



Hyundai i30
Standard Safety Equipment

2017



Adult Occupant



88%

Child Occupant



84%

VRU Impact Protection



64%

Safety Assist



68%

SPECIFICATION

Tested Model	Hyundai i30 1.6CRDi GLS Comfort, LHD
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1412kg
VIN From Which Rating Applies	- all i30s
Class	Small Family Car

X Rating Expired

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

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
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 33.5 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.4 Pts




Passenger Driver

Frontal Full Width 7.5 Pts




Rear Passenger Driver

Whiplash Rear Impact 2.0 Pts



Front seat Rear seat

Lateral Impact 15.1 Pts



Car Pole

AEB City 2.4

Performance: ■ Good



ADULT OCCUPANT

Total 33.5 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 33.5 Pts / 88%

Comments

The passenger compartment remained stable in the frontal offset impact. Dummy readings from the driver's knee indicated adequate protection. Structures in the dashboard presented a risk of injury to the driver and passenger and protection of the knee/femur/pelvis area was downgraded to marginal. Otherwise, protection of both dummies was good or adequate. In the full-width rigid-barrier test, and also in the side barrier impact, protection of all critical body areas was at least adequate. In the more severe side pole impact, dummy measurements of chest deformation indicated marginal protection for that part of the body. Tests on the front seats and head restraints indicated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection there. The i30 has, as standard, an autonomous emergency braking system. Tests of the system at the low speeds typical of city driving, at which many whiplash injuries are caused, showed good performance.

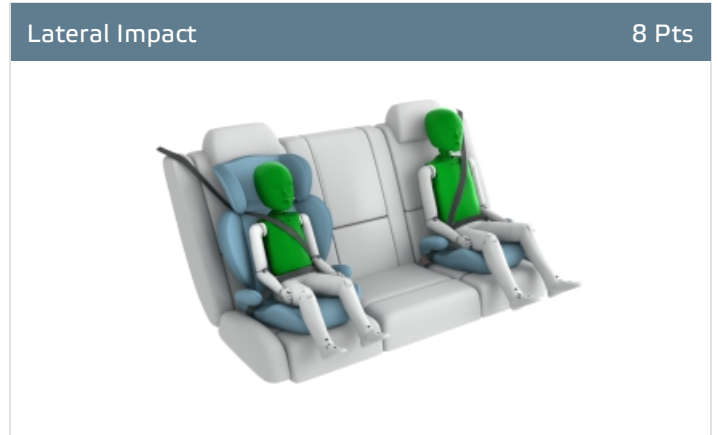
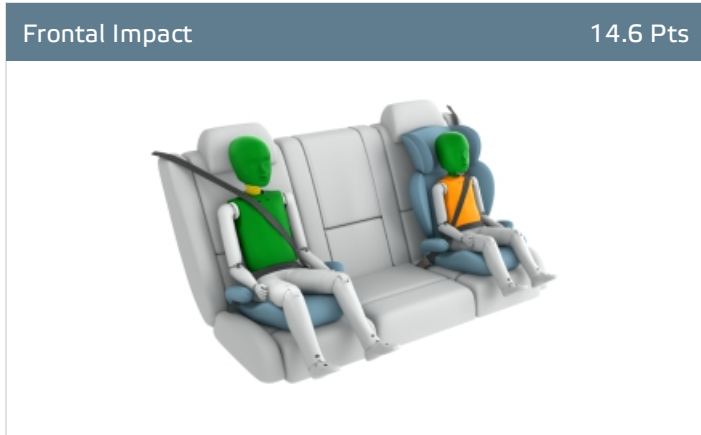
CHILD OCCUPANT

Total 41.6 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.6 Pts



Restraint for 6 year old child: *KidFix II XP*
 Restraint for 10 year old child: *Graco Junior III*

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

12.0 Pts

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

■ i-Size CRS



■ ISOFIX CRS



CHILD OCCUPANT

Total 41.6 Pts / 84%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, protection of the 10 year dummy was good or adequate. Dummy readings of chest deceleration in the 6 year dummy indicated marginal protection. In the side barrier test, both dummies were well protected and maximum points were scored. 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. All of the restraints for which the i30 is designed could be properly installed and accommodated.

CHILD OCCUPANT

Total 41.6 Pts / 84%

	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)	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available


Comments

In the frontal offset test, protection of the 10 year dummy was good or adequate. Dummy readings of chest deceleration in the 6 year dummy indicated marginal protection. In the side barrier test, both dummies were well protected and maximum points were scored. 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. All of the restraints for which the i30 is designed could be properly installed and accommodated.

 **VRU IMPACT PROTECTION**

Total 27.1 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	27.1 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;">15.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.8 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	15.3 Pts	Pelvis Impact	5.8 Pts	Leg Impact	6.0 Pts
Head Impact	15.3 Pts						
Pelvis Impact	5.8 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	0.0 Pts
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Comments

The bonnet surface provided good or adequate protection to the head of a struck pedestrian but performance was weak and poor in tests around the windscreen pillars. The protection provided to pedestrians' legs by the bumper was good at all test locations. Protection of the pelvis was also predominantly good. An autonomous emergency braking system which detects pedestrians is available as an option but was not assessed as part of this rating as it is not standard equipment.

SAFETY ASSIST

Total 8.3 Pts / 68%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

System Name	SAS
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 10km/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	Lane Keeping Assist System
Type	Lane Keep Assist
Operational From	50 km/h
Warning	Audible and Visual
PERFORMANCE	
LKA Confirmation Test	Pass (5/5)


 SAFETY ASSIST

Total 8.3 Pts / 68%

AEB Inter-Urban

1.3 Pts

System Name	AEB
Type	Forward Collision Warning with Auto-Brake
Operational From	10 km/h
Additional Information	Default On

PERFORMANCE 		
	Autobrake Function Only	Driver reacts to warning
Operational Speed	10-175 km/h	10-175 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 35km/h. Crash speed reduced up to 55km/h.
Approaching a slower moving car	Crash avoided up to 45km/h. Crash speed reduced up to 65km/h.	Crash avoided up to 60km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Mitigation

Comments

The autonomous emergency braking system performed adequately in tests of its functionality at highway speeds. A seatbelt reminder is standard for the front and rear seats. A driver-set speed limitation device and a lane departure warning system are also both standard fit.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback*, estate (wagon) and Fastback	1.6 CRDi, manual* and automatic	4 x 2	✓	✓
5 door hatchback, estate (wagon) and Fastback	1.0 T-GDI, manual	4 x 2	✓	✓
5 door hatchback, estate (wagon) and Fastback	1.4 T-GDI, manual and automatic	4 x 2	✓	✓
5 door hatchback and estate (wagon)	1.4 petrol, manual	4 x 2	✓	✓
5 door hatchback, estate (wagon) and Fastback	Mild hybrid	4 x 2	✓	✓

* Tested variant. 1.6 CRDi engine variants discontinued as of September 2021

Annual Reviews and Facelifts

Date	Event	Outcome
July 2017	Rating Published	2017 ★★★★★ ✓
July 2018	Annual Review	2017 ★★★★★ ✓
July 2019	Annual Review and inclusion of mild hybrid variant	2017 ★★★★★ ✓
April 2020	Facelift Review	2017 ★★★★★ ✓
July 2020	Annual Review	2017 ★★★★★ ✓
June 2020	Annual Review	2017 ★★★★★ ✓
July 2021	Annual Review	2017 ★★★★★ ✓