

HYUNDAI i30 1.0

By Jim Mc Cauley



The Hyundai i30 is the Korean car for Europe, built in Europe with a choice of bodystyles and wide range of engine options.

Test choice was the smallest power unit on offer, the turbocharged one litre 3-cylinder engine which nevertheless manages to push out 120PS at 6000rpm. Driving through a 6-speed manual gearbox, this provides a respectable benchmark 0-62mph time of 11.1 seconds and a potential top speed of 118mph.

Styling-wise, the 2017 model features the company's new corporate hexagonal grille while

up-swept swage lines incorporating the door handles drop down to fade into the rear bumper as they skirt the tail-lights. A neat upper spoiler on the tailgate extends the roof line to give a coupé-like appearance on this 5-door hatchback.

On-road, and the engine offers adequate performance if you ignore the rev counter. But keep the needle nudged towards the 3K mark and there is plenty of life with little notification to the interior of the hard work being done beneath the bonnet. In this respect it is quite refined and with the overall softer suspension set-up maintains a comfort feel. Electrically assisted steering is more direct and with a faster response than in the previous model, but could still provide more feedback to the driver. However, the various elements blend to give a unified feel to the car and while it may be topped by the sector leading Ford Focus, the i30 has a lot in its favour even in the mid-range 'SE Nav' specification of the test car.

The safety technologies include Lane Departure and Forward Collision Warning Systems as well as Autonomous Emergency Braking to automatically slow and stop the car, should the driver fail to respond to the situation or initial alerts. This model also has Cruise Control with Speed Limiter,



Speed Limit Notification and Automatic Headlight Dipping while reversing sensors and rear view camera are also standard.



For the passengers there is a roomy cabin with very good rear seat room, and the manual adjustments on the driver's seat are enhanced by electrical lumbar support. However the interior of the test car was finished predominantly in black which was a little overpowering. Twin front and rear courtesy lights provide good cabin lighting at night and the large boot is easily extendible with one-touch folding of the rear seats, although they sit proud of the boot floor.

Keeping with valued traditional provision, the i30 has both a manual handbrake and emergency spare wheel, and the start/stop system can be switched off for those who prefer not to avail of it.

With regards to entertainment provision, the i30 has Bluetooth connectivity and Android Auto and Apple CarPlay through smartphone connection with in-car operation on the central colour touch screen which has an easy to understand menu including navigation selection.

In terms of running costs, the 1.0 litre i30 has an official combined fuel consumption of 56.5mpg, but over a week's driving the actual return on Northern Ireland roads was 39.8mpg, an acceptable 70% of the laboratory figure.

Overall, the Hyundai i30 is a safe option and a well equipped alternative to the more obvious popular sellers. And while the majority of the competition can at best offer a 3-year warranty, Hyundai have a long established all-inclusive 5-year warranty, giving additional peace of mind for the purchaser.

The model tested in mid range 'SE Nav' trim is listed at £20,230 including metallic paint.



(Driven August 2017)