



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

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	●	●	✘

Version 171116

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
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 Pts

Car
Pole

AEB City 3

Performance: ■ Good

 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.

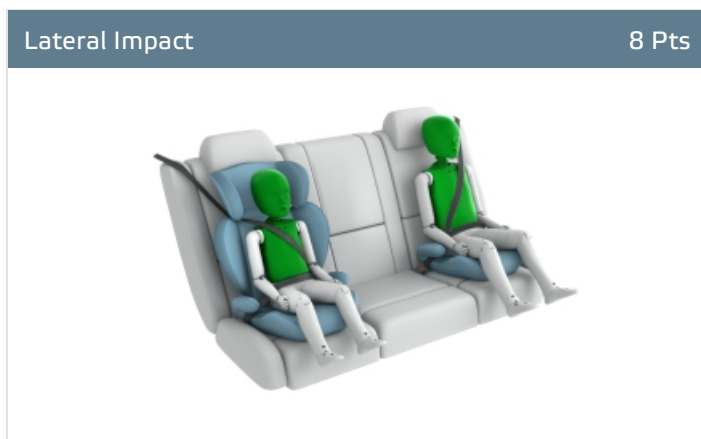
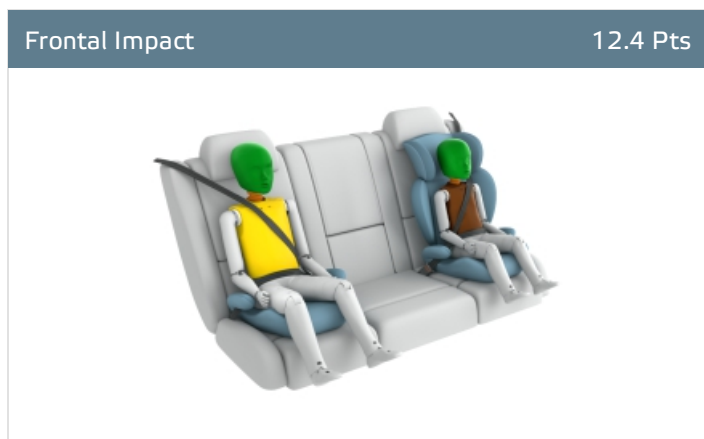
CHILD OCCUPANT

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: *Römer Kidfix XP*
 Restraint for 10 year old child: *GRACO booster*
Safety Features

7 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 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

i-Size CRS



CHILD OCCUPANT

Total 39.4 Pts / 80%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



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)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

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 PROTECTION

Total 29.8 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	29.8 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">13.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.1 Pts</td> </tr> </table>	Head Impact	13.7 Pts	Pelvis Impact	6 Pts	Leg Impact	5.1 Pts
Head Impact	13.7 Pts						
Pelvis Impact	6 Pts						
Leg Impact	5.1 Pts						

AEB Pedestrian	5 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	
	<div style="width: 45%; text-align: center;">Avoidance</div> <div style="width: 45%; text-align: center;">Mitigation</div>	
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)

Seat Belt Reminder

3 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 Interurban

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 |

Operational Speed	8-180 Km/h	8-180 Km/h
	Autobrake Function Only	Driver reacts to warning
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.