

# Crash Tests

## New Car Safety

### Hyundai iLOAD

03/2009 on 01/0001 - Dual Frontal

#### Overall Evaluation



**Overall Score**  
Variant: 3 seat van

**25.81 out of 37**  
Engine: 2.4 Petrol  
Category: Van

#### Model History and Safety Features

The tested model of Hyundai iLoad van was introduced in Australia during 2008. This rating applies to iLoads with improved structural design, built from March 2009. The offset crash test was conducted by the South Korean government test organisation KATRI, under ANCAP supervision. The rating also applies to the diesel variant. Dual front airbags are standard equipment. Antilock brakes (ABS) with electronic brake distribution (EBD) is also standard. Electronic stability control (ESC) is optional in Australia but standard in New Zealand. Pretensioners are fitted to the outboard front seat belts to reduce slack in the event of a crash. A 2-point seat belt is fitted to the centre front seat. This provides inferior protection compared with a 3-point point (lap) seat belt. This seating position also lacks the protection of an airbag.

#### Overall Evaluation: 4

4 Stars. The iLoad scored 9.81 out of 16 in the offset crash test. The passenger compartment held its shape well, except for the dashboard support structure. Protection from serious chest injury was weak for the driver. The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.

#### Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 1.24 pts, upper legs 1.58 pts, lower legs 3 pts. The passenger compartment held its shape reasonably well in the offset crash test. A box section that supports the dash separated from the a-pillar and the floor panel also separated from the a-pillar. The accelerator pedal moved rearwards by 96 mm. The clutch pedal moved downwards 8mm. The steering wheel hub moved 28 mm rearward, 14mm downward and 12 mm sideways. The front ("A") pillar moved 4 mm rearwards. All doors remained closed during the crash. After the crash the driver's door could be opened with high manual effort. The airbag cushioned the head of the driver and contact was stable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. The glove box support structure was a potential source of injury for the passenger's right knee.

#### Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts. The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the iLoad. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

#### Pedestrian rating (v4.1)



A poor result, with all areas needing attention.

Child head impacts Zero  
Adult head impacts 2  
Upper leg impacts Zero  
Lower leg impacts Zero  
Total (out of 36) 2

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	402	121	
- Acceleration (g for 3ms)	51.6	35.5	
Neck			
- Shear (kN)		0.74	
- Tension (kN)		1.59	
- Extension (Nm)		39.6	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	34.33	25.55	
- Viscous Criterion (m/s)	0.28	0.18	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	0.62	0.2	
- Right	4.36	1.77	
Knee Displacement (kN)			
- Left	0.83	2.31	
- Right	1.75	2.71	
Lower Legs Force (kN)			
- Left	2.4	1.49	
- Right	1.08	1.61	
Index (Upper   Lower)			
- Left	0.33   0.57	0.27   0.2	
- Right	0.3   0.62	0.37   0.32	

#### Bonus points (maximum 5)

Pole Test: Not eligible  
Seat Belt Reminders: None

#### Modifiers for offset test scores

Head	No deduction
Chest	Loss of structure 1 pt deduction
Upper leg	Variable & Conc loading 2 pt deduct L&R Drv, 2 pt deduct R Passenger
Lower leg	No deduction
Foot score	3 pts
Structure	Footwell rupture

#### Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



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PO Box 1555  
Canberra ACT Australia 2601