



Hyundai KONA
Standard Safety Equipment

2023



Adult Occupant



80%

Child Occupant



83%

Vulnerable Road Users



64%

Safety Assist



60%

SPECIFICATION

Tested Model	Hyundai KONA GLS electric, LHD
Body Type	- 5 door SUV
Year Of Publication	2023
Kerb Weight	1750kg
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	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isfix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 32.1 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 10.9 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.4 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.4 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 32.1 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Non-compliant	

Comments

The passenger compartment of the KONA remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. However, structures in the dashboard were posed a risk of injury to occupants of different sizes and to those sitting in different positions and penalties were applied. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the KONA would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as weak, based on dummy readings of chest compression. In addition, the dummy was seen to have 'submerged' i.e. slipped under the lap portion of the belt. This incurred a penalty, resulting in protection of the knees and femur being rated as poor. In both the side barrier and the more severe side pole impact, protection was good for all critical parts of the body and the KONA scored maximum points in this part of the assessment. 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 marginal. The KONA has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's 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 analysis of the rear seats indicated marginal whiplash protection. The KONA has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Hyundai demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but not that the electric windows would remain functional long enough to allow occupants to escape.

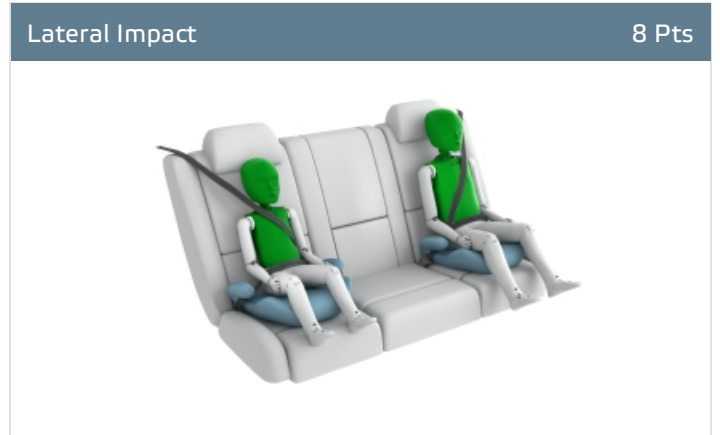
CHILD OCCUPANT

Total 40.8 Pts / 83%

● GOOD
 ● ADEQUATE
 ● MARGINAL
 ● WEAK
 ● POOR

Crash Test Performance based on 6 & 10 year old children

22.6 / 24 Pts



Restraint for 6 year old child: *Cybex Solution T i-Fix*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

6.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	●	●

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

CHILD OCCUPANT

Total 40.8 Pts / 83%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

 CHILD OCCUPANT

Total 40.8 Pts / 83%

Comments

In the frontal offset test, good protection was provided to all critical body areas for both child dummies, apart from the neck of the 10 year dummy, where readings of tensile forces indicated weak protection. In the side barrier test, all critical body areas were well protected and the car scored full points. 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 vehicle is equipped with an indirect child presence detection system, which warns when a child or infant may have been left in the car. All of the child restraint types for which the KONA is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 40.8 Pts / 64%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection

23.0 / 36 Pts



Pedestrian & Cyclist Head	12.2 Pts
Pelvis	0.0 Pts
Femur	1.8 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

17.9 / 27 Pts

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE 	

AEB Pedestrian

5.1 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	—	—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

4.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

 **VULNERABLE ROAD USERS**

Total 40.8 Pts / 64%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR






Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	


AEB Motorcyclist



 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

 2.3 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was almost completely poor, with only a small fraction of a point being scored. Protection of the femur was also largely poor or marginal but that of the knee and tibia was at good at all test locations. The autonomous emergency braking (AEB) system of the Hyundai can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians. A system to protect those behind the car when it is reversing is available as an option and was not tested as part of this assessment. The AEB system scored well in most of Euro NCAP's tests of its reaction to cyclists, but not for dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind, or for turning across the path of an approaching cyclist. The AEB system performed well in all tests of its response to motorcyclists and scored full points.

SAFETY ASSIST

Total 10.8 Pts / 60%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.8 / 3 Pts

System Name	ISLA
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

■ 1.8 / 3 Pts

> Seatbelt Reminder

■ 0.7 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.1 / 2 Pts

System Name	Driver Awareness Warning
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

SAFETY ASSIST

Total 10.8 Pts / 60%

Lane Support

2.5 / 3 Pts

System Name	Lane Keeping Assist	
Type	LKA and ELK	
Operational From	55 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

4.8 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction	—	—
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 10.8 Pts / 60%

Comments

Overall, the autonomous emergency braking (AEB) system of the Hyundai KONA performed adequately in tests of its reaction to other vehicles, picking up some points in the head-on scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the driver monitoring system detects some types of driver distraction, along with 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. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	KONA Electric, standard range *	4 x 2	✓	✓
5 door SUV	Electric	KONA Electric, long range	4 x 2	✓	✓
5 door SUV	1.0 T-GDI	KONA	4 x 2	✓	✓
5 door SUV	1.0 T-GDI 48v	KONA Mild-Hybrid	4 x 2	✓	✓
5 door SUV	1.6 T-GDI	KONA	4 x 2	✓	✓
5 door SUV	1.6 T-GDI	KONA AWD	4 x 4	✓	✓
5 door SUV	1.6 petrol hybrid	KONA Hybrid	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★★☆☆☆ ✓