

Crash Tests

New Car Safety

HYUNDAI ACCENT

2000 on

Driver's airbag

Overall Evaluation



Overall score

21.72 out of 34

Variant: 2 Door Sedan.
Kerb weight: 1070 kg
Vehicles built: May-00

Engine: 4 Cyl. 1.5 litre.
Category: SMALL CAR

Safety features

A driver's airbag is standard equipment. A passenger airbag is optional as part of a safety package.

The front seat belts have pretensioners to reduce slack in the event of a crash. The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt.

OVERALL EVALUATION : 3 Stars

The HYUNDAI ACCENT perform reasonably well in the offset crash test (score 10.76 out of 16). The passenger compartment held its shape well except for dash, firewall and pedal movement. Head and chest protection were good for the driver and airbag contact was stable. The passenger did not have an airbag but head protection was good. Protection from serious leg injury was marginal for the driver.

The vehicle performed slightly better in the side impact crash (score 10.96 out of 16). Chest protection was marginal.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well except for dash and firewall movement. The front part of the driver's floor was pushed rearwards 10cm and was severely folded. The brake pedal moved rearwards by 15cm. The accelerator pedal had swung across in front of the brake pedal and was pushed against the driver's left leg causing a severe gash in the dummy's "skin". The dash moved 14cm towards the driver. The roof held its shape and the width of the driver's doorway shortened by 5cm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and protection was good. The head started rolled off the side of the airbag but recovered. The driver's left knee hit the steering column adjuster, which applied a localised load to the knee. The passenger's head did not hit anything and protection was good. Chest protection was adequate. The passenger's knees hit the glove box and dash. There was a stiff bracket near where the right knee hit the dash.

SIDE IMPACT CRASH TEST

The centre pillar and the side doors were pushed inwards moderately. The driver's seat was pushed sideways but the anchorages held.

The top of the driver's head glanced the top of the door frame then swung down and almost hit the edge of door panel. Rebound was well controlled.



Offset crash test at 64km/h

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points, giving a maximum possible overall score of 34 points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	340	245	62
Acceleration (g for 3ms)	51.2	39	40.2
Neck - Shear (kN)	0.48	0.89	-
Tension (kN)	1.58	1.55	-
Extension (Nm)	16.56	15.47	-
Chest Accln (g for 3ms)	36.6	31.8	-
Compression (mm)	18.2	26.2	39.6
Viscous criterion (m/s)	0.1	0.1	0.5
Abdomen - Force (kN)	-	-	1.57
Pelvis - Force (kN)	-	-	2.6
Upper legs Force			
Left (kN)	2.3	0.2	
Right (kN)	3.5	1.8	
Knee displ (mm)			
Left	4.5	0.1	
Right	2	7.9	
Lower legs Force			
Left (kN)	1.1	1.1	
Right (kN)	0.4	0.6	
Index (Upper/Low)			
Left	0.56/1.03	0.29/0.14	
Right	0.31/0.19	0.5/0.16	

Modifiers for offset test scores

Head		No penalty
Chest		No penalty
Upper leg	Variable & conc. loading left and passenger right.	1 pt penalty driver
Foot score	Brake pedal movement	Score 1.96

Pedestrian rating: ★★

11.14 points out of 36 (31%).

Child head impacts 4.67 points; adult head impacts 6 points; upper leg impacts zero points; lower leg impacts 0.47 points.



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