

HYUNDAI IONIQ 6

AUS: FEBRUARY 2023 - ONWARDS

NZ: MARCH 2023 - ONWARDS

ALL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Medium Car
ENGINE TYPE	Battery Electric Vehicle (BEV)
BUILT FROM	December 2022
ON SALE FROM	AUS: February 2023 NZ: March 2023
SERIES	CE1
AIRBAGS	Dual frontal, side chest, side head, centre

The Hyundai IONIQ 6 was introduced in Australia in February 2023 and New Zealand in March 2023. This ANCAP safety rating applies to all variants.

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

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 equipment.



97%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



66%

VULNERABLE ROAD USER
PROTECTION



90%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai IONIQ 6 (77.4kWh) Dynamiq	5 door sedan	168kW electric	2WD	✓	-
Hyundai IONIQ 6 (77.4kWh) Techniq	5 door sedan	239kW electric	AWD	✓	-
Hyundai IONIQ 6 (77.4kWh) Epiq	5 door sedan	239kW electric	AWD	✓	-
Hyundai IONIQ 6 (53kWh)	5 door sedan	111kW electric	2WD	-	✓
Hyundai IONIQ 6 (77.4kWh)	5 door sedan	168kW electric	2WD	-	✓
Hyundai IONIQ 6 (77.4kWh) Elite	5 door sedan	168kW electric	2WD	-	✓
Hyundai IONIQ 6 (77.4kWh) Limited	5 door sedan	239 kW electric	AWD	-	✓

ADULT OCCUPANT PROTECTION



97%

36.96 POINTS
OUT OF 38

The passenger compartment of the Hyundai IONIQ 6 remained stable in the frontal offset (MPDB) test. Dummy readings indicated ADEQUATE protection of the driver's chest with GOOD protection for all other critical body regions. GOOD protection was offered to all critical body regions of the passenger.

The front structure of the Hyundai IONIQ 6 presented a low risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.24 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chests of the driver and the rear passenger, while GOOD protection was offered to all other critical body regions.

In the side impact test, protection offered to all critical body regions of the driver was GOOD and full points were scored.

In the more severe oblique pole test, chest protection of the driver was ADEQUATE, with GOOD protection offered to all other critical body areas.

The Hyundai IONIQ 6 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts 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 both the vehicle-to-vehicle impact scenario and 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)#	7.69	(out of 8)
FULL WIDTH FRONTAL#	7.79	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.94	(out of 6)
WHIPLASH PROTECTION	3.54	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	2.00	(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:	3.63 pts
Upper legs:	4.00 pts
Lower legs:	4.00 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:	-0.24 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.60 pts
Upper legs:	4.00 pts
Deductions:	Nil

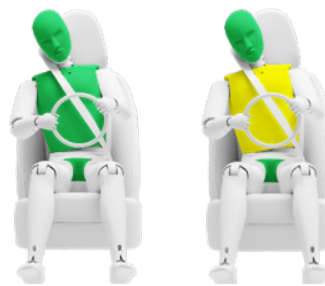
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.57 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

SIDE IMPACT OBLIQUE POLE



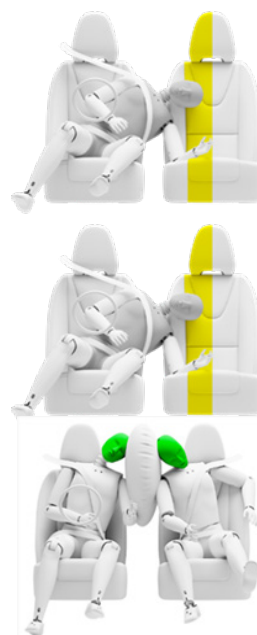
SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	3.83 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:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.91 pts
Rear passenger:	0.63 pts



88%

43.41 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies and maximum points were scored.

The Hyundai IONIQ 6 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, however 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)	16.00 (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.



88%

43.41 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)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		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.



66%

36.02 POINTS
OUT OF 54

The bonnet of the Hyundai IONIQ 6 provided WEAK to ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis and legs was mixed, with areas of GOOD to WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed GOOD performance in forward pedestrian test scenarios, with maximum points awarded. The AEB Backover system is standard on Australian and New Zealand models but was not fitted to the test vehicle, hence AEB Backover tests were not conducted. GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	10.01 (out of 24)
UPPER LEG IMPACTS	5.03 (out of 6)
LOWER LEG IMPACTS	5.67 (out of 6)
AEB - Pedestrian (forward)	7.00 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.32 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision Avoidance
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 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	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	NOT TESTED	NOT TESTED
GOOD														

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	ADEQUATE	GOOD	GOOD	GOOD
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





The Hyundai IONIQ 6 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of its AEB (Car-to-Car) system showed GOOD performance, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed overall GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. 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	2.83	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.50	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist (LKA)
OPERATIONAL FROM: 60-210 km/h

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

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

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



AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-130 km/h
 DESCRIPTION: Defaults ON for every journey

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

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Driving towards a stationary car					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
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	●	-	-

* Outboard seats only

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR ■ NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

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

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)	●	●
Event 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 6, LHD
TESTED VEHICLE(S) BUILT	2022
TESTED BODY TYPE	5 door sedan
TESTED VEHICLE ENGINE	Battery Electric
RATING PUBLISHED	February 2023
RATING UPDATED	n/a

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