Hyundai INSTER

Standard Safety Equipment

2025

Adult Occupant 70%

Child Occupant 81%

Vulnerable Road Users 70%

Safety Assist 67%

SPECIFICATION

Tested Model	Hyundai INSTER
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1358kg
VIN From Which Rating Applies	- all INSTERs
Class	City and Supermini

Version 260625

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			
Isofix/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 28.3 Pts / 70%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 11.3 / 16 Pts

Mobile Progressive Deformable Barrier

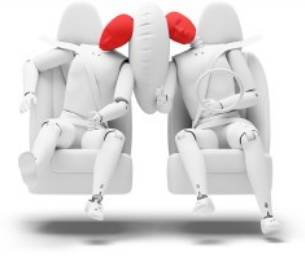
Full Width Rigid Barrier

Lateral Impact — 10.9 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.5 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 28.3 Pts / 70%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Hyundai INSTER remained stable in the frontal offset test. The driver's head 'bottomed out' the airbag and a penalty was applied to the protection of this part of the body. Chest protection was rated as marginal, based on dummy readings of compression. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Hyundai showed that a similar level of protection would be provided to 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 Hyundai INSTER would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was rated as marginal for the chest of the driver and that of the rear passenger, based on dummy readings of compression. In the side barrier test, good or adequate protection was provided to all critical body areas. However, the driver door was found to be unlatched after the test, and the score was penalised. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest. 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 weak The Hyundai INSTER has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Dummy readings during the test were good, but the car was precluded from scoring points for its far-side protection because of the door-opening in the side barrier 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Hyundai demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 40.1 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 22.1 / 24 Pts

Frontal Impact	15.1 Pts

Lateral Impact	7 Pts

Restraint for 6 year old child: *Cybex Solution T i-Fix*
Restraint for 10 year old child: *Graco Booster Basic R129*

Safety Features 6.0 / 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		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 40.1 Pts / 81%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	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		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 260625

CHILD OCCUPANT

Total 40.1 Pts / 81%

Comments

In the frontal offset test, protection was good or adequate for all critical body areas for both child dummies. However, in the side barrier test, the chest of the 10 year dummy recorded accelerations above Euro NCAP's threshold and protection of that body area was rated as poor. 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 Hyundai INSTER is not equipped with 'child presence detection' system, a system which issues a warning when it detects that a child or infant has been left in the car. All of the child restraint types for which the Hyundai INSTER is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 44.2 Pts / 70%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

23.0 / 36 Pts

Pedestrian & Cyclist Head	9.7 Pts
Pelvis	0.0 Pts
Femur	4.5 Pts
Knee & Tibia	8.8 Pts

VRU Impact Mitigation

21.3 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

5.7 / 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

7.6 / 8 Pts

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

VULNERABLE ROAD USERS

Total 44.2 Pts / 70%

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

2.0 / 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 largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was poor at all test location. In contrast, protection of the femur was good at all test points, and that of the knee and tibia was also predominantly good. The autonomous emergency braking system of the Hyundai INSTER responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately. The system performed well in tests of its reaction to cyclists and motorcyclists, although there is no protection against 'dooring', where a door is opened in the path of a cyclist approaching from behind.

SAFETY ASSIST

Total 12.1 Pts / 67%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.2 / 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	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

2.5 / 3 Pts

Seatbelt Reminder

1.0 / 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

1.5 / 2 Pts

System Name	Forward Attention Warning (FAW)
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

SAFETY ASSIST

Total 12.1 Pts / 67%

Lane Support

2.5 / 3 Pts

System Name	Lane Keeping Assist (LKA)
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

4.9 / 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 12.1 Pts / 67%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of distraction. 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. 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	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	electric 85.4kW *		4 x 2	✓	✓
5 door SUV	electric 71.1kW		4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2025	Rating Published	2025 ★★★★☆	✓