



**Hyundai IONIQ 6**  
Standard Safety Equipment

2022



Adult Occupant



97%

Child Occupant



87%

Vulnerable Road Users



66%

Safety Assist



90%

## SPECIFICATION

|                               |                      |
|-------------------------------|----------------------|
| Tested Model                  | Hyundai IONIQ 6, LHD |
| Body Type                     | - 4 door saloon      |
| Year Of Publication           | 2022                 |
| Kerb Weight                   | 1910kg               |
| VIN From Which Rating Applies | - all IONIQ 6's      |
| Class                         | Large Family Car     |

## 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            | ●      | ●         | —    |

## SAFETY EQUIPMENT (NEXT)

|                         | Driver | Passenger | Rear |
|-------------------------|--------|-----------|------|
| <b>CHILD PROTECTION</b> |        |           |      |
| Isifix/i-Size           | —      | ✘         | ●    |
| Integrated CRS          | —      | ✘         | ✘    |
| Airbag cut-off switch   | —      | ●         | —    |
| <b>SAFETY ASSIST</b>    |        |           |      |
| Seat Belt Reminder      | ●      | ●         | ●    |

| <b>OTHER SYSTEMS</b>      |   |
|---------------------------|---|
| 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 37.0 Pts / 97%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 15.5 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.9 / 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 37.0 Pts / 97%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

| Rescue and Extrication |                          | 2.0 / 2 Pts |
|------------------------|--------------------------|-------------|
| Rescue Sheet           | Available, ISO compliant |             |
| Advanced eCall         | Available                |             |
| Multi Collision Brake  | Available                |             |

## Comments

The passenger compartment of the IONIQ 6 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Hyundai demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Good protection was provided to all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the IONIQ 6 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good and the IONIQ 6 scored maximum points. In the more severe side pole impact, protection of the chest was adequate, and that of the head, abdomen and pelvis was good. 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 adequate. The IONIQ 6 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. 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 IONIQ 6 has an advanced eCall system which alerts the emergency services in the event of a crash and a system which automatically applies the brakes to prevent secondary collisions.

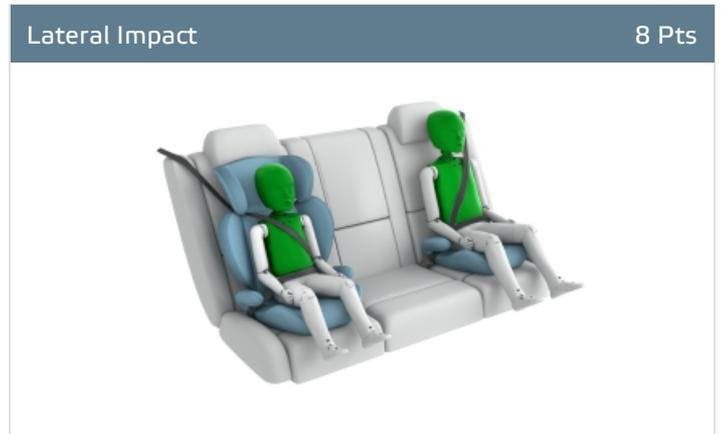
**CHILD OCCUPANT**

Total 43 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix 2 R*  
 Restraint for 10 year old child: *Graco Booster basic*

**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 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## CHILD OCCUPANT

Total 43 Pts / 87%

|   | 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)           | ●             | ●       | ●      | ●     |

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

## Comments

The IONIQ 6 provided good protection for all critical body regions of both the 6 and 10 year dummies in the frontal offset and side barrier tests, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. All of the child restraint types for which the IONIQ 6 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 36.0 Pts / 66%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian

20.7 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 10.0 Pts |
| Pelvis Impact | 5.0 Pts  |
| Leg Impact    | 5.7 Pts  |

Vulnerable Road Users

15.3 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 36.0 Pts / 66%

AEB Pedestrian

 7.0 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



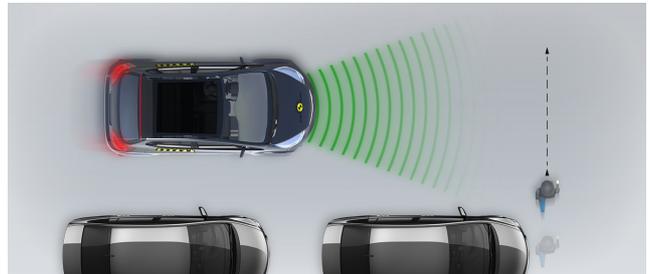
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

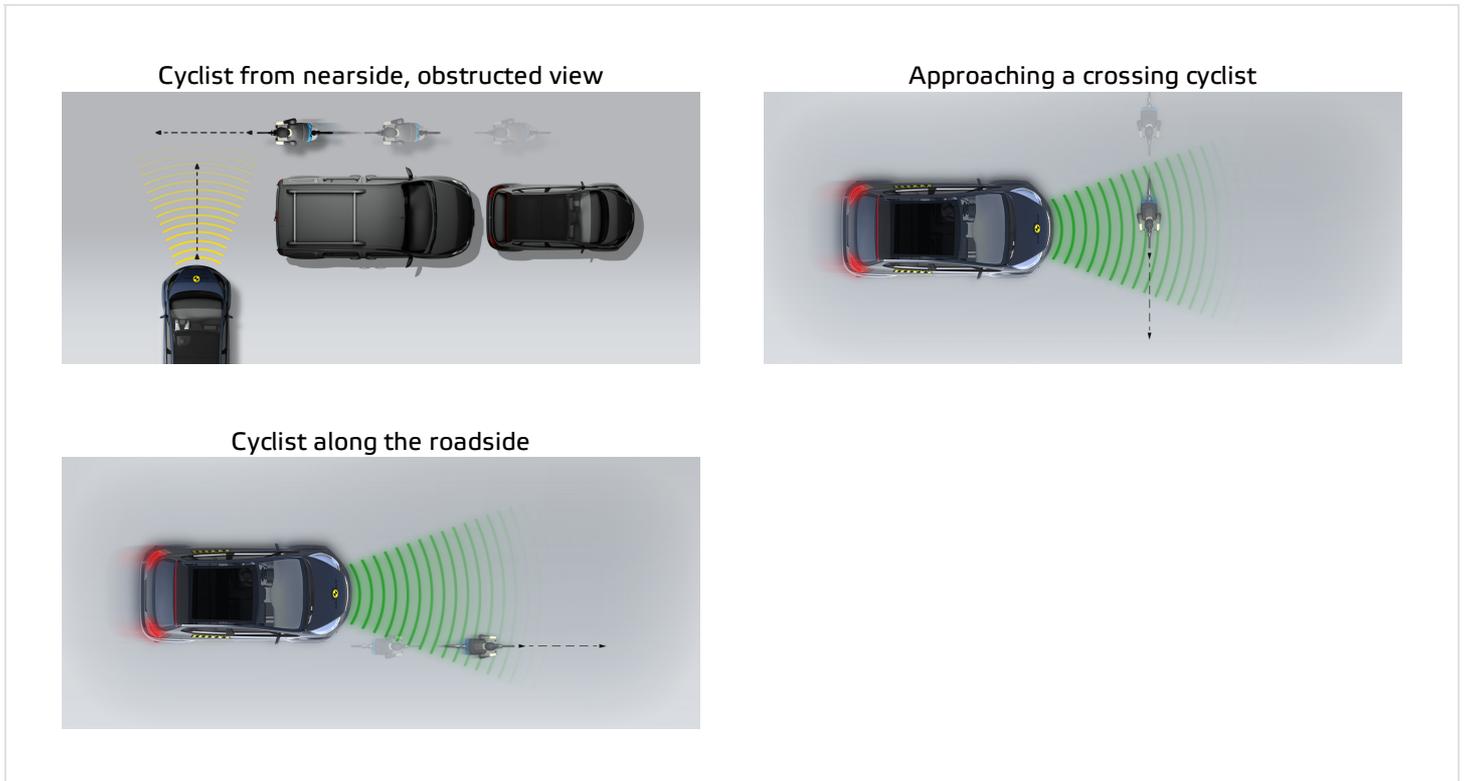


 VULNERABLE ROAD USERS

Total 36.0 Pts / 66%

AEB Cyclist

 8.3 / 9 Pts



Comments

Protection of the head of a struck pedestrian was predominantly marginal or weak, with several areas showing poor protection. The bumper offered mostly good protection to pedestrians' legs and protection of the pelvis was also predominantly good, albeit with some weak areas. The autonomous emergency braking (AEB) system of the IONIQ 6 can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most test scenarios.

SAFETY ASSIST

Total 14.4 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.8 / 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 Warning (DAW) |
| Type             | Steering input                 |
| Operational From | 0 km/h                         |



## SAFETY ASSIST

Total 14.4 Pts / 90%

## Lane Support

3.5 / 4 Pts

|                         |                        |      |
|-------------------------|------------------------|------|
| System Name             | LKA-L / LKA-R / FCA-LO |      |
| Type                    | LKA and ELK            |      |
| Operational From        | 60 km/h                |      |
| <b>PERFORMANCE</b>      |                        |      |
| Emergency Lane Keeping  |                        | GOOD |
| Lane Keep Assist        |                        | GOOD |
| Human Machine Interface |                        | GOOD |

## AEB Car-to-Car

5.5 / 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

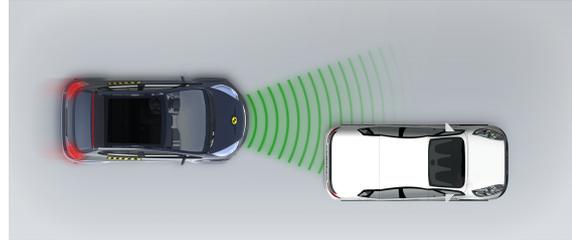
Total 14.4 Pts / 90%

■ Autobrake function only

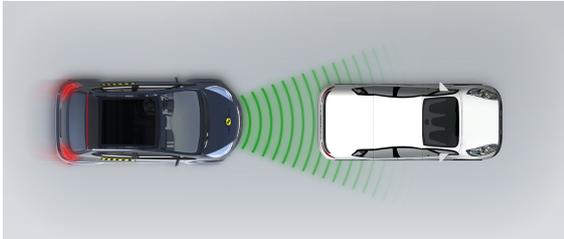
Car turning across the path of an oncoming car



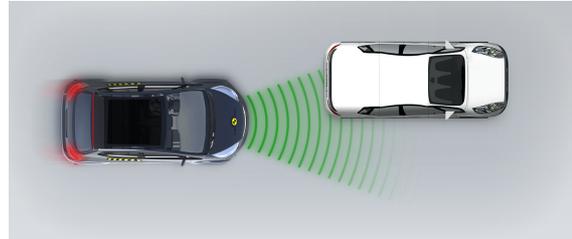
Approaching a stationary car



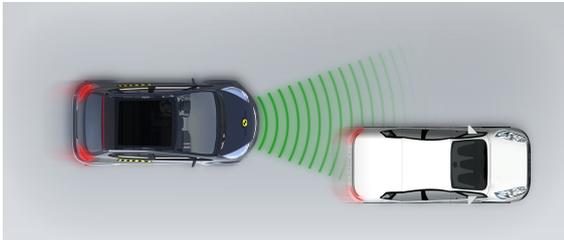
Approaching a stationary car



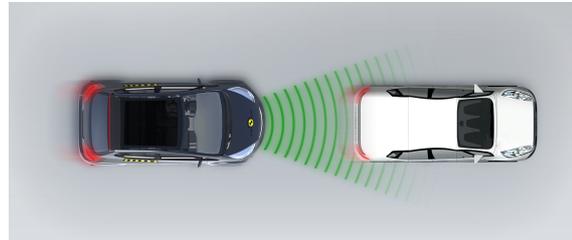
Approaching a stationary car



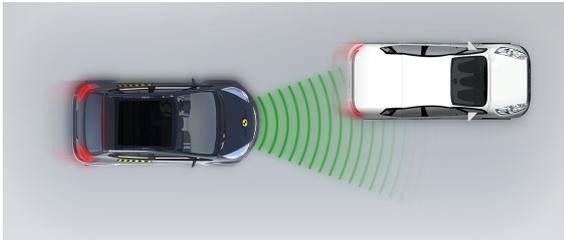
Approaching a slower moving car



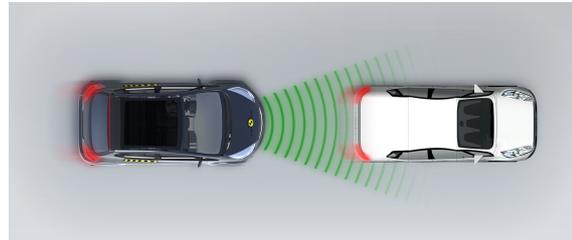
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

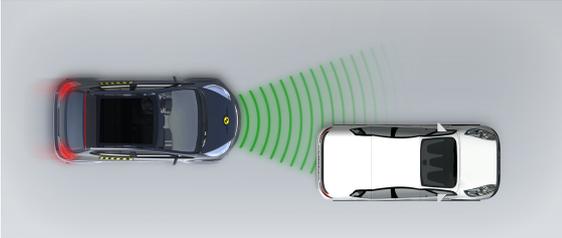


 SAFETY ASSIST

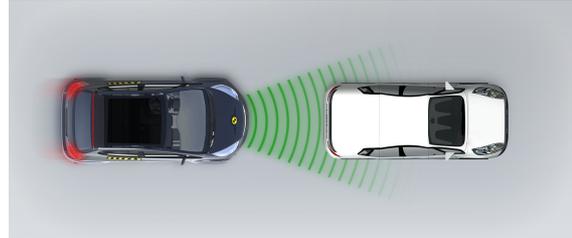
Total 14.4 Pts / 90%

■ Driver reacts to warning

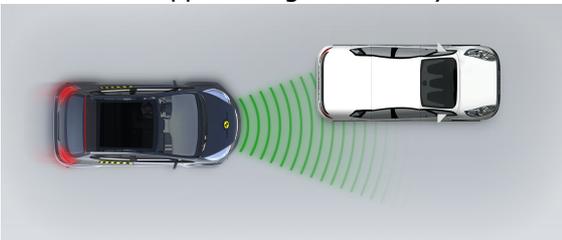
Approaching a stationary car



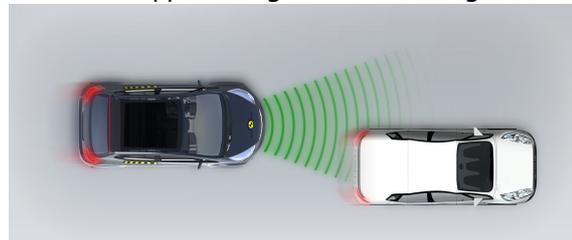
Approaching a stationary car



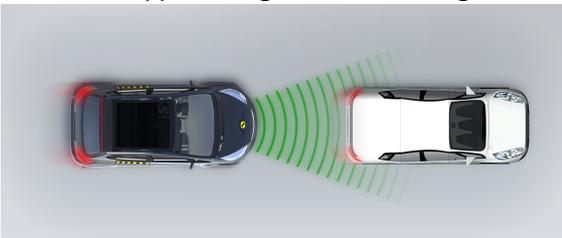
Approaching a stationary car



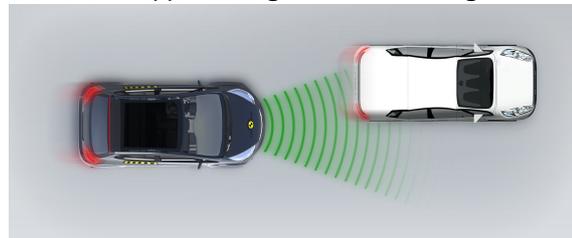
Approaching a slower moving car



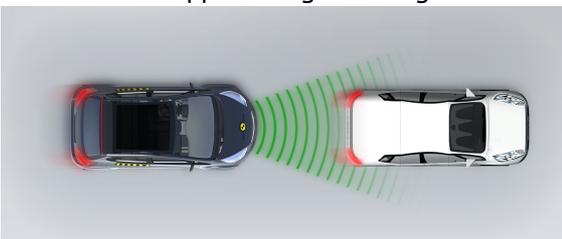
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 14.4 Pts / 90%

## Comments

The IONIQ 6's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. 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. A speed assistance system detects the local speed limit and the driver can choose to set the limiter or let the system do so automatically.

## RATING VALIDITY

### Variants of Model Range

| Body Type     | Engine                    | Model Name/Code     | Drivetrain | Rating Applies |     |
|---------------|---------------------------|---------------------|------------|----------------|-----|
|               |                           |                     |            | LHD            | RHD |
| 4 door saloon | electric 53.0 kWh, 111 kW | Standard Range, RWD | 4 x 2      | ✓              | ✓   |
| 4 door saloon | electric 77.4 kWh, 168 kW | Long Range, RWD *   | 4 x 2      | ✓              | ✓   |
| 4 door saloon | electric 77.4 kWh, 239 kW | Long Range, AWD     | 4 x 4      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event            | Outcome          |
|---------------|------------------|------------------|
| November 2022 | Rating Published | 2022 ★ ★ ★ ★ ★ ✓ |