



Hyundai Ioniq
Standard Safety Equipment

2016



Adult Occupant



91%

Child Occupant



80%

Pedestrian



70%

Safety Assist



82%

SPECIFICATION

Tested Model	Hyundai Ioniq Hybrid
Body Type	- 5 door hatchback
Year Of Publication	2016
Kerb Weight	1370kg
VIN From Which Rating Applies	- all Ioniqs including electric and PHEV
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	●	●	✘

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 34.9 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.5 Pts

Passenger Driver

Frontal Full Width 6.2 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.3 Pts

Front seat Rear seat

Lateral Impact 16.0 Pts

Car Pole

AEB City 3.0

Performance: ■ Good



ADULT OCCUPANT

Total 34.9 Pts / 91%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR



ADULT OCCUPANT

Total 34.9 Pts / 91%

Comments

The passenger compartment of the Ioniq remained stable in the offset deformable barrier frontal impact. Dummy readings indicated 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 occupants of different sizes and those sat in different positions. In the full width rigid barrier test, readings from the rear passenger dummy indicated marginal protection of the chest. The pelvis slipped under the lap part of the seatbelt, indicated by a sudden drop in load, and protection of this body region was rated as poor. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and full points were scored. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. A standard-fit autonomous emergency braking system provides additional protection against whiplash injury. In Euro NCAP's tests, the system scored full points, avoiding collisions against a stationary car at all test speeds.

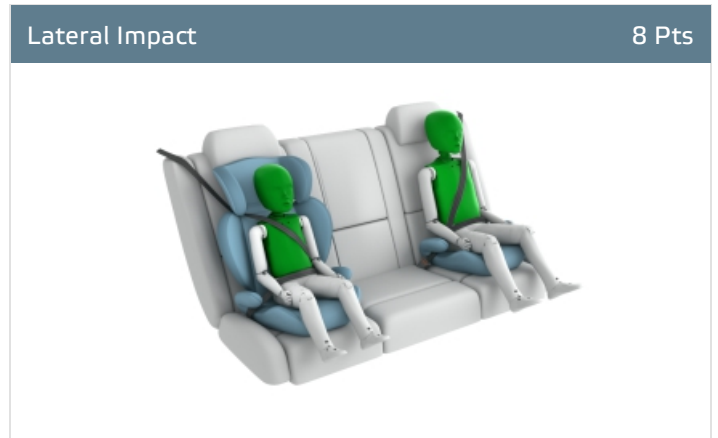
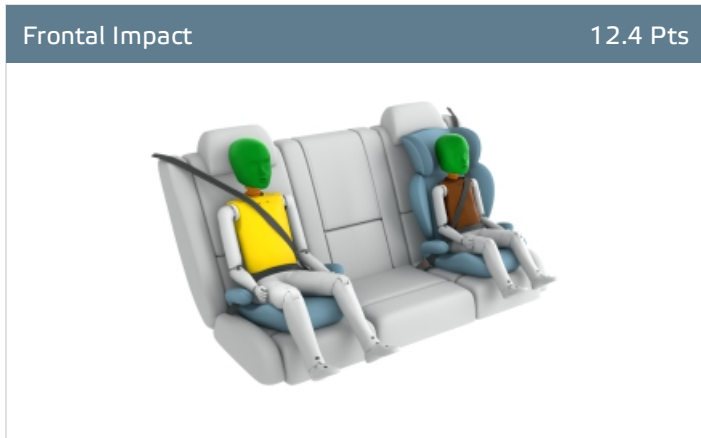
CHILD OCCUPANT

Total 39.4 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20.4 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *GRACO booster*

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

<p>Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)</p> 	<p>Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)</p> 	<p>BeSafe iZi Kid X1 i-Size (iSize)</p> 
-----------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------

■ ISOFIX CRS

<p>Maxi Cosi Cabriofix & FamilyFix (ISOFIX)</p> 	<p>BeSafe iZi Kid X3 ISOfix (ISOFIX)</p> 	<p>Britax Römer Duo Plus (ISOFIX)</p> 
<p>Britax Römer KidFix XP (ISOFIX)</p> 		

 CHILD OCCUPANT

Total 39.4 Pts / 80%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 39.4 Pts / 80%

	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 X1 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X3 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)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

In the frontal offset test, protection of the 6 and 10 year old dummies was good apart from the neck, for which tensile forces indicated marginal protection and, for the 10 year dummy, the chest, for which decelerations indicated a marginal level of protection. 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.

PEDESTRIAN

Total 29.8 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian		24.8 Pts						
	<table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">13.7 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">5.1 Pts</td> </tr> </table>	Head Impact	13.7 Pts	Pelvis Impact	6.0 Pts	Leg Impact	5.1 Pts	
Head Impact	13.7 Pts							
Pelvis Impact	6.0 Pts							
Leg Impact	5.1 Pts							

AEB Pedestrian		5.0 Pts
System Name	Autonomous Emergency Braking	
Type	Auto-Brake with Forward Collision Warning	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
PERFORMANCE		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 40 km/h	Impact mitigated up to 55 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h

Comments

The bonnet provided predominantly adequate or marginal protection for the head of a struck pedestrian, with poor results recorded on the stiff windscreen pillars. The protection provided to pedestrians' legs by the bumper was good at most test locations while protection of the pelvis was good at all points tested. The autonomous emergency braking system reacts when pedestrians are in danger of being struck. The system performed well in Euro NCAP's tests, managing to avoid collisions or to mitigate their severity in several of the test scenarios.

 SAFETY ASSIST

Total 9.9 Pts / 82%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.5 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/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 Keep Assist System
Type	Lane Keep Assist and Lane Departure Warning
Operational From	60 km/h
Warning	Audible and Visual
PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 9.9 Pts / 82%

AEB Inter-Urban

2.7 Pts

System Name	Autonomous Emergency Braking
Type	Forward Collision Warning with Auto-Brake
Operational From	8 km/h
Additional Information	Default On

PERFORMANCE | 

	Autobrake Function Only	Driver reacts to warning
Operational Speed	8-180 km/h	8-180 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The Ioniq has as standard: a seatbelt reminder system for front and rear passengers; a driver-set speed limiter; a lane support system that warns the driver when the car is drifting over a lane marking and gently steers the car away from the lane edge; and an autonomous emergency braking system which operates at highway speeds and which performed well in Euro NCAP's tests, managing to avoid collision in many of the test scenarios.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
November 2016	Rating Published	2016 ★ ★ ★ ★ ★ ✓
November 2017	Annual Review	2016 ★ ★ ★ ★ ★ ✓
November 2018	Annual Review	2016 ★ ★ ★ ★ ★ ✓
June 2019	Facelift Review	2016 ★ ★ ★ ★ ★ ✓
November 2019	Annual Review	2016 ★ ★ ★ ★ ★ ✓
November 2020	Annual Review	2016 ★ ★ ★ ★ ★ ✓