



Hyundai Atoz

RATING	SCORE
ADULT OCCUPANT ★★☆☆☆	18 Front: 4 Side: 14
PEDESTRIAN ★☆☆☆☆	15 Pre 2002 rating

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

18 month old Child	Roemer King, forward facing
3 year old Child	Roemer King, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Hyundai Atoz GLS
Body type	5 door hatchback
Year of publication	2000
Kerb weight	865
VIN from which rating applies	KMHAC51GPYU224665

Comments

The Atoz's body became unstable in the frontal impact, resulting in large steering wheel movements and substantial brake pedal intrusion. This and high loading on the driver's chest led to a poor performance overall. However, the side impact was very creditable and only the risk of chest injury lost it points, although the driver's head struck a glancing blow on the centre pillar. However, the child restraints did not perform well especially in the frontal impact, where the heads of the dummies were allowed to go too far forward. Pedestrian protection was average for this size of car.

Front impact

The driver's door remained reasonably straight and could be opened after the impact. But most of the protection available was on the limit, including the steering wheel being distorted and the driver's head 'bottoming out' on the airbag. The front occupants' knees risked injury from hazardous areas under and around the steering column.

Side impact

The side impact was the saving grace for the Atoz: its structure absorbed the forces and with little obvious padding protecting the driver, although the chest loading was high. Altogether this was a very creditable performance which shows careful design. A minus point was that the driver's head hit the central pillar, if not sufficiently to risk serious injury.

Child occupant

Hyundai do not recommend a restraint to the public although they chose the ones used in this test. They need to take protecting children in their cars more seriously. The restraints did not protect the children well. They allowed too much forward movement in the frontal impact and did not contain their heads in the side impact. This substantially increased the risk of serious injury for children in this car. More needs to be done to improve the way in which restraints are secured.

Pedestrian

Unusually, there was some protection for pedestrians' legs and hips rather than it being all in the head zones. Even so, there is much that can be achieved in improving the protection that this car offers.