

HYUNDAI - HB20 - 2 Airbags



TECHNICAL SHEET



13.80 max. 17.00 - Adult Occupant



34.52 max. 49.00 - Child Occupant



ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

SIDE IMPACT TEST (UNECE 95) *

NOT PERFORMED

CABIN STRUCTURE

STABLE



CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Hyundai Romer Babysafe plus	Protected / Fair	0+	ISOFIX, leg	Rearward facing
3 year old child	Hyundai Romer Duo Plus	Protected / Fair	1	ISOFIX, TT	Forward facing



CAR DETAILS

Tested model: HYUNDAI HB20, LHD

Year of publication: 2013

Body type: 4 door Sedan

Crash test weight: 1313 kg

SAFETY EQUIPMENT

Front seatbelt pretensioners	YES	Driver knee airbag	NO
Driver frontal airbag	YES	Seatbelt Reminder System	YES
Front passenger frontal airbag	YES	ABS	YES
Side body airbags	NO	ISOFIX	YES
Side head airbags	NO		



COMMENTS

Adult occupant: In the frontal impact the Driver and passenger's head and neck were well protected. The driver's and passenger's chest showed adequate protection from the restraint systems. The front passengers' knees readings remained in an acceptable level and it was demonstrated that these parts offer a similar level of protection to occupants of different sizes or those sat in different positions, this was achieved after further improvements from previous version of the car. The footwell area was nearly undeformed after the impact. The bodyshell was rated as stable and was capable of withstanding further loading. Considering all the above the HB20 sedan and Hatchbacks (HB20, HB20S and HB20X) produced after August 5th 2013 can reach the 4 star result for Adult Occupant Safety

Child occupant: Using different child restraint systems and the ISOFIX anchorages present in the car the Isofix child seat for the 3 year old child and the 11/2 year old child were able to prevent excessive forward movement during the impact and protected both child well. The installation instructions on both child seats were sufficient and permanently attached to the seat. The car gave warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag but they were not enough to Latin NCAP criteria.

(*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

