

Crash Tests

New Car Safety

Hyundai Getz

07/2002 on 12/2011 - Driver

Overall Evaluation



Overall Score

Variant: GL 3 Dr Hatch

21.78 out of 37

Engine: 1.5 Litre

Category: Small Car

Model History and Safety Features

The tested model of Hyundai Getz was introduced in Australia during 2002.

The tested vehicle had a driver airbag and no passenger airbag. From late 2003 dual front airbags have become standard equipment but this does not affect the overall score since the worst of driver and passenger injury measurements is used in the scoring process.

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. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

Overall Evaluation: 3

The Hyundai Getz scored 9.6 out of 16 in the offset crash test. The passenger compartment held its shape well except for footwell intrusion. Protection from serious leg injury was marginal for the driver.

The vehicle scored 12.18 out of 16 in the side impact crash test. There was a moderate risk of serious chest injury for the driver.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 2.84pts, upper legs 2pts, lower legs 0.76pts.

The passenger compartment held its shape well except that the front part of the driver's floor was pushed rearwards 188mm. The brake pedal moved rearwards by 121mm and upwards 48mm, relative to the driver's seat. The dash moved 88mm towards the driver. The steering wheel hub moved rearwards 60mm, upwards 67mm and sideways 8mm, relative to the driver's seat. The front ("A") pillar moved 69mm rearwards. The width of the driver's doorway shortened by 63mm. 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 contact was stable. Steering column components were a potential source of injury for the driver's knees. There were no passenger head strikes.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 1.52pts, abdomen 3.65pts, pelvis 3.35pts. Backplate modifier: 0.34 deduction.

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.

Pedestrian rating (v4)



5 points out of 36.

Child head impacts 0pts;

Adult head impacts 5pts;

Upper leg 0pts and lower leg impacts 0pts.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4)		Side Impact Crash Test aa 50km/h (v4)
	Driver	Passn	Driver
Head			
- HIC	383	287	210
- Acceleration (g for 3ms)	52.1	40.2	59.8
Neck			
- Shear (kN)	0.24	1.23	
- Tension (kN)	2.14	1.65	
- Extension (Nm)	27.2	22.9	
Chest			
- Acceleration (g for 3ms)	43.3	36.4	
- Compression (mm)	30.1	28.2	34.4
- Viscous Criterion (m/s)	0.09	0.06	0.39
Abdomen			
- Force (kN)			1.13
Pelvis			
- Force (kN)			3.49
Upper Legs Force (kN)			
- Left	0.32	0.36	
- Right	2.89	3.26	
Knee Displacement (kN)			
- Left	1.18	0.51	
- Right	0.86	6.17	
Lower Legs Force (kN)			
- Left	1.17	1.8	
- Right	1.65	1.01	
Index (Upper Lower)			
- Left	0.25 0.5	0.19 0.2	
- Right	0.31 1.13	0.38 0.13	

Bonus points (maximum 5)

Pole Test: Zero points

Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable and conc. loading
Lower leg	2 pt deduction L & R
Foot score	No deduction
Structure	Score 0.76 pts
	No deduction

Modifiers for side impact test scores

Head	No deduction
Chest	0.34 pt deduction
Upper leg	No deduction
Lower leg	No deduction
Foot score	No deduction
Structure	No deduction



Version 1, Published on: 4/01/2006
Published by
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