



2020





Adult Occupant



69%



Child Occupant

75%

Vulnerable Road Users



52%



Safety Assist

59%

SPECIFICATION

| Tested Model | Hyundai i10 1.0 MPI GLS, LHD |
|-------------------------------|------------------------------|
| Body Type | - 5 door hatchback |
| Year Of Publication | 2020 |
| Kerb Weight | 993kg |
| VIN From Which Rating Applies | - all i10s |
| Class | Supermini |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | • | • | × |
| Belt pretensioner | • | • | • |
| Belt loadlimiter | • | • | • |
| Knee airbag | × | × | _ |
| LATERAL CRASH PROTECTION | | | |
| Side head airbag | • | • | |
| Side chest airbag | • | • | × |
| Side pelvis airbag | • | • | × |
| Centre Airbag | × | × | _ |



SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | _ | × | • |
| Integrated CRS | _ | × | × |
| Airbag cut-off switch | _ | • | _ |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | • | • | |

| OTHER SYSTEMS | |
|---------------------------------------|---|
| Active Bonnet | × |
| AEB Vulnerable Road Users | • |
| AEB Car-to-Car incl. Turn Across Path | |
| AEB Reverse | × |
| Speed Assistance | • |
| Lane Assist System | • |

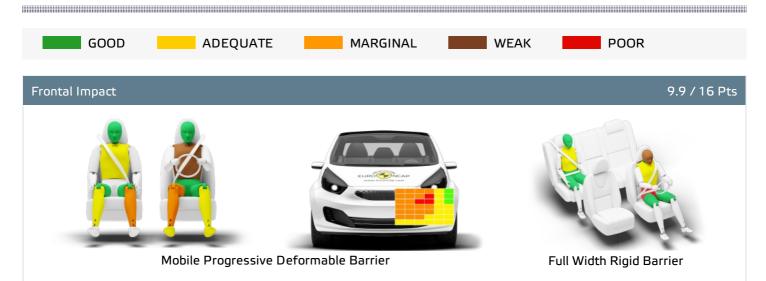
| Fitted to the vehicle as standard | Fitted to the vehicle as part of the safety pace | V |
|-----------------------------------|--------------------------------------------------|---|

| | - | | |
|--------|--------------------------------------------------------------------------------------|-----------------|------------------|
| | | | |
| \sim | Not fitted to the test vehicle but available as option or as part of the safety pack | 🟏 Not available | — Not applicable |





Total 26.2 Pts / 69%











Total 26.2 Pts / 69%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR | |
|------------------------|-----------------------|--------------------|---------|------|-------------|
| Rescue and Extrication | on | | | | 1.0 / 2 Pts |
| | Rescue Sheet | Available, ISO cor | mpliant | | PDF |
| | Advanced eCall | Available | | | |
| | Multi Collision Brake | Not available | | | |

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as weak, based on dummy measurements of compression. Dummy readings of the knees and femurs were good but some structures in the dashboard were thought to pose a risk of injury so the score was penalised. The i10's low weight and benign front structure did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width, rigid wall test, protection was good or adequate for all body critical body regions except for the driver's abdomen. The abdomen slid under the lap section of the seatbelt (a phenomenon known as 'submarining') and protection of that body region was rated as poor. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good. Similarly, in the more severe side pole impact, protection was good all-round. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as poor. The i10 is not equipped with centre airbags to protect against occupant-to-occupant interaction in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The i10 is equipped with an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.



Total 37.2 Pts / 75%



Crash Test Performance based on 6 & 10 year old children

19.4 / 24 Pts





Restraint for 6 year old child: *Britax Römer KIDFIX III S* Restraint for 10 year old child: *Booster cushion*

Safety Features 7.0 / 13 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|--------------------|---------------------|-------------------|
| Isofix | × | • | × |
| i-Size | × | • | × |
| Integrated CRS | × | × | × |

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 10.8 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 37.2 Pts / 75%

Universal Belted CRS











Total 37.2 Pts / 75%

| | Seat Position | | | |
|-----------------------------------------|---------------|---------------|--------|-------|
| | Front | Front 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | _ | • | _ | |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | _ | • | _ | |
| BeSafe iZi Kid X2 i-Size (i-Size) | _ | • | _ | • |
| Britax Römer TriFix2 i-Size (i-Size) | _ | • | _ | • |
| BeSafe iZi Flex FIX i-Size (i-Size) | _ | • | _ | • |
| BeSafe iZi Combi X4 ISOfix (ISOFIX) | _ | • | _ | • |
| Britax Römer KidFix XP (ISOFIX) | _ | • | _ | • |
| Maxi Cosi Cabriofix (Belt) | • | • | • | • |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | • | • | × | • |
| Britax Römer King II LS (Belt) | • | • | • | • |
| Britax Römer KidFix XP (Belt) | • | • | • | • |

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

— Not available

Comments

In the frontal offset test, protection of both child dummies was good or adequate for all critical parts of the body except the neck of the 10 year dummy, protection of which was rated as marginal, based on measurements of neck tension. In the side barrier test, protection of the chest of the 10-year dummy was poor and that of the head was marginal, based on high accelerations. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. With the exception of one universal child restraint in the rear centre seat, all of the restraints for which the i10 is designed could be properly installed and accommodated.



K VULNERABLE ROAD USERS

Total 28.4 Pts / 52%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR | |
|------|----------|----------|------|------|--|
| | | | | | |

Pedestrian 25.0 / 36 Pts



| Head Impact | 13.8 Pts |
|---------------|----------|
| Pelvis Impact | 5.2 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users 3.4 / 18 Pts

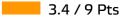
| System Name | Forward Collision Avoidance (FCA) |
|------------------|-------------------------------------------|
| Туре | Auto-Brake with Forward Collision Warning |
| Operational From | 8 km/h |



VULNERABLE ROAD USERS

Total 28.4 Pts / 52%

AEB Pedestrian



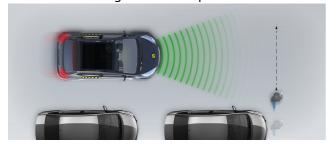


Vehicle reversing into standing pedestrian



Adult crossing the road

Child running from behind parked vehicles





Night time

Adult crossing the road







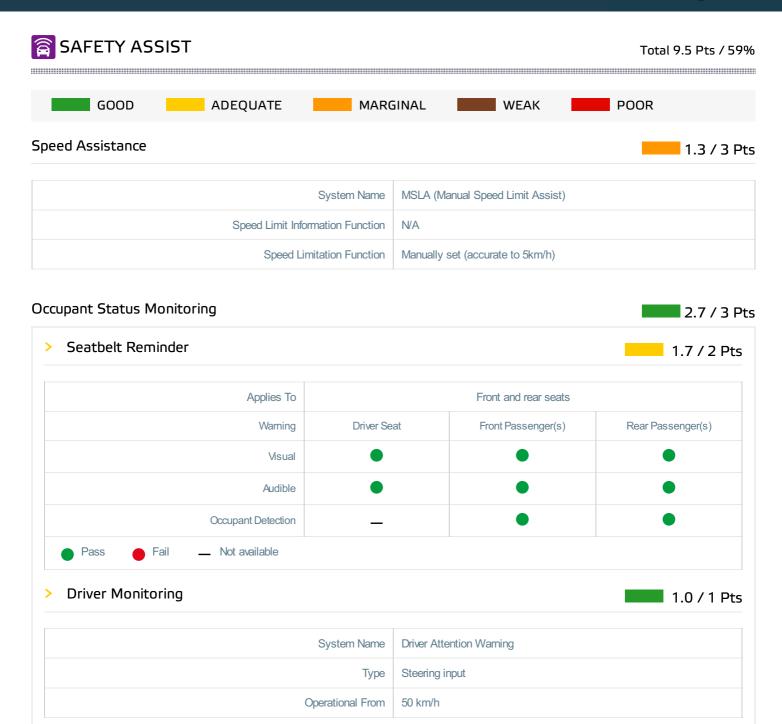
🔥 VULNERABLE ROAD USERS

Total 28.4 Pts / 52%

Comments

The bonnet surface provided predominantly adequate or marginal protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars but good results on the windscreen surface. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed. The i10's autonomous emergency braking (AEB) system can detect pedestrians but not cyclists, for which more sophisticated hardware is required. In tests, the system's response to pedestrians was marginal. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.









Lane Support 2.8 / 4 Pts

| System Name | Lane Keeping Assist (LKA) |
|-------------------------|---------------------------|
| Туре | LKA and ELK |
| Operational From | 60 km/h |
| PERFORMANCE | |
| Emergency Lane Keeping | GOOD |
| Lane Keep Assist | GOOD |
| Human Machine Interface | POOR |

AEB Car-to-Car 2.8 / 6 Pts

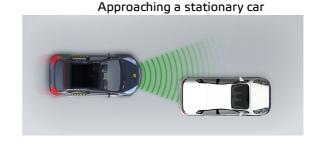
| System Name | FCA |
|------------------|------------------------------------------------------------|
| Туре | Autonomous emergency braking and forward collision warning |
| Operational From | 8 km/h |
| Sensor Used | camera |



Autobrake function only

Test car turns across the path of an approaching car

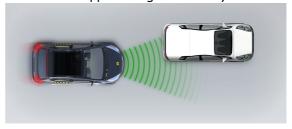




Approaching a stationary car



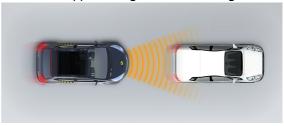
Approaching a stationary car



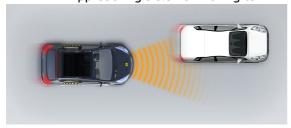
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

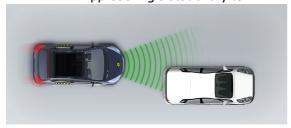




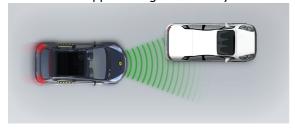


Driver reacts to warning

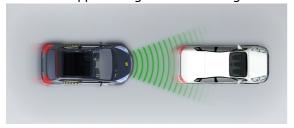
Approaching a stationary car



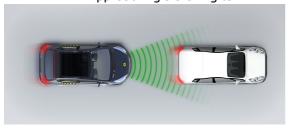
Approaching a stationary car



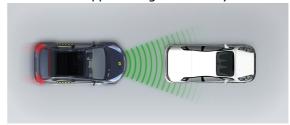
Approaching a slower moving car



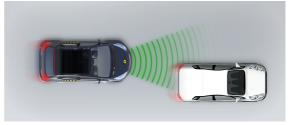
Approaching a braking car



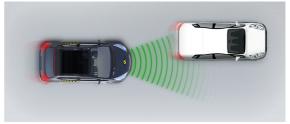
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed marginally in tests of its detection and reaction to other vehicles. As well as a seatbelt reminder for front and rear seats, the i10 has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more severely in some critical situations. A driver-set speed limiter is standard equipment.



RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Drivetrain | Rating Applies | |
|------------------|-------------|------------|----------------|-----|
| | | | LHD | RHD |
| 5 door hatchback | 1.0 petrol* | 4 x 2 | ✓ | ✓ |
| 5 door hatchback | 1.2 petrol | 4 x 2 | ✓ | ✓ |

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|---------------|------------------|--------------|---|
| December 2020 | Rating Published | 2020 ★ 🖈 🏠 🏠 | ✓ |

^{*} Tested variant