



Hyundai IONIQ 5
Standard Safety Equipment

2021



Adult Occupant



88%

Child Occupant



86%

Vulnerable Road Users



63%

Safety Assist



88%

SPECIFICATION

Tested Model	Hyundai IONIQ 5 GL, 160kW, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1910kg
VIN From Which Rating Applies	- all IONIQ 5s
Class	Small SUV

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	●	●	—
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	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

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

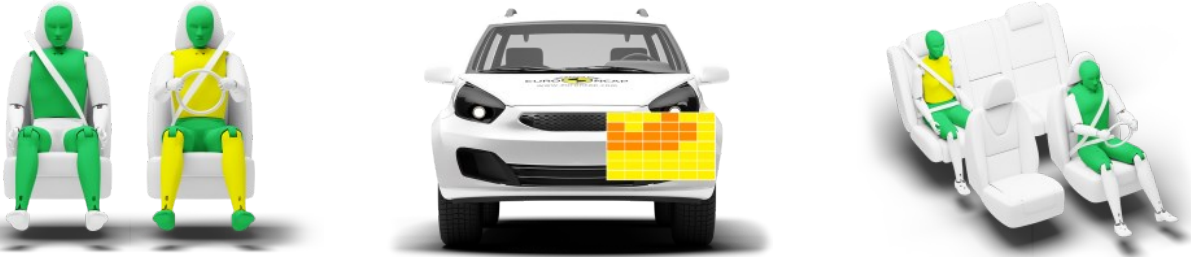
- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

 ADULT OCCUPANT

Total 33.8 Pts / 88%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 14.4 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.3 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.1 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 33.8 Pts / 88%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication

1.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the IONIQ 5 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Hyundai showed that a similar level of protection would be provided to the legs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the IONIQ 5 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good protection was provided to all critical body areas of the driver and at least adequate protection for the rear passenger. In both the side barrier test and the more severe side pole impacts, protection of all critical body areas was good or adequate. The IONIQ 5 has a centre airbag to mitigate occupant to occupant injuries in the event of a lateral collision. In Euro NCAP's test, the airbag worked well, with good protection of the dummies' heads. Limitation of the extent to which a body is thrown to the other side of the car in a side impact was rated as marginal. 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 also indicated good whiplash protection. The IONIQ 5 has, as standard, an advanced emergency call system which alerts the emergency services in the event of a crash. The car also applies the brakes after a collision to prevent secondary impacts.

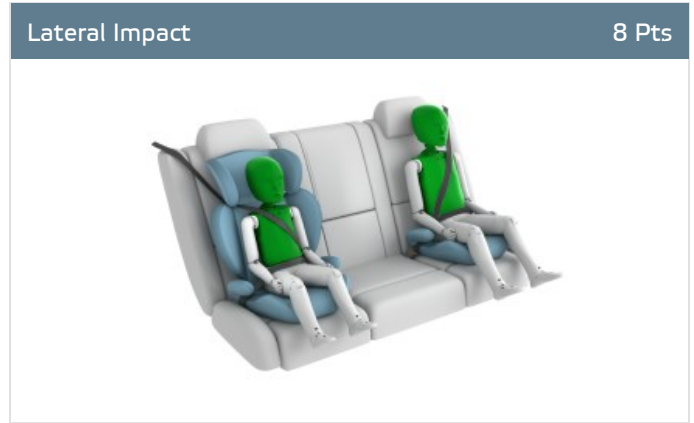
CHILD OCCUPANT

Total 42.6 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.6 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix*
 Restraint for 10 year old child: *Peg Perego Viaggio*

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
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

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)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.6 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



Comments

In the both the frontal offset test, protection of both child dummies was good or adequate for all body regions. In the side barrier test, protection was good for all critical body areas. 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 child restraint types for which the IONIQ 5 is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 42.6 Pts / 86%

	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 Z i-Fix (Belt)	●	●	●	●

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

Comments

In the both the frontal offset test, protection of both child dummies was good or adequate for all body regions. In the side barrier test, protection was good for all critical body areas. 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 child restraint types for which the IONIQ 5 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 34.4 Pts / 63%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection

20.5 / 36 Pts



Head Impact	14.5 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


13.9 / 18 Pts

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

 VULNERABLE ROAD USERS

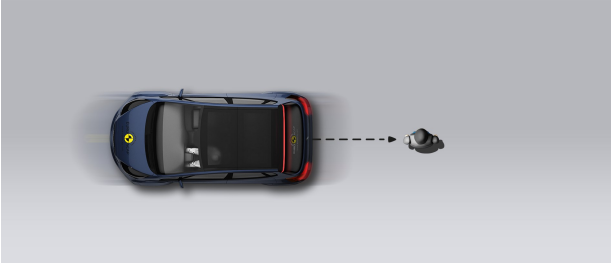
Total 34.4 Pts / 63%

AEB Pedestrian

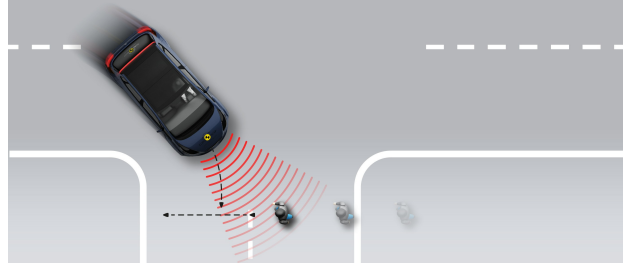
 5.7 / 9 Pts

■ Day time

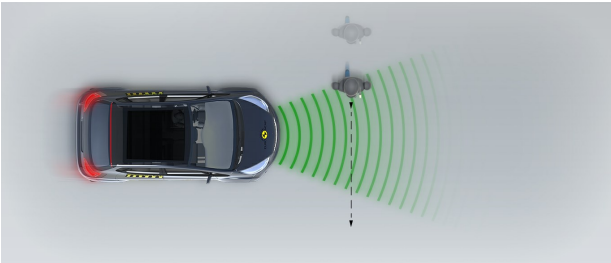
Vehicle reversing into standing pedestrian



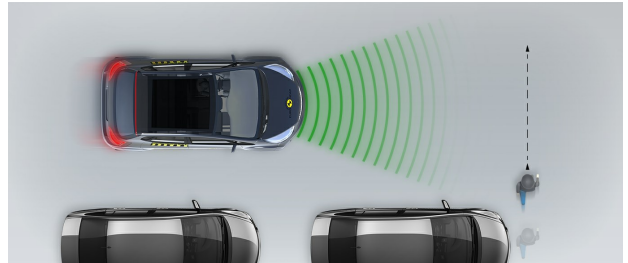
Pedestrian crossing a road into which a car is turning



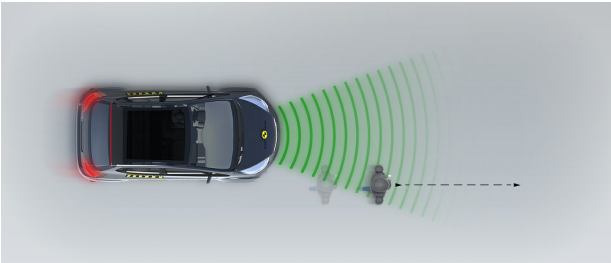
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

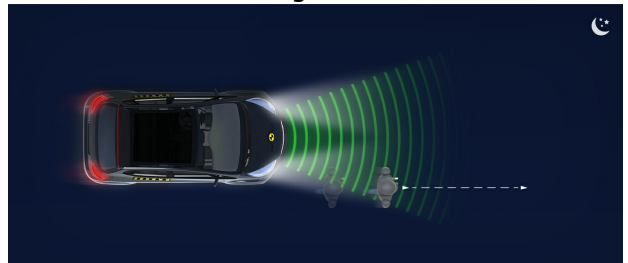


■ Night time

Adult crossing the road



Adult along the roadside

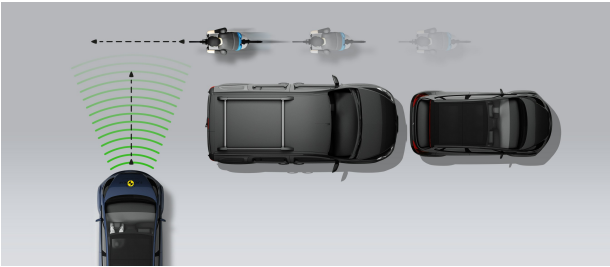


VULNERABLE ROAD USERS

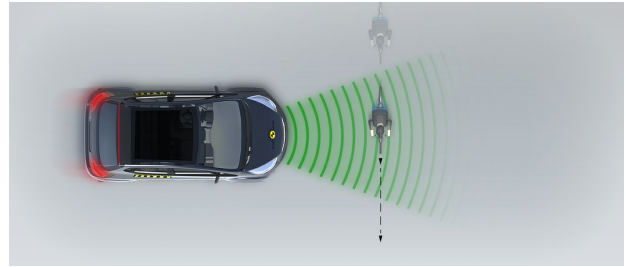
Total 34.4 Pts / 63%

AEB Cyclist
8.2 / 9 Pts

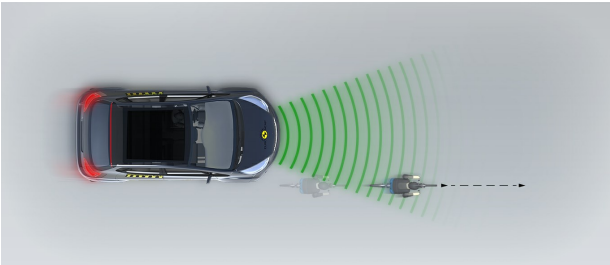
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was mostly good or adequate. Poor results were recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. However, protection of the pelvis was poor, and the IONIQ 5 scored no points in this area of assessment. The autonomous emergency braking system of the IONIQ 5 detects vulnerable road users, as well as other vehicles. The system's response to pedestrians was adequate and its response to cyclists was good, with collisions avoided or mitigated in most test scenarios.

SAFETY ASSIST

Total 14.2 Pts / 88%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.5 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA) / Intelligent Speed Limit Assist (ISLA)
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring 2.7 / 3 Pts

> Seatbelt Reminder 1.7 / 2 Pts

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

● Pass ● Fail — Not available

> Driver Monitoring 1.0 / 1 Pts

System Name	Driver Attention Alert (DAA)
Type	Steering input
Operational From	30 km/h

SAFETY ASSIST

Total 14.2 Pts / 88%

Lane Support

3.3 / 4 Pts

System Name	LKA-L / LKA-R / FCA-LO	
Type	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

5.8 / 6 Pts

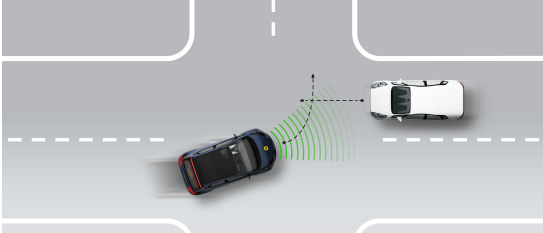
System Name	Forward Collision-Avoidance Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

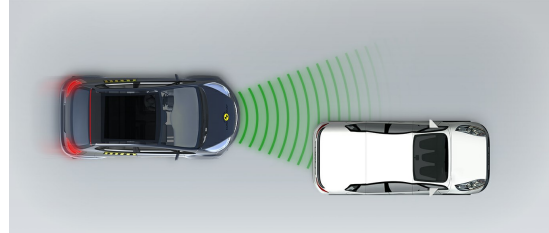
Total 14.2 Pts / 88%

■ Autobrake function only

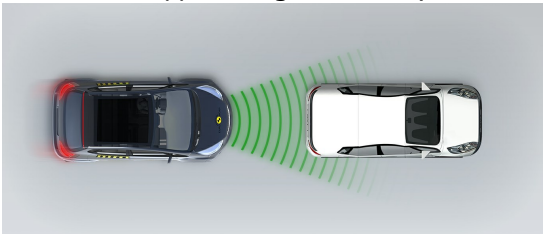
Car turning across the path of an oncoming car



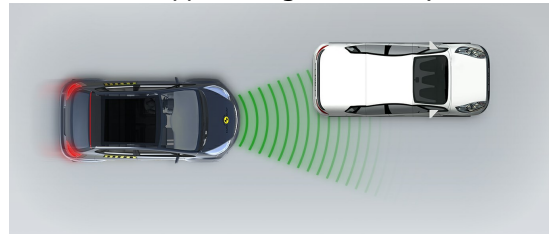
Approaching a stationary car



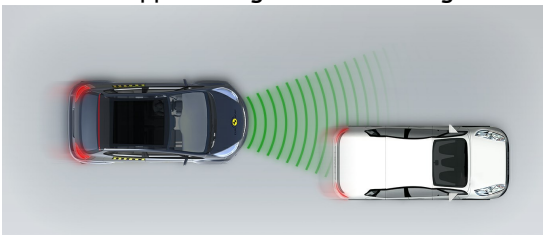
Approaching a stationary car



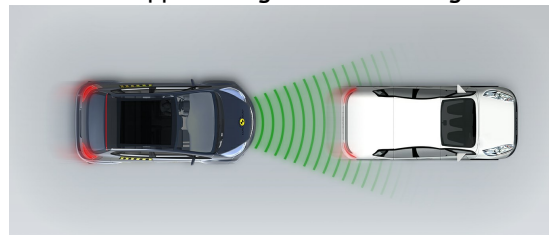
Approaching a stationary car



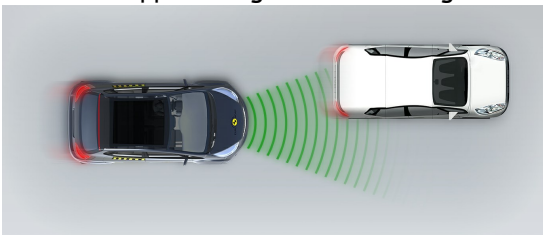
Approaching a slower moving car



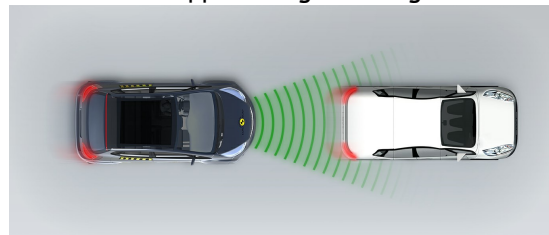
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

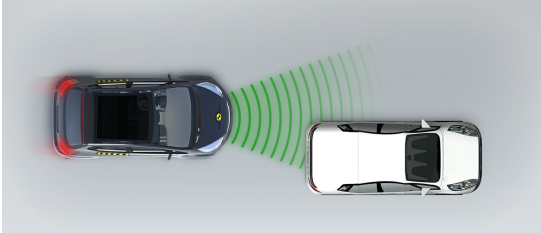


 SAFETY ASSIST

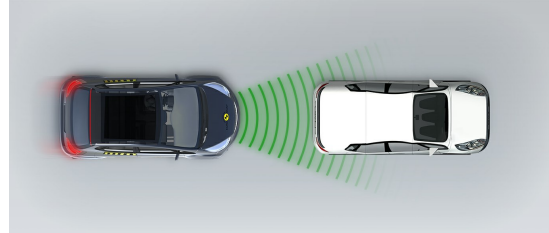
Total 14.2 Pts / 88%

■ Driver reacts to warning

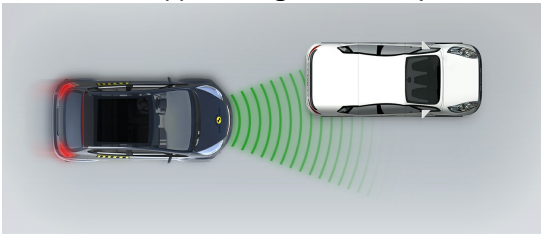
Approaching a stationary car



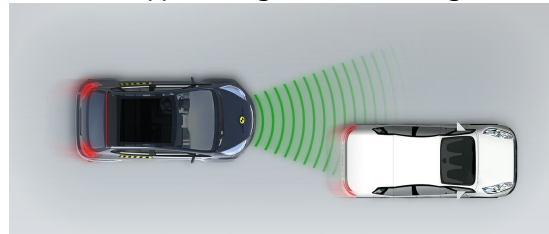
Approaching a stationary car



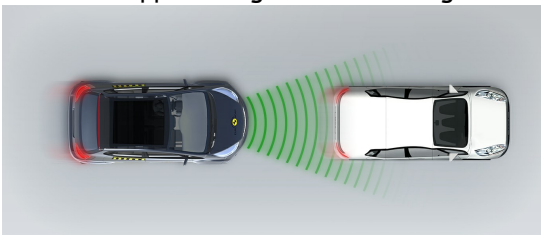
Approaching a stationary car



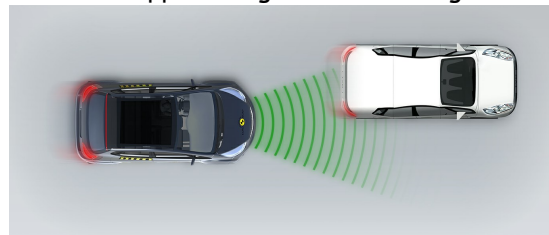
Approaching a slower moving car



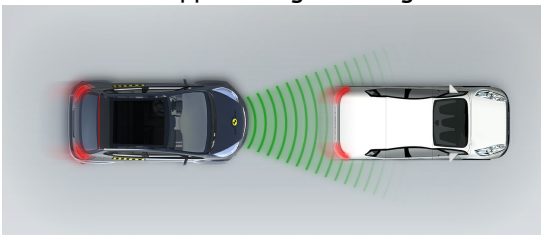
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.2 Pts / 88%

Comments

A seatbelt reminder is standard for the front and rear seats and a driver monitoring system monitors steering inputs for signs of fatigued driving. The autonomous emergency braking system showed good performance in tests of its reaction to other vehicles. A more advanced AEB system is available as an option which offers protection in additional situations but that system is not included in this assessment. Speed assistance is provided by a system which informs the driver of the local limit, and which can automatically set the speed limiter to the appropriate speed. A lane support system gently corrects the course of a car which is drifting out of lane and also intervenes in more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	125kW electric motor, Standard range	4 x 2	✓	✓
5 door SUV	160kW electric motor, Long range	4 x 2*	✓	✓
5 door SUV	173kW dual electric motor, Standard range	4 x 4	✓	✓
5 door SUV	225kW dual electric motor, Long range	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
October 2021	Rating Published	2021 ★ ★ ★ ★ ★ ✓
October 2022	Annual Review	2021 ★ ★ ★ ★ ★ ✓
October 2023	Annual Review	2021 ★ ★ ★ ★ ★ ✓
June 2024	Facelift Review	2021 ★ ★ ★ ★ ★ ✓
October 2024	Annual Review	2021 ★ ★ ★ ★ ★ ✓