

HYUNDAI IONIQ 5

NZ: SEPTEMBER 2021 - ONWARDS

AUS: OCTOBER 2021 - ONWARDS

ALL VARIANTS EXC. IONIQ 5 N



ANCAP
SAFETY

TESTED
2021



RATING YEAR

2021

VEHICLE TYPE

Medium SUV

ENGINE TYPE

Battery Electric Vehicle (BEV)

BUILT FROM

NZ: July 2021

AUS: September 2021

ON SALE FROM

NZ: September 2021

AUS: October 2021

SERIES

5

AIRBAGS

Dual frontal, side chest,
side head, centre

The Hyundai IONIQ 5 was introduced in New Zealand in September 2021 and Australia in October 2021. This ANCAP safety rating applies to all variants excluding the IONIQ 5 N.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist and Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard on all variants.



88%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



63%

VULNERABLE ROAD USER
PROTECTION



89%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai IONIQ 5 2WD Standard Range	5 door SUV	125 kW electric	2WD	✓	-
Hyundai IONIQ 5 AWD Standard Range	5 door SUV	173 kW electric	AWD	✓	-
Hyundai IONIQ 5 2WD Extended Range	5 door SUV	160 kW electric	2WD	✓	-
Hyundai IONIQ 5 AWD Extended Range	5 door SUV	225 kW electric	AWD	✓	-
Hyundai IONIQ 5 2WD 58 kWh	5 door SUV	125 kW electric	2WD	-	✓
Hyundai IONIQ 5 2WD 72.6 kWh	5 door SUV	160 kW electric	2WD	-	✓
Hyundai IONIQ 5 AWD 72.6 kWh	5 door SUV	160 kW electric	AWD	-	✓
Hyundai IONIQ 5 AWD Elite 72.6 kWh	5 door SUV	160 kW electric	AWD	-	✓
Hyundai IONIQ 5 AWD Limited 72.6 kWh	5 door SUV	225 kW electric	AWD	-	✓
Hyundai IONIQ 5 Dynamiq 77.4kWh	5 door SUV	168 kW electric	2WD	✓	-
Hyundai IONIQ 5 Techniq 77.4kWh	5 door SUV	239 kW electric	AWD	✓	-
Hyundai IONIQ 5 Epiq 77.4kWh	5 door SUV	239 kW electric	AWD	✓	-
Hyundai IONIQ 5 2WD Elite 77.4kWh	5 door SUV	168 kW electric	2WD	-	✓
Hyundai IONIQ 5 AWD Limited 77.4kWh	5 door SUV	239 kW electric	AWD	-	✓
Hyundai IONIQ 5 N	5 door SUV	478kW electric	AWD	✗	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE

PAGE 1 OF 8

ADULT OCCUPANT PROTECTION



88%

33.77 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other critical body regions. Protection of the front passenger dummy was GOOD for all critical body regions.

The front structure of the Hyundai IONIQ 5 presented a low risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.22 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body regions. Protection of the chest of the rear passenger was rated ADEQUATE with GOOD protection of all other critical body areas.

In the side impact test and the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

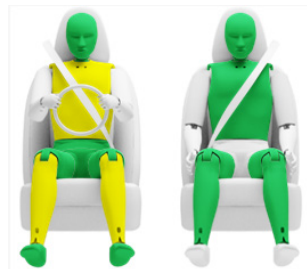
The Hyundai IONIQ 5 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and MARGINAL for the vehicle-to-pole scenario.

A Rescue Sheet providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)[#]	6.60 (out of 8)
FULL WIDTH FRONTAL[#]	7.75 (out of 8)
SIDE IMPACT[#]	5.98 (out of 6)
OBLIQUE POLE[#]	5.86 (out of 6)
WHIPLASH PROTECTION	3.13 (out of 4)
FAR SIDE IMPACT	3.45 (out of 4)
RESCUE & EXTRICATION	1.00 (out of 2)

[#] Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.70 pts
Upper legs:	4.00 pts
Lower legs:	2.71 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-0.22 pts
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FULL WIDTH FRONTAL (50km/h)



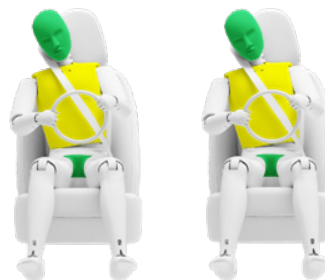
DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.01 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	3.96 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	3.62 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

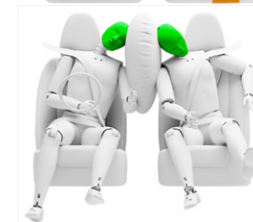
Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	2.68 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	2.38 pts
Rear passenger:	0.75 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	✗	-1.00 pt (Seat belt unlatching force)
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default



87%

43.03 POINTS
OUT OF 49

In the frontal offset test, protection of the chest of the 6 year dummy was ADEQUATE, while the protection offered to all other critical body regions was GOOD for both the 6 year and 10 year dummies.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Hyundai IONIQ 5 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the booster seats could not be correctly installed in the centre rear position, and one of the two selected convertible seats could not be correctly installed in rearward-facing mode using the ISOfix anchorages.

DYNAMIC TEST (FRONT)	15.62 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.41 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-



FITTED TO TEST CAR AS STANDARD



NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION



NOT AVAILABLE



NOT APPLICABLE



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



87%

43.03 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-
	TYPE A	Rearward facing capsule	×	●	-	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



63%

34.39 POINTS
OUT OF 54

The bonnet of the Hyundai IONIQ 5 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis and upper leg area was POOR, while the bumper showed GOOD results for lower leg impacts.


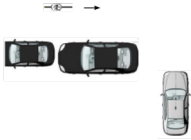



The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, and GOOD performance in cyclist test scenarios. The AEB Backover system is standard on vehicles supplied in Australia and New Zealand however as it was not standard on the variant tested by Euro NCAP, AEB Backover tests were not conducted or scored.

HEAD IMPACTS	14.49 (out of 24)
UPPER LEG IMPACTS	0.02 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 9)
AEB - Pedestrian (forward)	5.72 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.16 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Forward Collision Avoidance Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-100 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE				-						-		-		
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)





89%

14.24 POINTS
OUT OF 16

The Hyundai IONIQ 5 is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance overall, with ADEQUATE performance in the more critical emergency lane keeping (ELK) test.

A standard-fit speed assistance system (SAS) is also provided which identifies the local speed limit and allows the driver to set the speed accordingly.

A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.67 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.58 (out of 3)

LANE SUPPORT SYSTEMS 3.25 (out of 4)

AEB - Car-to-Car 3.75 (out of 4)

AEB - Junction Assist 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 60-201 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE	GOOD	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	GOOD	GOOD	GOOD	GOOD
ADEQUATE										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
	GOOD	GOOD	GOOD	GOOD
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



89%

14.24 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-85 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
							10 KM/H		
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Hyundai IONIQ 5 LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery Electric
RATING PUBLISHED	October 2021
RATING UPDATED	September 2023

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS