HYUNDAI i30 SEDAN

APPLIES TO
All sedan variants excluding i30 Sedan N

VEHICLE TYPE
Small Car

ENGINE / MOTOR TYPES
Hybrid + Petrol

BUILT FROM
June 2023

ON SALE FROM
October 2023

MODEL SERIES
CN7

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head

ANCAP SAFETY

TESTED 2024

★ ★ ★ ☆ ☆

The Hyundai i30 Sedan was introduced in Australia in August 2020. A hybrid variant of the i30 Sedan was introduced from February 2024. This ANCAP safety rating applies to all hybrid and facelifted petrol sedan variants built from June 2023, excluding i30 Sedan N. Hyundai i30 Sedan vehicles built prior to June 2023 are unrated. A separate ANCAP safety rating is available for Hyundai i30 hatch variants (excluding i30N hatch variants).

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag to provide added protection to front seat occupants in side impact crashes is not available.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User), 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) with a speed sign recognition system, are standard equipment.

ASSESSMENT SCORES

Adult Occupant Protection
71%
28.42 out of 40

Child Occupant Protection
81%
39.87 out of 49

Vulnerable Road User Protection
62%
39.22 out of 63

Safety Assist
56%
10.16 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Hyundai i30 Sedan	4 door sedan	2.0L Petrol	FWD	✓	–
Hyundai i30 Sedan Elite	4 door sedan	2.0L Petrol	FWD	✓	–
Hyundai i30 Sedan Premium	4 door sedan	2.0L Petrol	FWD	✓	–
Hyundai i30 Sedan N Line	4 door sedan	1.6L Turbo Petrol	FWD	✓	–
Hyundai i30 Sedan N Line Premium	4 door sedan	1.6L Turbo Petrol	FWD	✓	–
Hyundai i30 Sedan ◆	4 door sedan	1.6L Hybrid	FWD	✓	–
Hyundai i30 Sedan Elite	4 door sedan	1.6L Hybrid	FWD	✓	–
Hyundai i30 Sedan N Premium	4 door sedan	2.0L Turbo Petrol	FWD	✗	–

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT – NOT APPLICABLE

Adult Occupant Protection

71%

28.42 out of 40

FRONTAL OFFSET (MPDB)#
4.58 points out of 8

OBLIQUE POLE#
5.25 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL#
7.37 points out of 8

WHIPLASH PROTECTION
3.59 points out of 4

SIDE IMPACT#
5.13 points out of 6

FAR SIDE IMPACT
0.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Hyundai i30 Sedan remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection for the driver's head, chest and lower legs. The passenger's lower legs were rated as ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Hyundai i30 Sedan presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.70 point penalty (out of 8.00 points) was applied.

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

In the **side impact** test, chest protection offered to the driver was MARGINAL, with GOOD protection offered to all other critical body regions.

In the **oblique pole** test, dummy readings indicated GOOD protection, however there were uninflated sections of the curtain airbag, adjacent to the rear passengers' head, that were larger than permitted in ANCAP's protocol and a penalty was applied.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Hyundai i30 Sedan. Tests to measure potential injury risk in far side impacts were therefore not conducted. Hyundai did not provide any information on prevention of excursion (movement towards the other side of the vehicle) so nil points were scored.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Hyundai i30 Sedan would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	2.00 pts	4.00 pts
Chest	2.42 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.44 pts	3.60 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-1.70 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.46 pts	2.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	1.69 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	-2.00 pts *(insufficient airbag coverage)*

Adult Occupant Protection

71%

28.42 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	Not assessed

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.96 pts	0.63 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not available
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

81%

39.87 out of 49

DYNAMIC TEST (FRONT)
15.46 points out of 16

RESTRAINT INSTALLATION
11.41 points out of 12

DYNAMIC TEST (SIDE)
7.00 points out of 8

ON-BOARD SAFETY FEATURES
6.00 points out of 13

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

In the **side impact** test, protection of the chest of the 10 year dummy was POOR while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Hyundai i30 Sedan is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. A direct child presence detection (CPD) system is not available.

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 selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOfix anchorages, and the Type E booster could not be correctly installed in the centre rear position.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	✕	✕	✕	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^**	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	Rearward-facing capsule	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	Rearward-facing capsule	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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 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.

Vulnerable Road User Protection

62%

39.22 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **11.27 points** out of 18	KNEE & TIBIA PROTECTION **5.44 points** out of 9	AEB CYCLIST **4.85 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **4.20 points** out of 7	AEB MOTORCYCLE **2.45 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **physical impact** tests, the bonnet and windscreen provided predominantly ADEQUATE protection to the head of a struck pedestrian, while WEAK and POOR results were recorded at the rear and sides of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis and femurs was GOOD, while protection of the lower legs was mixed, with areas of GOOD and POOR performance.

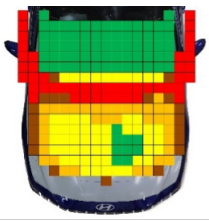
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed ADEQUATE performance in **AEB Pedestrian** test scenarios. An AEB system that reacts to vulnerable road users in reverse (AEB Backover) is available on higher variants, but is not standard and hence these tests were not conducted.

ADEQUATE performance was seen in **AEB Cyclist** test scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

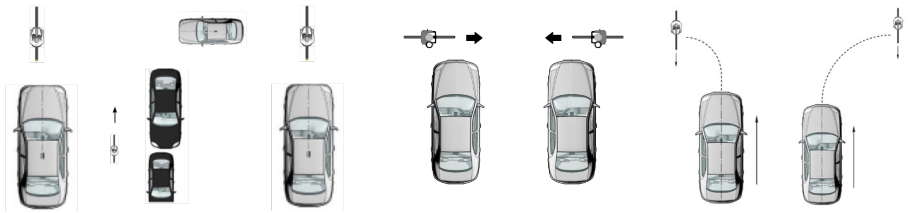
MARGINAL performance was seen in **AEB and LSS motorcyclist** test scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	FCA (Forward Collision Avoidance)
Type	Autonomous emergency braking with forward collision warning
Operational From	10-65 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	ADEQUATE						

CYCLIST DOORING

Information (driver door)	✕
Warning (driver door)	✕
Retention (driver door)	✕
Warning or retention (all other doors)	✕

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

62%

39.22 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE												-		-
	ADEQUATE													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	POOR		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LKA (Lane Keep Assist)
Operational From	60-210 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	ADEQUATE				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

56%

10.16 out of 18

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
0.00 points out of 2

SPEED ASSISTANCE SYSTEMS
2.61 points out of 3

AEB / AES (Car-to-Car)
3.38 points out of 4

AEB / AES (Junction & Crossing)
1.00 points out of 4

AEB / AES (Head-On)
0.00 points out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Hyundai i30 Sedan is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in many test scenarios, including AEB **Junction Assist** where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The AEB system does not react to when crossing the path of another vehicle or in head-on scenarios, and hence these tests were not conducted.

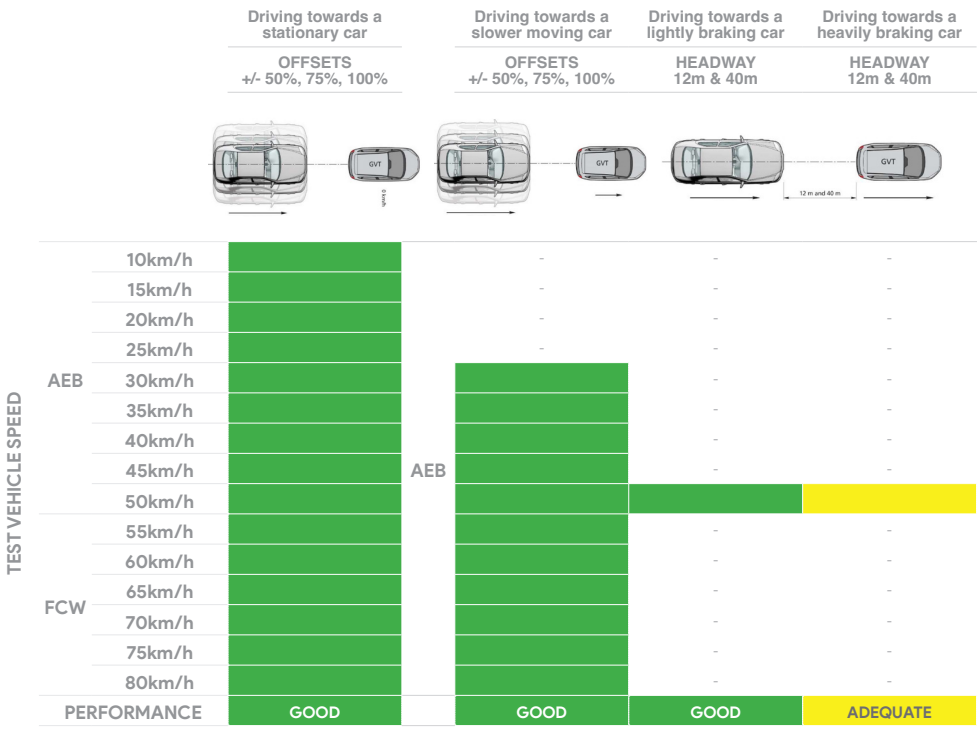
Tests of LSS functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limitation is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the centre seating position in the second row seat. An indirect driver monitoring system (DMS) is fitted as standard, however Hyundai did not provide information on its operation and no points were awarded.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	FCA (Forward Collision Avoidance)
Type	Autonomous emergency braking with forward collision warning
Operational From	10-180 km/h



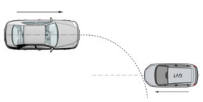
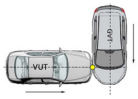
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

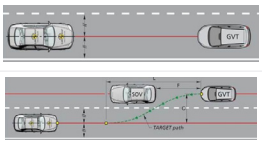
Safety Assist

56%

10.16 out of 18

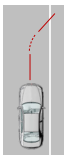
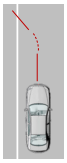
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

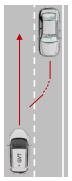
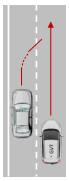
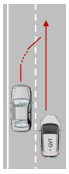
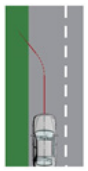
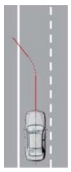
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			POOR				

			HEAD-ON In the path of oncoming vehicle	
		TARGET VEHICLE SPEED	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
			PERFORMANCE	POOR

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LKA (Lane Keep Assist)
Operational From	60-210 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	ADEQUATE								

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

56%

10.16 out of 18

OCCUPANT STATUS

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

Outboard seating positions only.

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✕	✕
Fatigue	✕	✕
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	✕
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	✕
AEB: Restraint activation / dynamic retractors	✕
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	–
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	–
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	–
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	–
- AEB Backover	●	–
- AEB Cyclist	●	–
- AEB Motorcycle	●	–
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	–
- AEB Junction (Pedestrian)	✕	–
- AEB Junction (Cyclist)	✕	–
- AEB Junction (Motorcycle)	✕	–
Autonomous emergency braking (AEB) - Crossing	✕	–
Automatic emergency call (eCall)	●	–
Blind spot monitor (BSM)	●	–
Child presence detection / alert	✕	–
Cyclist dooring detection / alert	✕	–
Driver monitoring system - Indirect	●	–
Driver monitoring system - Direct	✕	–
Forward collision warning (FCW)	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	–
- LKA (Car-to-Motorcycle)	✕	–
Secondary / multi-collision brake	✕	–
Speed assistance - intelligent adaptive cruise control (iACC)	●	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Hyundai i30 Sedan, RHD

TESTED VEHICLE ENGINE
1.6L Hybrid

RATING UPDATED
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TESTED BODY TYPE
4 door sedan

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