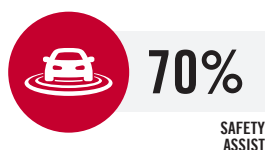
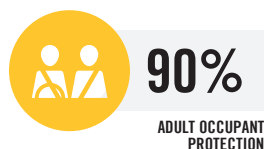


# HYUNDAI IONIQ

OCTOBER 2018 - DECEMBER 2022  
ALL VARIANTS



TESTED  
2016



HYUNDAI IONIQ

## OVERVIEW

The Hyundai IONIQ was introduced in New Zealand in 2017 and in Australia in 2018. This ANCAP safety rating applies to updated models available in Australia and New Zealand from October 2018 (built from September 2018) and applies to all variants, including hybrid, plug-in hybrid and electric.

Dual frontal, side chest, side head-protecting airbags (curtains) and a driver knee airbag are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) and lane keep assist (LKA) with lane departure warning (LDW) are standard on all variants.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2016

### VEHICLE TYPE

Small Car

### AIRBAGS

Dual frontal, side chest,  
side head, driver knee

## RATING APPLICABILITY

| VARIANT                        | BODY TYPE       | ENGINE                          | DRIVETRAIN | AUS | NZ |
|--------------------------------|-----------------|---------------------------------|------------|-----|----|
| Hyundai IONIQ Hybrid ♦         | 5 door fastback | 1.6 litre hybrid electric (HEV) | 2WD        | -   | ✓  |
| Hyundai IONIQ Hybrid Elite     | 5 door fastback | 1.6 litre hybrid electric (HEV) | 2WD        | ✓   | ✓  |
| Hyundai IONIQ Hybrid Premium   | 5 door fastback | 1.6 litre hybrid electric (HEV) | 2WD        | ✓   | -  |
| Hyundai IONIQ Plug-In          | 5 door fastback | 1.6 litre plug-in hybrid (PHEV) | 2WD        | -   | ✓  |
| Hyundai IONIQ Plug-In Elite    | 5 door fastback | 1.6 litre plug-in hybrid (PHEV) | 2WD        | ✓   | ✓  |
| Hyundai IONIQ Plug-In Premium  | 5 door fastback | 1.6 litre plug-in hybrid (PHEV) | 2WD        | ✓   | -  |
| Hyundai IONIQ Electric         | 5 door fastback | Electric                        | 2WD        | -   | ✓  |
| Hyundai IONIQ Electric Elite   | 5 door fastback | Electric                        | 2WD        | ✓   | ✓  |
| Hyundai IONIQ Electric Premium | 5 door fastback | Electric                        | 2WD        | ✓   | -  |

✓ COVERED BY THIS RATING    ✗ NOT COVERED BY THIS RATING    ♦ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



90%

34.51 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver and front passenger. GOOD protection was seen for all other critical body regions.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. The pelvis of the rear passenger dummy slipped under the lap part of the seatbelt and protection of this body region was rated as POOR.

Rear seat belt pretensioners and load limiters were fitted to test vehicles, however these are not fitted to Australian and New Zealand models built from September 2018 and a penalty has been applied.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the vehicle scored maximum points in these tests.

The autonomous emergency braking system showed GOOD performance in low speed test scenarios typical of city driving.

|                                 |                 |
|---------------------------------|-----------------|
| FRONTAL OFFSET <sup>#</sup>     | 7.45 (out of 8) |
| FULL WIDTH FRONTAL <sup>#</sup> | 5.74 (out of 8) |
| SIDE IMPACT <sup>#</sup>        | 8.00 (out of 8) |
| OBLIQUE POLE <sup>#</sup>       | 8.00 (out of 8) |
| WHIPLASH PROTECTION             | 2.31 (out of 3) |
| AEB - City                      | 3.00 (out of 3) |

## FRONTAL OFFSET TEST (64 KM/H)



Driver

|              |             |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest:       | 3.14 points |
| Upper legs:  | 4.00 points |
| Lower legs:  | 3.76 points |
| Deductions:  | Nil         |



Front Passenger

|              |             |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest:       | 3.93 points |
| Upper legs:  | 4.00 points |
| Lower legs:  | 3.77 points |
| Deductions:  | Nil         |

## FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

|             |             |
|-------------|-------------|
| Head:       | 4.00 points |
| Neck:       | 4.00 points |
| Chest:      | 2.98 points |
| Upper legs: | 4.00 points |
| Deductions: | Nil         |



Rear Passenger

|             |  |
|-------------|--|
| Head:       | 4.00 points  |
| Neck:       | 3.99 points  |
| Chest:      | 0.00 points  |
| Upper legs: | 0.00 points  |
| Deductions: | -4.00 points (submarining)<br>-2.00 points (no seatbelt pretensioners) |

## SIDE IMPACT TEST (50 KM/H)



Driver

|             |             |
|-------------|-------------|
| Head:       | 4.00 points |
| Chest:      | 4.00 points |
| Abdomen:    | 4.00 points |
| Pelvis:     | 4.00 points |
| Deductions: | Nil         |



Driver

|             |             |
|-------------|-------------|
| Head:       | 4.00 points |
| Chest:      | 4.00 points |
| Abdomen:    | 4.00 points |
| Pelvis:     | 4.00 points |
| Deductions: | Nil         |

## AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

|        |             |
|--------|-------------|
| Front: | 1.69 points |
| Rear:  | 0.63 points |



Driver / Front Passenger

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



80%

39.39 POINTS  
OUT OF 49

In the frontal offset test, protection of the chest of the 10 year dummy was ADEQUATE and WEAK for the 6 year dummy, while protection of the neck of both dummies was MARGINAL.

In the side impact test, protection of both child dummies was GOOD and the vehicle scored maximum points.

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

|                          |                   |
|--------------------------|-------------------|
| DYNAMIC TEST (FRONT)     | 12.39 (out of 16) |
| DYNAMIC TEST (SIDE)      | 8.00 (out of 8)   |
| RESTRAINT INSTALLATION   | 12.00 (out of 12) |
| ON-BOARD SAFETY FEATURES | 7.00 (out of 13)  |

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/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 CRS                         | ×               | ×                | ×              | -                | -              |
| Child restraint anchorage (top tether) | ×               | ●                | ●              | -                | -              |
| Automatic airbag disabling             | ×               | -                | -              | -                | -              |

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE

**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](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# PEDESTRIAN PROTECTION



70%

29.78 POINTS  
OUT OF 42

The bonnet provided predominantly ADEQUATE or MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the edges of the bonnet and on the stiff windscreen pillars. Protection of the pelvis was GOOD in all test locations but protection of pedestrians' legs was mixed, with the bumper having areas of GOOD and WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users. The AEB system showed GOOD performance in pedestrian test scenarios, with collisions avoided or mitigated in most scenarios.

|                            |                   |
|----------------------------|-------------------|
| HEAD IMPACTS               | 13.68 (out of 24) |
| UPPER LEG IMPACTS          | 6.00 (out of 6)   |
| LOWER LEG IMPACTS          | 5.08 (out of 6)   |
| AEB - Vulnerable Road User | 5.03 (out of 6)   |

## PEDESTRIAN IMPACT TEST



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

|                   |   |
|-------------------|---|
| SYSTEM NAME:      | Autonomous Emergency Braking                                |
| TYPE:             | Autonomous emergency braking with forward collision warning |
| OPERATIONAL FROM: | 0-60km/h  |
| DESCRIPTION:      | Defaults ON for every journey.                              |

| TEST SCENARIO                                | AUTONOMOUS EMERGENCY BRAKING FUNCTION |                                |
|--|---------------------------------------|--------------------------------|
|  | AVOIDANCE                             | MITIGATION                     |
| Running adult crossing from far-side         | Collision avoided up to 35 km/h       | Impact mitigated up to 55 km/h |
| Walking adult crossing from near-side (-25%) | Collision avoided up to 40 km/h       | Impact mitigated up to 60 km/h |
| Walking adult crossing from near-side (-75%) | Collision avoided up to 60 km/h       |                                |
| Running child from behind parked vehicles    | Collision avoided up to 35 km/h       | Impact mitigated up to 45 km/h |
| PERFORMANCE                                  | GOOD                                  |                                |

# SAFETY ASSIST



70%

8.43 POINTS  
OUT OF 12

The Hyundai IONIQ is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). A blind spot monitoring system (BSM) is standard in Australia and available on some variants in New Zealand.

Tests of the AEB system showed GOOD performance in tests of its functionality at highway speeds, with collisions avoided or mitigated in most test scenarios.

A seatbelt reminder system is fitted for all front and rear seating positions.

A speed assistance system is not fitted to models built from September 2018.

|                                 |                 |
|---------------------------------|-----------------|
| <b>SPEED ASSISTANCE SYSTEMS</b> | 0.00 (out of 3) |
| <b>SEAT BELT REMINDERS</b>      | 3.00 (out of 3) |
| <b>LANE SUPPORT SYSTEMS</b>     | 2.70 (out of 3) |
| <b>AEB - Interurban</b>         | 2.73 (out of 3) |

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: [NOT AVAILABLE]

| SAS FEATURE                             | DESCRIPTION     | SCORE       |
|---|-----------------|-------------|
| Speed Limit Information Function (SLIF) | [NOT AVAILABLE] | 0.00 points |
| Warning Function                        | [NOT AVAILABLE] | 0.00 points |
| Speed Limitation Function               | [NOT AVAILABLE] | 0.00 points |

## SEAT BELT REMINDERS (SBR)

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|--------------|--------|-----------------|-----------------|
| Visual       | ●      | ●               | ●               |
| Audible      | ●      | ●               | ●               |

● PASS ● FAIL ✗ NOT AVAILABLE

## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist System  
OPERATIONAL FROM: 60 km/h  
WARNING: Haptic

| LSS FEATURE                  | PERFORMANCE |
|------------------------------|-------------|
| Lane Departure Warning (LDW) | ●           |
| Lane Keep Assist (LKA)       | ●           |

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Autonomous Emergency Braking  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 8-180km/h  
DESCRIPTION: Defaults ON for every journey

| TEST SCENARIO                       |                                 | AUTONOMOUS EMERGENCY BRAKING FUNCTION |  |
|-------------------------------------|---------------------------------|---------------------------------------|--|
|                                     |                                 | AUTO BRAKING FUNCTION ONLY            | DRIVER REACTS TO WARNING   |
| FOLLOWING A CAR AT A SHORT DISTANCE | Approaching a stationary car    | See AEB (City)                        | Crash avoided up to 65 km/h<br>Crash speed reduced up to 80 km/h |
|                                     | Approaching a slower moving car | Crash avoided up to 70 km/h           | Crash avoided up to 80 km/h                                      |
|                                     | Car in front brakes gently      | Avoidance                             | Avoidance  |
|                                     | Car in front brakes harshly     | Avoidance                             | Avoidance  |
| FOLLOWING A CAR AT A LONG DISTANCE  | Car in front brakes gently      | Avoidance                             | Avoidance  |
|                                     | Car in front brakes harshly     | Avoidance                             | Avoidance  |
| PERFORMANCE                         |                                 | GOOD                                  |  |

# 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)              | ✗            | ✗  |
| Seat belt pre-tensioners (rear centre)                | ✗            | ✗  |
| 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 - 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)                         | ●            | ●  |
| Adaptive headlights                                   | ✗            | ✗  |
| Anti-lock braking system (ABS)                        | ●            | ●  |
| Autonomous emergency braking (AEB) - City             | ●            | ●  |
| Autonomous emergency braking (AEB) - Interurban       | ●            | ●  |
| Autonomous emergency braking (AEB) - VRU              | ●            | ●  |
| Automatic emergency call (eCall)                      | ✗            | ✗  |
| Automatic headlights                                  | ●            | ●  |
| Automatic high beam                                   | ✗*           | ✗* |

| FEATURE / TECHNOLOGY~                               | AVAILABILITY |    |
|---|--------------|----|
|   | AUS          | NZ |
| Blind spot monitor (BSM)                            | ●            | ●  |
| Child presence alert                                | ✗            | ✗  |
| Daytime running lights (DRL)                        | ●            | ●  |
| Electronic brakeforce distribution (EBD)            | ●            | ●  |
| Electronic data recorder (EDR)                      | ●            | ●  |
| Electronic stability control (ESC)                  | ●            | ●  |
| Emergency brake assist (EBA)                        | ●            | ●  |
| Emergency stop signal (ESS)                         | ●            | ●  |
| Fatigue reminder                                    | ✗            | ✗  |
| Fatigue detection                                   | ●            | ●  |
| Forward collision warning (FCW)                     | ●            | ●  |
| Hill launch assist                                  | ●            | ●  |
| Integrated child seat / restraint                   | ✗            | ✗  |
| ISOFix  | ●            | ●  |
| Lane departure warning (LDW)                        | ●            | ●  |
| Lane keep assist (LKA)                              | ●            | ●  |
| Pre-crash systems                                   | ✗            | ✗  |
| Rear cross-traffic alert (RCTA)                     | ●            | ●  |
| Reversing collision avoidance (camera)              | ●            | ●  |
| Reversing collision avoidance (auto brake)          | ✗            | ✗  |
| 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                             | ✗            | ✗  |
| Trailer stability control                           | ✗            | ✗  |
| Tyre pressure monitoring system (TPMS)              | ●            | ●  |
| Vehicle-to-infrastructure communication (V2I)       | ✗            | ✗  |
| Vehicle-to-vehicle communication (V2V)              | ✗            | ✗  |

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

\* Available as standard on variants built from April 2019.

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

## 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.

## ASSESSMENT DETAILS

|                         |                       |
|-------------------------|-----------------------|
| TESTED MAKE / MODEL     | Hyundai IONIQ HEV LHD |
| TESTED VEHICLE(S) BUILT | 2016                  |
| TESTED BODY TYPE        | 5 door fastback       |
| TESTED VEHICLE ENGINE   | 1.6 litre petrol HEV  |
| RATING PUBLISHED        | December 2018         |
| RATING UPDATED          | September 2021        |