



Hyundai i10
Standard Safety Equipment

2020



Adult Occupant



69%

Child Occupant



75%

Vulnerable Road Users



52%

Safety Assist



59%

SPECIFICATION

Tested Model	Hyundai i10 1.0 MPI GLS, LHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	993kg
VIN From Which Rating Applies	- all i10s
Class	Supermini

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	✘	✘	—

Version 301120

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✗
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 26.2 Pts / 69%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 9.9 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 11.9 / 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 26.2 Pts / 69%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as weak, based on dummy measurements of compression. Dummy readings of the knees and femurs were good but some structures in the dashboard were thought to pose a risk of injury so the score was penalised. The i10's low weight and benign front structure did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width, rigid wall test, protection was good or adequate for all body critical body regions except for the driver's abdomen. The abdomen slid under the lap section of the seatbelt (a phenomenon known as 'submarining') and protection of that body region was rated as poor. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good. Similarly, in the more severe side pole impact, protection was good all-round. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as poor. The i10 is not equipped with centre airbags to protect against occupant-to-occupant interaction in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The i10 is equipped with an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

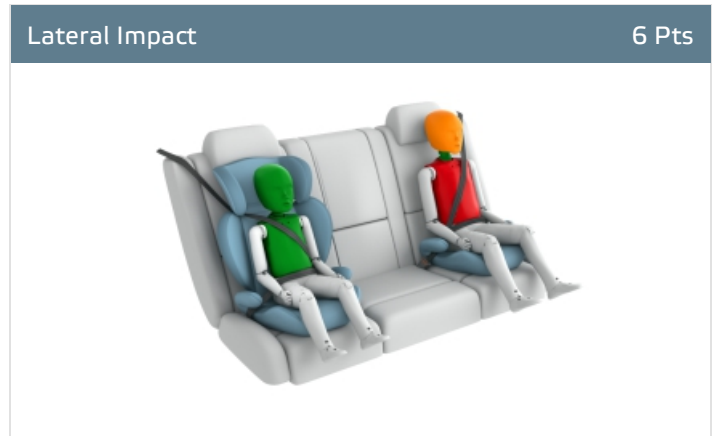
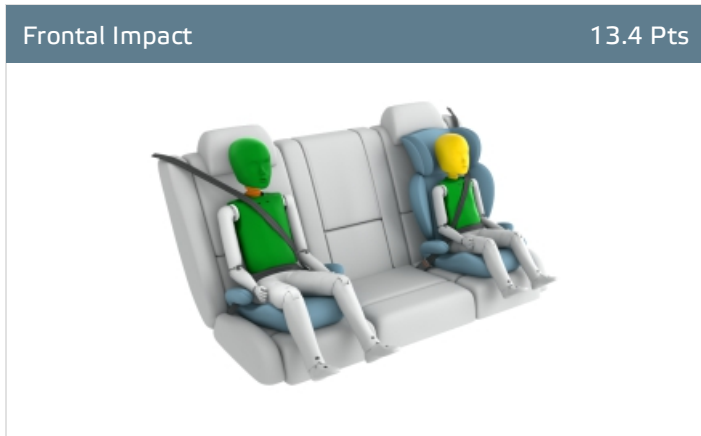
CHILD OCCUPANT

Total 37.2 Pts / 75%



Crash Test Performance based on 6 & 10 year old children

19.4 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX III S*
 Restraint for 10 year old child: *Booster cushion*

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

10.8 / 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)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 37.2 Pts / 75%

■ 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 37.2 Pts / 75%

	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)	—	●	—	●
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 both child dummies was good or adequate for all critical parts of the body except the neck of the 10 year dummy, protection of which was rated as marginal, based on measurements of neck tension. In the side barrier test, protection of the chest of the 10-year dummy was poor and that of the head was marginal, based on high accelerations. 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. With the exception of one universal child restraint in the rear centre seat, all of the restraints for which the i10 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 28.4 Pts / 52%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

25.0 / 36 Pts



Head Impact	13.8 Pts
Pelvis Impact	5.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


3.4 / 18 Pts

System Name	Forward Collision Avoidance (FCA)
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

 VULNERABLE ROAD USERS

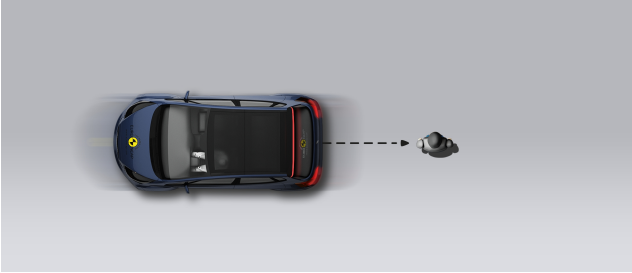
Total 28.4 Pts / 52%

AEB Pedestrian

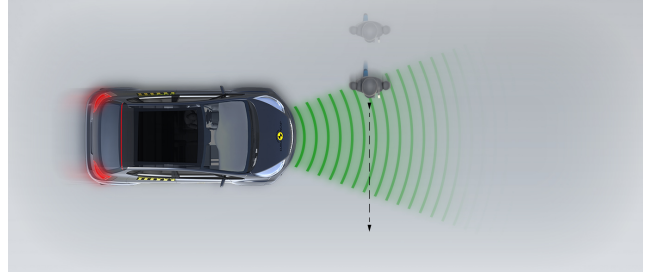
 3.4 / 9 Pts

■ Day time

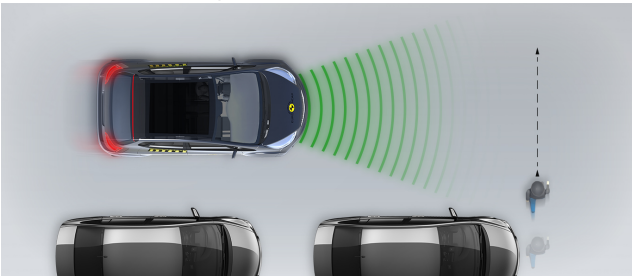
Vehicle reversing into standing pedestrian



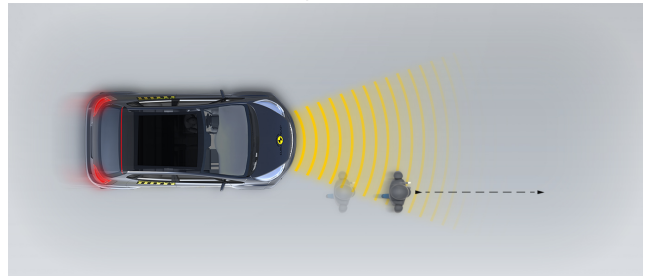
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

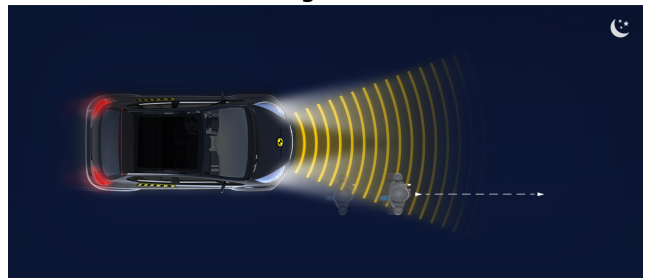


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 28.4 Pts / 52%

AEB Cyclist

0.0 / 9 Pts

Cyclist from nearside, obstructed view
Cyclist from nearside, obstructed view

Comments

The bonnet surface provided predominantly adequate or marginal protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars but good results on the windscreen surface. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed. The i10's autonomous emergency braking (AEB) system can detect pedestrians but not cyclists, for which more sophisticated hardware is required. In tests, the system's response to pedestrians was marginal. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 9.5 Pts / 59%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	MSLA (Manual Speed Limit Assist)
Speed Limit Information Function	N/A
Speed Limitation Function	Manually set (accurate to 5km/h)

Occupant Status Monitoring

■ 2.7 / 3 Pts

> Seatbelt Reminder

■ 1.7 / 2 Pts

Applies To	Front and rear seats, including third row		
	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 Warning
Type	Steering input
Operational From	50 km/h

SAFETY ASSIST

Total 9.5 Pts / 59%

Lane Support

2.8 / 4 Pts

System Name	Lane Keeping Assist (LKA)	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		POOR

AEB Car-to-Car

2.8 / 6 Pts

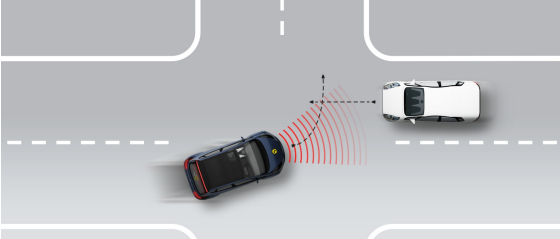
System Name	FCA	
Type	Autonomous emergency braking and forward collision warning	
Operational From	8 km/h	
Sensor Used	camera	

 SAFETY ASSIST

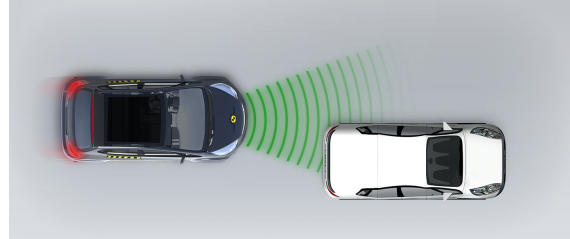
Total 9.5 Pts / 59%

■ Autobrake function only

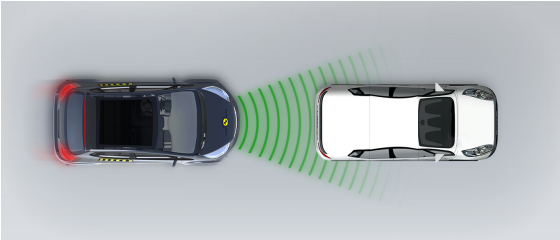
Test car turns across the path of an approaching car



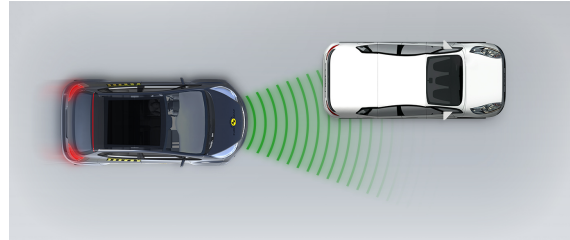
Approaching a stationary car



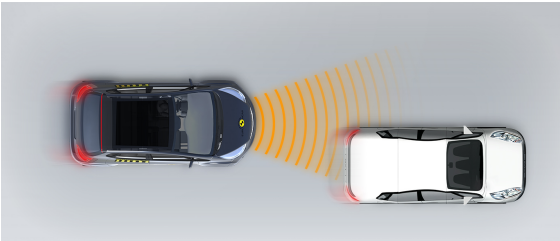
Approaching a stationary car



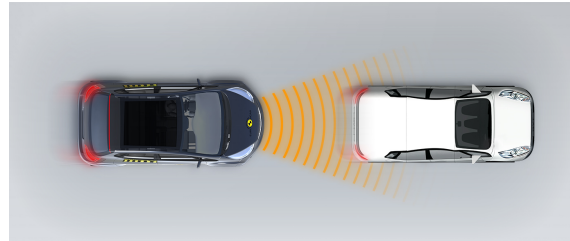
Approaching a stationary car



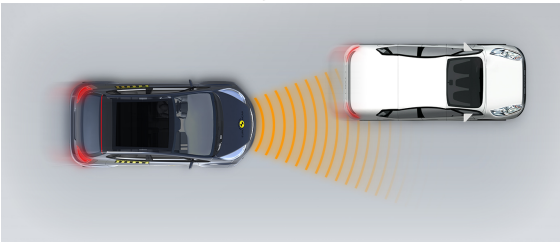
Approaching a slower moving car



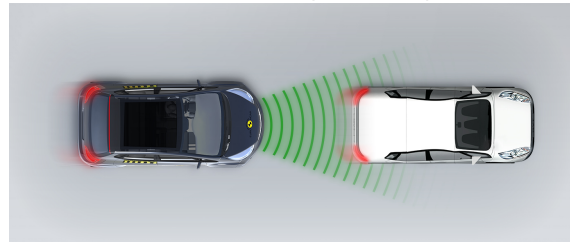
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

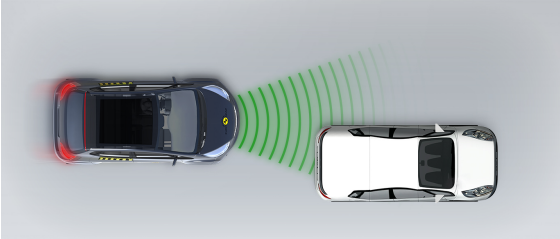


 SAFETY ASSIST

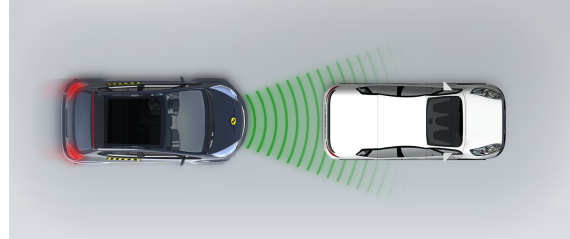
Total 9.5 Pts / 59%

■ Driver reacts to warning

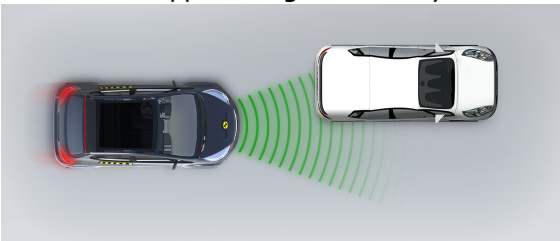
Approaching a stationary car



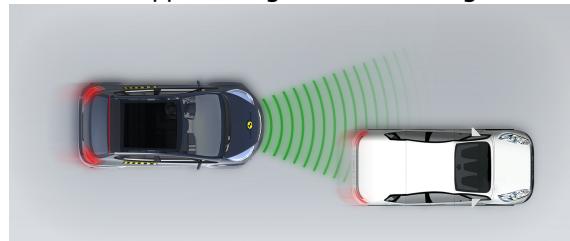
Approaching a stationary car



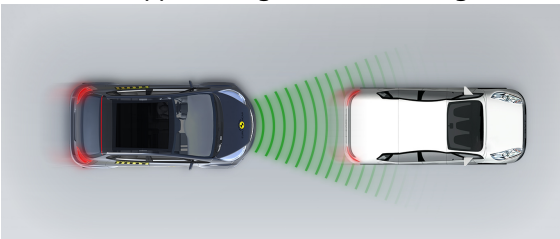
Approaching a stationary car



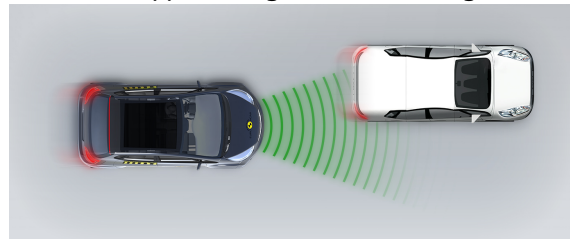
Approaching a slower moving car



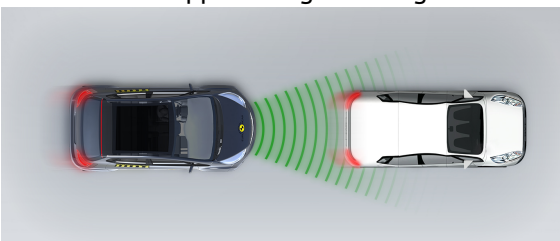
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 9.5 Pts / 59%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed marginally in tests of its detection and reaction to other vehicles. As well as a seatbelt reminder for front and rear seats, the i10 has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more severely in some critical situations. A driver-set speed limiter is standard equipment.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0 petrol*	4 x 2		
5 door hatchback	1.2 petrol	4 x 2		

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2020	Rating Published	2020