Hyundai i10 Advance – Road Test

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Author:

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Robin Roberts (and WheelsWithinWales) puts Hyundai's city car

through its paces…

The motor industry's headlong plunge into SUVs, MPVs and Crossovers has left the market short of compact city cars which are perfectly matched to the real-world needs of many drivers.

While some manufacturers stopped making traditional small hatchbacks and are now living to regret their decisions as market share slides and rivals fill the gap, Hyundai has cleverly played its hand.

While enjoying the booming interest in larger models in its range, it has kept the city-sized i10 rolling into showrooms and up the sales charts.

Launched in 2008, the i10 has survived the cull which has seen rival small cars disappear and it still sells very well to drivers who appreciate the values in its compactness and economy but don't want to sacrifice creature comforts.

After three generations, today there are three trim levels, the entry level Advance we tested, the Premium and top of range N Line. Current starting prices run from £17,100 to £18,400, up to £19,700.

Hyundai Motor UK has kept it fresh at minimum expense with refreshed design and higher equipment levels.

The new i10 has seen a design upgrade with a new honeycomb mesh design grille with integrated LED daytime running lights, redesigned headlamp and

taillamp reflector internals, updated Hyundai emblems and new 15” and 16” alloy wheel designs, depending on the trim.

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The i10 Advance 1.0 63 PS 5MT builds on the comprehensive specification found on the previous SE Connect trim with the addition of LED daytime running lights, a full segment TFT LCD instrument cluster display, keyless entry, updated USB-C charging ports and rear parking sensors.

New safety systems are also introduced, with Forward Collision Avoidance Assist with pedestrian and cyclist detection, Intelligent Speed Limit Assist and Lane Follow Assist all offered as standard. The 1.0 3-cylinder 63 PS engine is available with a standard 5 speed manual transmission or optional 5 speed automated manual.

It also gets black cloth with white stripe upholstery, eight-inch touchscreen, DAB Radio with connectivity and rear parking sensors with camera.

Many may think a sub-one litre engine would be far too small but that’s not the case in the i10 when used in its “natural” environment.

A triple-pot engine always sounds busy, throbbing at high revs with a not unpleasant note and while you might expect it to be unbalanced and rough the engineers have counter-balanced the crankshaft so it’s actually very smooth.

Low gearing aids a brisk getaway from standstill and the smooth easy

changing five-speed manual gearbox ensures the modest power keeps coming without interruption or hesitation to and beyond the motorway maximum. Clutch travel was light and long.

On-screen reminders encourage the driver to change up or down to get the most out of the powertrain but you can comfortably do block-changes as well.

Driven within limits over a wide variety of roads we achieved 57 mpg overall but at times some less demanding roads meant we edged towards 65 mpg. Respectable figures by any standards.

Underfoot, the brakes were up to their task, quickly slowing and abruptly stopping the sub-tonne car with ease and control while the conventional parking brake securely kept it stationary on a slope.

The adjustable steering column was appreciated along with the movements in the seat to carefully tailor a chosen set up. The steering was nicely balanced between assistance and feedback, with a good in-town turning circle and not being too twitchy on open roads.

Secondary controls on the column stalks had good positioning and a reassuring feel, worked well and the spokes' buttons for driving assistance systems and media were clearly marked. Some minor buttons were located low down on the right side of the fascia.

The driver has a small eight-inch screen directly ahead for speed and engine revs as well as fuel, temperature and running conditions while the larger

infotainment display on the central console carried the map, navigation, radio and media data. Separate rotary knobs worked the cabin air temperature and distribution, recycling and air conditioning and output rate.

Vents along the fascia and ends provided good output and directional settings in addition to the four powered windows.

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Oddments room was good for a small family car with reasonable sized bins, trays and pockets and despite the boot being small and ideal only for shopping bags, the 60/40 split seatbacks quickly folded to raise capacity five-fold.

Access to the boot and cabin was unrestricted and getting out was also simple. Inside it took four in comfort but would be a squash for five with those behind having very little legroom in some situations.

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Visibility was very good all round with thin roof pillars, good wipe/ wash system and fairly bright lights at night along with big door-mirrors.

Noise levels were mainly confined to a busy engine note when extended, some road rumbles on coarse surfaces and a bit of suspension bump-thump.

In the driver’s hands, the Hyundai i10 would faithfully respond to direction changes and felt nimble although a bit of body sway could be experienced on

tighter turns. Roadholding was reasonable but it all felt a bit light around some bends and there was a tendency to understeer unless you lifted off the throttle.

VERDICT

The Hyundai i10, even in the entry-level Advance trim, is very well equipped and sophisticated with little to criticise and is undoubtedly capable of putting to shame much more expensive models which are probably more than you need have for commuting or city driving.

For: Agile, economical, well equipped, easy driving, good powertrain, refined small car.

Against: Body roll, road and engine noise, modest performance, tight for five people, small boot.


i10
EK25 DXV

FAST FACTS

Model: Hyundai i10 Advance

Price: *£17,100*

Mechanical: 63 PS, 3 cyl 998cc turbo-petrol, 5 speed man

Max Speed: 88 mph

0 – 62 mph: 15.6 sec

Combined MPG: 57 mpg

Insurance Group: 3E

C02 emissions: 116 g/km

Bik rating: 28%, £440FY, £195SR

Warranty: 5 years/ unlimited mileage

Size: L 3.67 m (12.04 ft), W 1.68 m (5.51 ft), H 1.48 m (4.86 ft)

Bootspace: 252 to 1,050 litres (8.90 to 37.08 cu.ft)

Kerbweight: 993 kg (2,189 lb)

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