HYUNDAI KONA

APPLIES TO
All variants

VEHICLE TYPE
Small SUV

ENGINE / MOTOR TYPES
Petrol + Hybrid + Battery Electric

BUILT FROM
AU: April 2023
NZ: September 2023

ON SALE FROM
AU: June 2023
NZ: November 2023

MODEL SERIES
SX2

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2029

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2023 ★★★★☆

The Hyundai Kona was introduced in Australia in June 2023 and New Zealand in November 2023. 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 & Crossing 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
80%
32.13 out of 40

Child Occupant Protection
84%
41.62 out of 49

Vulnerable Road User Protection
64%
40.85 out of 63

Safety Assist
62%
11.17 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Hyundai Kona G2.0MPI	5 door SUV	2.0 litre petrol	FWD	✓	–
Hyundai Kona 1.6 GDI Hybrid	5 door SUV	1.6 litre hybrid	FWD	✓	–
Hyundai Kona 99kW Elec Motor	5 door SUV	Battery electric vehicle (BEV)	FWD	✓	–
Hyundai Kona N Line G2.0MPI	5 door SUV	2.0 litre petrol	FWD	✓	✓
Hyundai Kona N Line G1.6T GDI	5 door SUV	1.6 litre turbo petrol	AWD	✓	–
Hyundai Kona N Line G1.6 GDI Hybrid	5 door SUV	1.6 litre hybrid	FWD	✓	✓
Hyundai Kona Premium G2.0MPI	5 door SUV	2.0 litre petrol	FWD	✓	–
Hyundai Kona Premium G1.6 GDI Hybrid	5 door SUV	1.6 litre hybrid	FWD	✓	–
Hyundai Kona Premium 99kW Elec Motor	5 door SUV	Battery electric vehicle (BEV)	FWD	✓	–
Hyundai Kona Premium 150kW Elec Motor	5 door SUV	Battery electric vehicle (BEV)	FWD	✓	–
Hyundai Kona Premium N Line G2.0MPI	5 door SUV	2.0 litre petrol	FWD	✓	–
Hyundai Kona Premium N Line G1.6T GDI	5 door SUV	1.6 litre turbo petrol	AWD	✓	–
Hyundai Kona Premium N Line G1.6 GDI Hybrid	5 door SUV	1.6 litre hybrid	FWD	✓	–
Hyundai Kona Active	5 door SUV	1.6 litre petrol hybrid	FWD	–	✓
Hyundai Kona Active	5 door SUV	2.0 litre petrol	FWD	–	✓
Hyundai Kona Elite	5 door SUV	1.6 litre petrol hybrid	FWD	–	✓
Hyundai Kona Elite	5 door SUV	2.0 litre petrol	FWD	–	✓
Hyundai Kona Limited N-Line	5 door SUV	1.6 litre turbo petrol	AWD	–	✓
Hyundai Kona Limited N-Line	5 door SUV	1.6 litre petrol hybrid	FWD	–	✓

– NOT APPLICABLE
◆ TESTED VARIANT
✕ NOT COVERED BY THIS RATING
✓ COVERED BY THIS RATING

* Correct at time of publication. Subject to change. Check with manufacturer.

Adult Occupant Protection

80%

32.13 out of 40

FRONTAL OFFSET (MPDB)#
4.61 points out of 8

OBLIQUE POLE#
6.00 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL#
6.26 points out of 8

WHIPLASH PROTECTION
3.37 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
3.39 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Hyundai Kona remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection for the driver's chest and lower legs. Structures in the instrument panel and dashboard were a potential source of additional risk of injury to occupants and protection of both the driver and passenger upper legs were rated MARGINAL. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Hyundai Kona presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.44 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver chest was WEAK and the pelvis was rated POOR. Dummy readings indicated that the driver's pelvis slipped beneath the lap section of the seatbelt and the dummy was not properly restrained during the crash. Protection of the rear passenger was GOOD for all critical body regions.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was GOOD and the Hyundai Kona scored maximum points in these tests.

The Hyundai Kona is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and MARGINAL for the vehicle-to-pole scenario.

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 of the Hyundai Kona would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.20 pts	4.00 pts
Upper Legs	1.88 pts	2.00 pts
Lower Legs	2.58 pts	4.00 pts
Deductions	-1.00 pts (variable contact) -1.00 pts (concentrated load)	-1.00 pts (variable contact) -1.00 pts (concentrated load)

COMPATIBILITY	
Deductions	-1.44 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	1.04 pts	4.00 pts
Upper Legs	0.00 pts	4.00 pts
Deductions	- 4.00 points (upper legs submarining)	Nil

SIDE IMPACT TEST - 60km/h

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

OBLIQUE POLE TEST - 32km/h

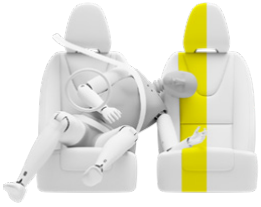
	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

80%

32.13 out of 40

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

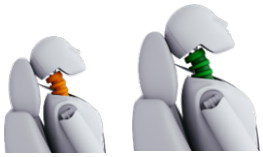


SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	3.00 pts
Neck	2.34 pts
Chest & Abdomen	3.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.99 pts	0.38 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not demonstrated

● 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

84%

41.62 out of 49

DYNAMIC TEST (FRONT)
14.57 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.25 points out of 13

In the **frontal offset** test, protection of the neck of the 10 year dummy was WEAK, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the **side impact** test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Hyundai Kona is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted for all rear passenger seats as standard.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected Type A convertible seats could not be correctly installed in rearward facing mode in the centre rear position.

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 1.00 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

64%

40.85 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **12.17 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **4.51 points** out of 9
PELVIS PROTECTION **0.01 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.08 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **1.84 points** out of 4.5	AEB PEDESTRIAN (Backover) **NOT TESTED** out of 2	LSS MOTORCYCLE **2.25 points** out of 3

In physical impact tests, protection to the head of a pedestrian striking the bonnet, or cyclist striking the windscreen was predominantly GOOD or ADEQUATE, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was POOR. Protection of the femurs was mixed, with areas of predominantly POOR and WEAK performance, while protection of the lower legs was 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 ADEQUATE performance in forward **pedestrian test scenarios** including turning scenarios, with collisions avoided or mitigated in most tests, however performance in the night-time tests with higher travel speeds was reduced. The AEB system in reverse (AEB Backover) is available on some variants but was not standard on the tested vehicle and hence these tests were not conducted.

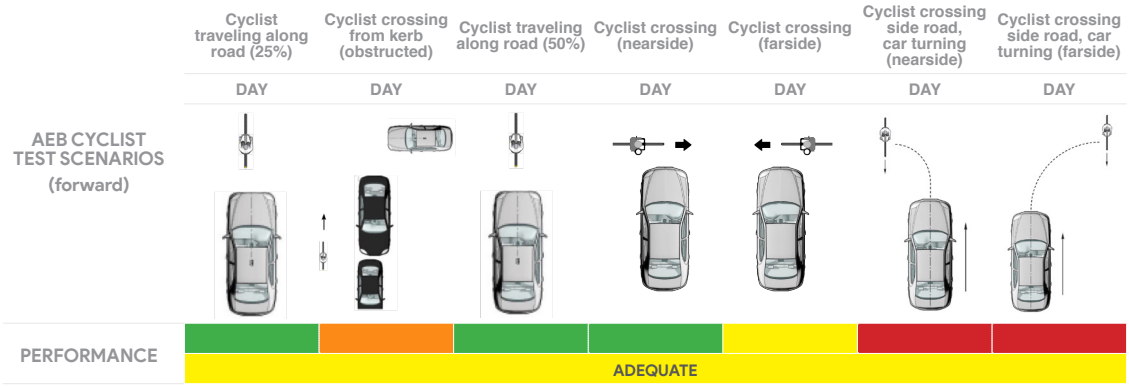
ADEQUATE performance was seen in **cyclist test scenarios** with collisions avoided or mitigated at most test speeds, however the AEB system did not react to bicycles while turning. A door opening warning system is standard in Australia and New Zealand, but was not fitted to the test vehicle, and was therefore not scored.

GOOD performance was recorded in the **AEB motorcycle** tests, including in turning scenarios, with ADEQUATE peformance recorded in tests of the Car-to-Motorcycle lane support system.

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	5-85km/h



CYCLIST DOORING

Information (driver door)	Not tested
Warning (driver door)	Not tested
Retention (driver door)	✕
Warning or retention (all other doors)	Not tested

● PASS ✕ FAIL - N/A

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

Vulnerable Road User Protection

64%

40.85 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	NOT TESTED			

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	ADEQUATE													

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	55km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

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

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT 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

62%

11.17 out of **18**

SEAT BELT REMINDERS
0.67 points out of 1

DRIVER MONITORING
1.14 points out of 2

SPEED ASSISTANCE SYSTEMS
2.11 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Hyundai Kona is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in the **AEB Junction** scenario where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. Tests of the **AEB Head-On** functionality showed MARGINAL performance. The standard AEB system does not react when crossing the path of another vehicle. A system with **AEB Crossing** functionality is available on higher variants in Australia and standard in New Zealand, however this was not tested.

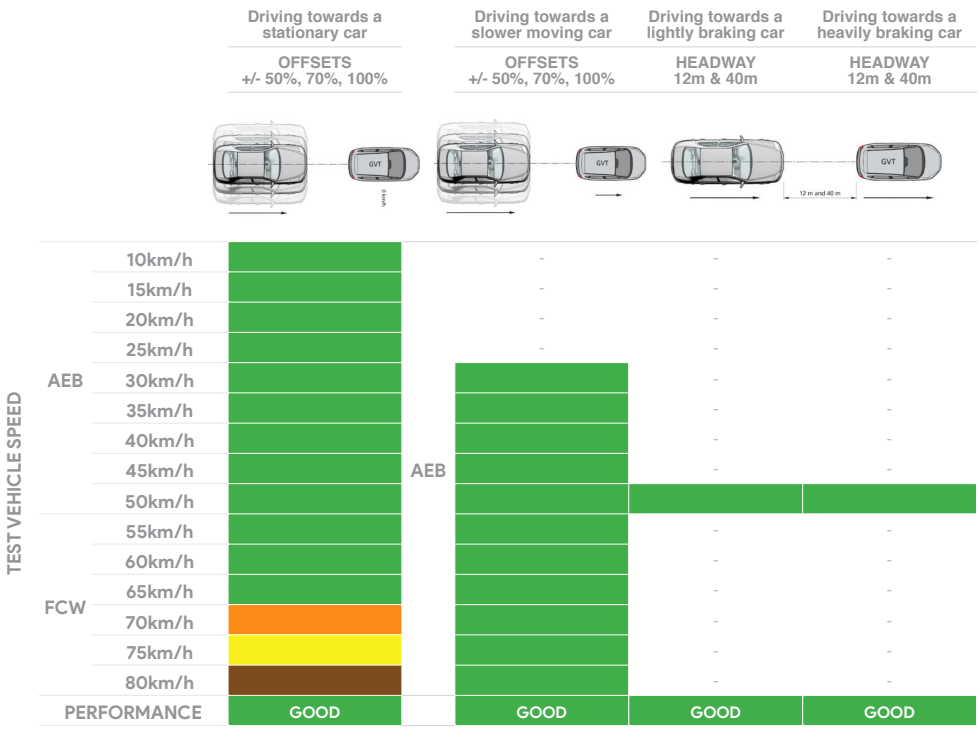
Tests of **LSS** functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A **speed assistance system (SAS)** with speed limit information function (SLIF) and Intelligent Speed Limiter (ISL) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions. A direct Driver Monitoring System (DMS) capable of detecting driver distraction and drowsiness is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision-Avoidance Assist (FCA)
Type	Autonomous emergency braking with forward collision warning
Operational From	10-180 km/h



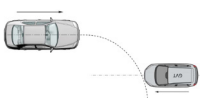
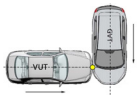
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

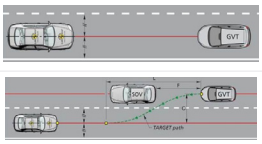
Safety Assist

62%

11.17 out of **18**

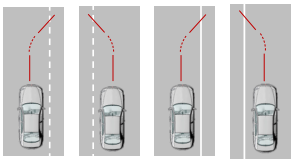
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

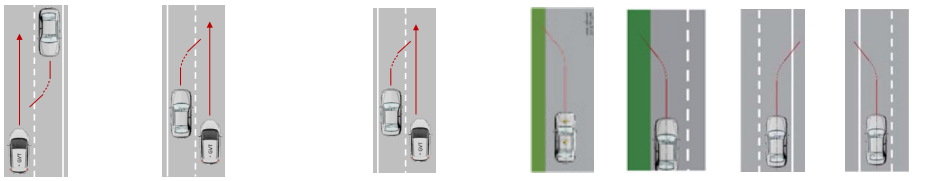
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	55km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			NOT TESTED				

			HEAD-ON In the path of oncoming vehicle	
		TARGET VEHICLE SPEED	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
				
PERFORMANCE			MARGINAL	

LANE SUPPORT SYSTEMS (Car-to-Car)

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

	Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car		
PERFORMANCE	GOOD	

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	ADEQUATE								

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

Safety Assist

62%

11.17 out of 18

OCCUPANT STATUS

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

Outboard seats only

DRIVER MONITORING

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

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
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	✕
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 (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 Kona, electric GLS, LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
January 2024