HYUNDAI INSTER

APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	January 2025	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Small SUV	May 2025	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Battery Electric	AX	Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★☆

The Hyundai Inster was introduced in Australia in May 2025. 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 and Head-On) 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.

ASSESSMENT SCORES

Adult Occupant Protection
70%
28.33 out of 40

Child Occupant Protection
83%
41.10 out of 49

Vulnerable Road User Protection
70%
44.24 out of 63

Safety Assist
69%
12.58 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Hyundai Inster	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Hyundai Inster Extended Range	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Hyundai Inster Cross Extended Range	5 door SUV	Battery Electric Vehicle (BEV)	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

70%

28.33 out of 40

FRONTAL OFFSET (MPDB)# **4.44 points** out of 8	OBLIQUE POLE# **5.28 points** out of 6	RESCUE & EXTRICATION **2.67 points** out of 4
FULL WIDTH FRONTAL# **6.87 points** out of 8	WHIPLASH PROTECTION **3.48 points** out of 4	
SIDE IMPACT# **5.60 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 Inster remained stable in the **frontal offset (MPDB)** test. Protection of the driver's chest and lower legs was MARGINAL. The driver's head 'bottomed out' in this test, allowing the head to contact the steering wheel through the airbag. The driver head score was penalised, and protection of head was rated as ADEQUATE. Some rearwards movement of the brake pedal was recorded, and protection of the driver feet was ADEQUATE. Protection of the passenger chest and lower legs was ADEQUATE, with GOOD for all other critical body regions.

The front structure of the Hyundai Inster presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.96 point penalty (out of 8.00 points) was applied.

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

In the **side impact** test, protection of the driver's pelvis was ADEQUATE, with GOOD protection of all other critical body areas. The driver door was found to be unlatched after the test, and a door opening penalty was applied.

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

The Hyundai Inster is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it prevented contact between front seat occupants in the oblique pole test. However, no information was provided to show symmetrical performance of the airbag, incurring a penalty. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was WEAK for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario, however no points were awarded due to the door opening during the side impact test.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Hyundai Inster would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	3.00 pts	4.00 pts
Chest	1.75 pts	3.17 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.09 pts	3.56 pts
Deductions	-1.00 pts *(airbag bottoming)*	Nil

COMPATIBILITY	
Deductions	-1.96 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.55 pts
Chest	2.46 pts	1.48 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	3.96 pts
Deductions	-1.00 pts *(door opening)*

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	2.08 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

70%

28.33 out of 40

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

SIDE IMPACT (60km/h)	DRIVER
Head	2.00 pts
Neck	4.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	2.00 pts
Neck	4.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Symmetrical Performance	-1.00 pts

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.85 pts	0.63 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● 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

83%

41.10 out of **49**

DYNAMIC TEST (FRONT)
15.10 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
7.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the head of the 10 year dummy and 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 the 10 year dummy was POOR. Otherwise, protection of remaining critical body regions for both dummies was GOOD.

The Hyundai Inster is fitted with lower ISOFix anchorages and top tether anchorages for both rear seating positions. A child presence detection (CPD) system is not available.

Installation of typical child restraints available in Australia and New Zealand showed all of the selected child restraints could be accommodated in the rear seating positions and the Hyundai Inster scored full points for this assessment.

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

70%

44.24 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **9.71 points** out of 18	KNEE & TIBIA PROTECTION **8.81 points** out of 9	AEB CYCLIST **7.57 points** out of 9
PELVIS PROTECTION **0.00 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.65 points** out of 7	AEB MOTORCYCLE **6.00 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 **pedestrian impact** tests, the bonnet and windscreen of the Hyundai Inster provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars and the top and the base of the windscreen.

Protection of the pelvis was POOR. Protection of the femur was GOOD and protection of the lower legs was mostly GOOD.

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 GOOD performance in forward **AEB pedestrian** test scenarios, including turning scenarios, with collisions avoided or mitigated in most tests. The AEB system did not detect or react to pedestrians in the **AEB Backover** scenarios.

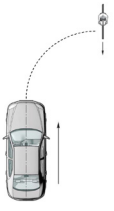
GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at most test speeds including, turning scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in **AEB motorcyclist** tests, including in turning scenarios. GOOD performance was seen in some emergency lane keeping scenarios, however the Inster does not prevent lane changes when a motorcycle is overtaking.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 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	GOOD						

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

70%

44.24 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	GOOD													

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	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Keeping Assist (LKA)
Operational From	55-210 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

69%

12.58 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.50 points out of 2

SPEED ASSISTANCE SYSTEMS
2.69 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Hyundai Inster is fitted with an autonomous emergency braking 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 all test scenarios, as well as in most **AEB Junction** scenarios, 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, and hence **AEB Crossing** tests were not conducted. The AEB system is effective in mitigating collisions in the **Head-On** travelling straight scenario, but not in the lane change scenario, where an oncoming vehicle moves into the path of the subject vehicle.

Tests of **lane support system** functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical emergency lane keeping scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h

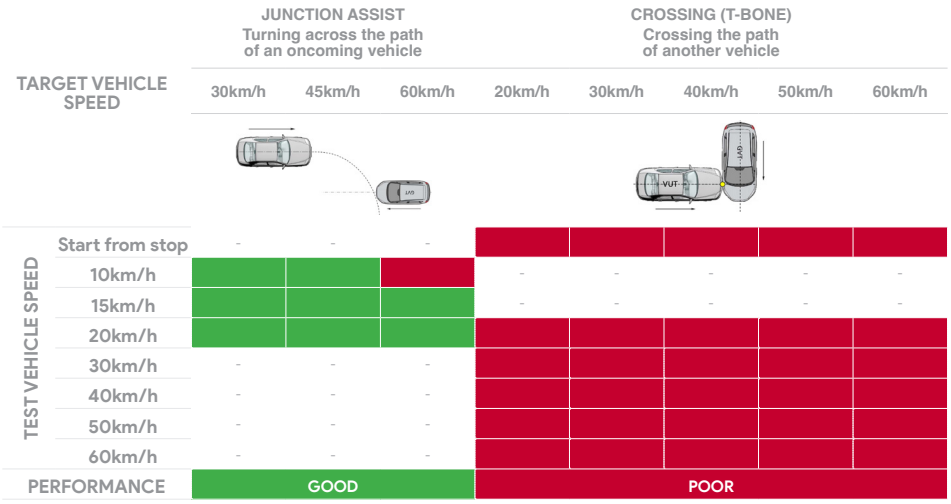
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

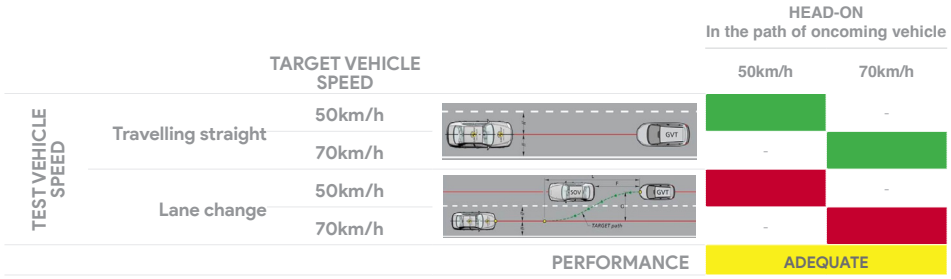
Safety Assist

69%

12.58 out of 18

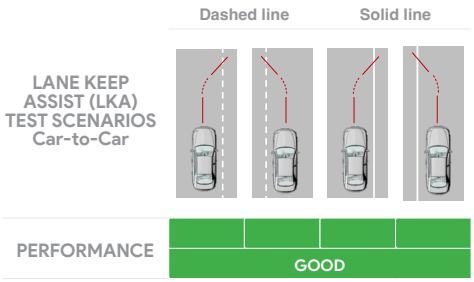
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

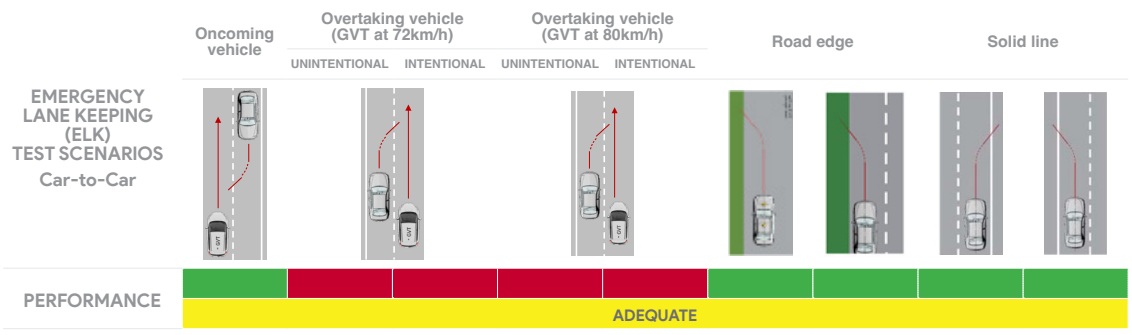




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Keeping Assist (LKA)
Operational From	55-210 km/h





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

Safety Assist

69%

12.58 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

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

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
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 / emergency steering support	✕
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 Inster LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
September 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
July 2025