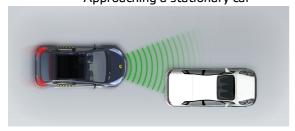




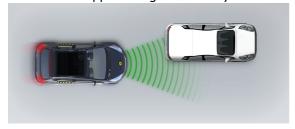
Total 14.4 Pts / 90%

Driver reacts to warning

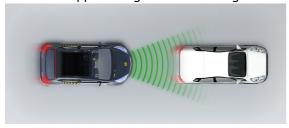
Approaching a stationary car



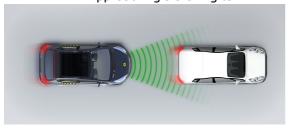
Approaching a stationary car



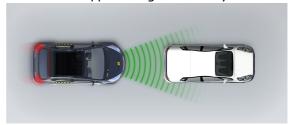
Approaching a slower moving car



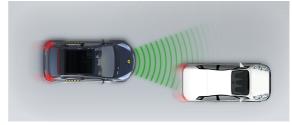
Approaching a braking car



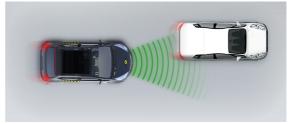
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Total 14.4 Pts / 90%

Comments

The IONIQ 6's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A speed assistance system detects the local speed limit and the driver can choose to set the limiter or let the system do so automatically.



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	electric 53.0 kWh, 111 kW	Standard Range, RWD	4 x 2	✓	✓
4 door saloon	electric 77.4 kWh, 168 kW	Long Range, RWD *	4 x 2	✓	✓
4 door saloon	electric 77.4 kWh, 239 kW	Long Range, AWD	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2022	Rating Published	2022 ★ 🖈 🛧 ★	✓