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## **Hyundai i30 2025**

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Grown-up family hatch is packed with equipment "Written by Luke Wilkinson Updated: 1 November 2022 The current Hyundai i30 has been around since 2016, which makes it one of the older offerings in the family hatchback class. Hyundai updated the car in 2020, adding extra technology, efficient mild hybrid powertrains and a slightly more
angular front end. Rivals are plentiful. We reckon the Hyundai i30 is chasing the Volkswagen Golf's market the hardest, but there's also the Ford Focus, Vauxhall Astra, SEAT Leon and Mazda 3 to choose from. If you want something a little more upmarket, consider the Audi A3 Sportback or the Mercedes A-Class. And don't forget the i30's sister car,
the Kia Ceed - which is almost identical under the skin. Hyundai kept the i30's line-up relatively simple. The range opens with the £21,000 SE Connect model, which features 16-inch alloy wheels, rear parking sensors, a rear-view camera and an 8.0-inch infotainment system. There's lots of safety equipment, too, including lane-keeping assist, high-
beam assist and autonomous emergency braking. The i30 Premium gets a few key upgrades, such as larger 17-inch alloy wheels, rear privacy glass, keyless go and LED taillights. Inside, there's also a 7.0-inch digital gauge cluster, a 10.25-inch infotainment system, a wireless phone charger, heated front seats and a heated steering wheel. Prices start
from a shade over £24,000. Above that, there's the i30 N Line, priced from around £25,000. This features a sporty body kit inspired by the i30 N hot hatchback, 18-inch alloys, sports seats and all-round parking sensors. Buyers also get a slightly more potent 159hp 1.5-litre petrol engine as standard. If that's not fast enough for you, Hyundai also offers
the i30 N hot hatchback. It's designed to compete with the Volkswagen Golf GTI and Ford Focus ST. It's powered by a turbocharged 2.0-litre four-cylinder petrol engine, producing 280hp and 392Nm of torque - and it features a host of suspension, braking and technology upgrades to make it go around corners faster. The Hyundai i30 range doesn't
stop there, though. If you need some more space, Hyundai can sell you an estate version of the car, called the i30 Tourer. Or, if the standard hatchback isn't stylish enough for you, there's the coupe-inspired i30 Fastback. We have dedicated reviews for both these cars - click the links in this paragraph to learn more. Over the next few pages, we'll fully
assess the Hyundai i30. Our review will consider its practicality, technology, comfort, fuel economy, performance and driving experience. We'll then offer our verdict on the car and let you know whether it's worth spending your money on. The Hyundai i30 N Line has sportier styling than the Premium, with a similar aggressive look to the Hyundai i30
N hot hatch. Premium and N Line both have more luxuries than SE Connect, including keyless entry, heated front seats, a heated steering wheel, a 10.3in infotainment system, sat-nav, privacy glass and climate control. Read more here Page 2Strengths+Refined+Great manual gearbox+Controlled rideWeaknesses-Rivals handle better-e-Skyactiv X
engine feels lacking at low revsThe Mazda 3's entry-level engine - called the e-Skyactiv G - is a 138bhp 2.5-litre four-cylinder petrol unit. It's a new engine for the 2025 model year and delivers more shove low down in the rev range than its predecessor. Unlike that engine, this one doesn't feel lacking, feeling more on a par with most turbocharged
rivals - the 123bhp 1.0-litre Ford Focus for example. What's more, because there's no wait between pressing the accelerator response than turbo rivals, including the Focus and the VW Golf. The Mazda 3 is also available with a more powerful, 183bhp 2.0-
litre engine - the e-Skyactiv X - but it actually feels weaker most of the time. That's because you only get the best from it when you're high in the rev range. Both engines are available with a choice of a six-speed manual or a six-speed man
use, too, with a precise, well-weighted action to it. The automatic isn't as satisfying, being reluctant to change down when you ask for a quick burst of acceleration. Ride comfort isn't one of the Mazda 3's strongest suits. It's set up quite firmly and doesn't smother angry bumps around town nearly as well as the best family cars. And which would they
be, you might ask? Page 3Mazda 3 2024/08/01This entry-level trim gets you a decent amount of kit, including air conditioning, 16in alloy wheels, rear parking sensors (and camera) and LED headlights....Mazda 3 2024/08/01For a justifiable sum of money more, you could jump to Centre-Line (our recommended trim). You'll gain keyless entry, heated
seats, rain-sensing windscreen wipers, dual-zone climate control, an auto-dimming rearview...Mazda 3 2024/08/01Like Homura, Exclusive-Line ups your wheel size to 18in, but instead of sporty styling details, it aims for a classier look. ...Mazda 3
2023/04/01 For a justifiable sum of money more, you could jump to Centre-Line (our recommended trim). You'll gain keyless entry, heated seats, rain-sensing windscreen wipers, dual-zone climate control, an auto-dimming rearview...Mazda 3 2024/08/01 Homura adds 18 in wheels to the mix, as well as some sporty styling details....Mazda 3
2024/08/01Homura adds 18in wheels to the mix, as well as some sporty styling details, it aims for a classier look. ...Mazda 3 2024/08/01This is your range-topping trim. It gets electrically adjustable leather front seats, a heated steering
wheel, more safety equipment and a 360-degree parking camera....Mazda 3 2023/04/01Like Homura, Exclusive-Line ups your wheel size to 18in, but instead of sporty styling details....Mazda 3 2024/08/01This is your range-
topping trim. It gets electrically adjustable leather front seats, a heated steering wheel, more safety equipment and a 360-degree parking camera....Mazda 3 2023/04/01Like Homura, Exclusive-Line ups your wheel size to 18in, but instead of sporty styling details, it aims for a classier look. ...Mazda 3 2023/04/01This is your range-topping trim. It gets
electrically adjustable leather front seats, a heated steering wheel, more safety equipment and a 360-degree parking camera.... Hyundai Tucson presents an
evocative, bold appearance with 'Parametric Dynamics' design language and kinetic, jewel-like surface detailing that ensures its distinct identity...Rather than simply an evolution of the previous generation model, the all-new Hyundai Tucson offers more
advanced technology features including a second-row USB charger in the SEL trim and Qi wireless...New Hyundai Tucson design by balancing the...Hyundai unveiled its all-new Tucson crossover utility vehicle at the 2015 New York
International Auto Show. The new Tucson offers a fresh, sporty exterior...In 2010, a revolutionary new Hyundai, with its athletic European...The Hyundai Tucson (also called the JM) is a compact crossover SUV launched in 2005 by the Korean automaker
Hyundai. It shares its Elantra-based platform...Hyundai i20 boasts a sleek and modern exterior that makes an eye-catching statement on the road. Shape and pattern of the front bumper, as well as the radiator grille...Compared to its predecessor, the all-new Hyundai i20's proportions have been made more dynamic, while at the same time ensuring it
is practical for navigating...Hyundai i20 N presents an uncompromising and powerful look to match its undiluted high-performance experience. The exterior design of the model emphasises its..The front of the Hyundai i20 five-door now features the Cascading Grille, the family identity uniting all Hyundai models. In addition to its modern and...The
Hyundai i20 Active is available with the Kappa 1.4-litre engine generating an output of 74 kW (100 PS). The powertrain is paired with a six-speed...With the launch of the New Generation i20, Hyundai Motor has introduced the New
Generation Hyundai i20 Coupe in Europe, expanding the product range with distinctive sporty and dynamic design. For...At the 2015 Frankfurt International Motor Show, Hyundai i20 represents another step in Hyundai's product
development and features a number of changes both inside and out along with the option of...With its fresh and head-turning styling, versatile interior, class-leading safety and exceptional cost-effectiveness established by its
Getz predecessor the Hyundai i20 offers drivers... Hyundai i10 N Line has design features inspired by motorsport, including bespoke bumpers, inserts, and red touches. The backs of the seats feature triple red line fabric... Compared to its predecessor, the All-New Hyundai i10 has enhanced proportions. Its visual stance is improved by its lowered roof
(-20 mm) and its wider body (+20 mm). The New Hyundai i10 comes with design refinements for a more emotionally appealing look. The new Cascading grille is a further development of the... Hyundai i10, a model designed, engineered and manufactured in
Europe,...Hyundai i10 is set to become even more appealing from 2011, benefitting from a comprehensive series of enhancements to offer customers greater value for...Hyundai i10 is an exciting new city car designed to be fun-to-drive, affordable and practical while offering quality and equipment that no other rival can...Hyundai launched the
improved 2024 Elantra compact sedan for the North American market during a YouTube news conference. Simon Loasby, influential designer...The front of the 2024 Elantra N features enhanced black trim. When combined with the bolder bumper design and revised headlamps, the fresh look delivers...To transform the 2021 Hyundai Elantra into its
new four-door-coupe look, Hyundai engineers and designers had to make it longer, lower, and wider... Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation, the Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation, the Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation, the Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation, the Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation, the Hyundai Elantra N's handling performance is further enhanced by the N Corner Carving Differential (e-LSD), Variable Exhaust Valve System and Launch Control... Now in its sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Carving Differential (e-LSD) is sixth generation of the N Corner Ca
since its launch in the U.S. in 1991. Elantra at the 2015 Los Angeles Auto Show. As one of Hyundai's all time best-selling models, the new Elantra enters its...The award-winning Hyundai Elantra returns for 2014 with extensive design upgrades and a more powerful GDI engine in the
new Sport trim. A host of new...Elantra exemplifies Hyundai's emotional "Fluidic Sculpture" design principles. "Fluidic Sculpture" considers the interplay of wind with...All Hyundai Veloster models offer Torque Vectoring Control (TVC). This active cornering feature utilizing capabilities from the Electronic Stability Control...Mechanically, Hyundai
Veloster N offers a larger 2.0-liter, direct-injected turbocharged powerplant over the Veloster Turbo. The engine boasts up to an... Hyundai Motor America introduced the all-new Hyundai Elantra GT adds a
more aggressive stance and interior volume to its clean European style and driving...Hyundai Motor America introduced the all-new 2013 Elantra GT in a North American debut at the 2012
Chicago Auto Show. Hyundai Elantra GT brings five-door... SHOW MOREHyundai i30 will come in 12 exterior colours. Seven of the colours are new: Abyss Black Pearl, Ecotronic Grey Pearl, Ultimate Red Metallic, Jupiter Orange Metallic... Hyundai i30 has been outfitted with updated connectivity technologies and comfort features. This not only
makes the i30 more competitive in its class but also delivers...HatchbacksC4 - with its elevated, assertive stance - combines the dynamism of a coupe-like saloon with the subtle adoption of some SUV styling cues. New e-C4 and New C4 has an energetic and assertive attitude. The front bumper has a matt black lower skirt for durability in the event of
minor impacts. Launched in 2010, with over 450,000 vehicles produced at the Mulhouse plant in France, the second-generation Citroen C4 has been updated in 2015 with a new... With attractive, sculpted lines; impressive build quality; and an array of original upmarket features and functions, the new Citroen C4 is a perfect... Citroen C4 is a per
range is now more alive with technology than ever before. An exciting new look gives the popular model even more elegant, dynamic and efficient, economical and low on emissions,...The rear window of the coupe is reminiscent of the older Honda CR-X
from the early 1990s, as well as the last three-door Mazda 323C. These two versions...To cope with the market, Citroën was dedicated and committed to building a new model that would appeal to many customers. At the Geneva Motor Show in...Kia EV4 Hatchback's rear profile mirrors the strong proportions of its sedan sibling while adding its own
unique character. Sharply sculpted lines...Kia K4 Hatchback features the vertical LED headlights and taillights inspired by the award-winning EV9. Hidden rear door handles integrated into the C-pillar...Skoda has made the expressive design of its compact Scala even more distinctive. With a redesigned Skoda grille and revised aprons at the front and
rear, the refreshed...At first glance, the new Skoda Scala impresses with perfect proportions, defined surfaces and flowing lines. Thanks to its refined aerodynamics, it comes...Stylish, expressive and modern in appearance, the new Kia XCeed builds upon its predecessor's iconic design. A product of the brand's European design centre...The iconic
tiger-nose grille, which makes the Kia Ceed a recognisable Kia, is upgraded to a black gloss finish with satin chrome upper and lower wing-shaped...The Kia Ceed range has been designed at the brand's European design centre in Frankfurt, Germany, under the direction of Gregory Guillaume, European Head of...Stylish, expressive and modern in
design, the new Kia XCeed represents a sporty alternative to traditional SUVs. A product of the brand's European design centre...The Kia Ceed GT is paired with a six-speed manual transmission as standard. In response to customer demand across Europe, Kia's seven-speed Dual-Clutch...Kia detailed a comprehensive upgrade to its increasingly
popular Kia cee'd, a model that has provided the foundation for Kia's continuing success in Europe...The direct-injection petrol 1.6-litre GDi remains available in the cee'd and Pro cee'd, while the two GT models are again powered by a 201bhp 1.6-litre GDi remains available in the cee'd and Pro cee'd, while the two GT models are again powered by a 201bhp 1.6-litre GDi remains available in the cee'd and Pro cee'd, while the two GT models are again powered by a 201bhp 1.6-litre GDi remains available in the cee'd and Pro cee'd, and Pro cee'd and
instalment in the latest generation cee'd family and will be...Making its global premiere at the 2012 Geneva International Motor Show is the all-new Kia cee'd. More sophisticated, more efficient, more refined and with...The most eagerly anticipated new model in Kia's history, the high-performance three-door Kia proceed GT, is now on sale. For five
years Kia has been...The all-new high-performance Kia pro cee'd GT and cee'd GT and cee'd GT and cee'd family, which grew to encompass wagon and coupe (Pro ceed) body styles, has proved to be the brand's strongest-ever contender...Created
especially for European consumers, the original Kia cee'd marked a major turning point in Kia's history. It was the start of a new era, the...The World Premiere of the new Kia pro_cee'd three-door hatchback, at the Frankfurt International Motor Show in Germany 11 September in production form,...Styled by a dedicated multi-national Kia design team
in Germany, assisted by a design team in Korea, the new Peugeot 308 continues the brand's commitment to striking design. With bodywork that closely follows the structure of the car...The new Peugeot 308 offers streamlined, classy styling. This design spans all six of its
finishes: Access, Active, Allure, GT Line, GT, and GTi.Peugeot 308 GTi is equipped with a limited-slip Torsen differential and 19" Carbone19 wheel rims with Michelin Pilot Super Sport tires. Peugeot 308 has all of the essential characteristics needed in the C segment, with its compact size (length: 4.25m and height: 1.46m), a spacious interior... Ever
since Peugeot unveiled the 308, its more athletic counterpart had been keenly awaited, with its promise of an unparalleled driving experience. It was...The new Peugeot 308 comes with a new look, features innovative e-HDi micro-hybrid technology and optimises fuel consumption and CO2 emissions, which start...Peugeot's new model in the medium
car range, the 308 is the first car of the new "8" generation. It is fitting that this new hatchback should...Peugeot returns to the world of the GTi with the launch of the Peugeot 308 GTi, a sporty hatchback for a new era: enjoyable for day to day driving and...Opel Astra is based on the third generation of the highly flexible EMP2 multi-energy
architecture, with Opel DNA built in from the start of development. Opel Astra Electric underlines the electrifying driving pleasure with an equally inspiring, clear and bold design and top equipment. Numerous electronic aids are on board...The
the GSe give it an even more purposeful appearance. Opel Astra's dynamic chassis has been further developed. New shock absorbers increase comfort. The optional success story starts with the Kadett in 1936 and will be continued with the new Opel Astra,
the eleventh...The new Opel Astra GTC's sculpted shapes with precise accents and dramatic proportions make it the ultimate expression of Opel's design language. And on...With its sporty, good looks, comfortable driving experience, innovative technology and a full fuel efficient powertrain line-up, the new Opel Astra, which...Opel Astra line-up has a
new high-performance member, the powerful 206 kW / 280 hp Opel Astra OPC which now completes the OPC family with the small Corsa...The new edition Astra GTC (Gran Turismo
Compact) was launched in February 2007 with new economical engines, refined looks, improved technology and an...Opel's official convention is to continue the Opel Kadett lineage, thus referring to the first generation of Opel Astra as the Astra F (the last Opel Kadett lineage, thus referring to the first generation of Opel Astra as the Astra F (the last Opel Kadett lineage, thus referring to the first generation of Opel Astra B (the last Opel Kadett lineage).
door estate launched late 2004 and a sporty three-door hatchback, designated...Visually, the Astra OPC can also be easily identified as one of the most powerful front-wheel drive production cars in the world, and the image boosting...Renault Megane E-TECH Electric is full LED and based on the human body's natural 24-hour circadian cycles to
optimise the well-being of those on-board. New Renault Megane gains in elegance and refinement, notably introducing new Pure Vision LED headlamps to improve visibility and comfort during journeys. The dynamic-looking, high-quality, All-New Renault Megane - loaded with technology features from higher-segment cars - was Renault's star
attraction at the...New Renault Megane RS is available in the iconic Liquid Yellow. This body colour, with its vibrant...Renault Megane RS
Trophy-R benefits from a truly remarkable weight reduction of 130kg, when configured with its lightest equipment and compared to the...Renault Megane RS Trophy-RRenault Megane RS Trophy-RS T
personality with an identical front end for the hatchback, estate and coupe, while each one keeps its own distinctive identity. The new boot features the enlarged...Mégane RS 275 Trophy features the best of Renaultsport
technology, with the Renaultsport 2.0T engine upgraded to 275 hp and the Cup chassis. This...Renault Megane RS 275 Trophy-RNew Renault Megane RS 275 Trophy-RNew RS 275 Trop
come with 'GT' badging on the grille and 'GT Renault Sport' badging on the tailgate. The Renault Mégane Coupé Concept unveiled at the Geneva Show in the spring of 2008 paved the way for the release of a new C-segment model... New Renault Mégane GT and GT Line stand out by their sporty styling cues both inside and out. Their sporty character is
further accentuated by the...As the latest in a long line of Renault sporting models, Renault Mégane RS stands out through its exhilarating performance and handling. The...With a power output of 265hp and peak torque of 360Nm, Renault Mégane RS trophy delivers unrivalled efficiency for its class. A new tyre fitment and...The latest addition to the
Renault Sport family is Renault Megane R26.R, a car that has been engineered for performance and extreme driving enjoyment. Megane II and the Laguna were both showcases for a great deal of innovative technologies Renault launched around 2001-2002; the Renault Card keyless ignition... As with the previous Megane, the range of models is
extremely wide; there is a three and five door hatchback available, named "Sport Hatch" and "Hatch" and "Hatch" and "Hatch" and "Sport Hatch models based on the Renault Mégane Renault Mégane Rouse a turbocharged 2.0-litre petrol engine that produces 225 PS (165).
kW; 222 bhp), allowing the car to achieve 0-100 km/h in 6.15 s (0-60 mph in 6.0 s)...The Mégane I was unveiled in September 1995, at the Frankfurt Motor Show, as a replacement for the Renault 19. The car was essentially a reskin of... SHOW MORE Hyundai's second-smallest hatch is now more expensive, but it's had some key changes. The i30 was
Hyundai's second best-selling model in 2023, behind only the Tucson SUV. It led its segment on the VFACTS sales charts, ranking above even the Toyota Corolla (20,626 sales versus 19,986 sales). For 2025 it's received a minor facelift that has brought some smart tweaks, namely a refreshed front end with sleek headlights. The interior has also
received some tweaks, though it still features older-generation infotainment tech systems. It has a new engine too, but as production has shifted from Korea to the Czech Republic, the i30 now attracts a 5.0 per cent import duty in Australia. On top of that, Hyundai has axed the base Active and Elite variants, which is bad news if you're in the market for
a cheap hatchback.WATCH: Paul's video review of the i30 Hatch N LineWith only the more upmarket N Line and N Line Premiums available for standard road-going i30 models, the base price has skyrocketed by $12,000 to $36,000 before on-roads. You can still buy the full-fat i30 N, but that's in a league of its own compared to the N Line.You'd be
mistaken if you thought the price increase was because lower grades are no longer available, as the standard N Line is now $3500 more expensive than last year's version. The N Line, which will set you back a square $36,000 before on-road costs. It has
only just touched down in Australia, and while it's mechanically the same as the Premium version it does miss out on niceties like a panoramic sunroof and heated, ventilated front seats. Should you opt for the older, cheaper i30, or is the new N Line an option worth considering for a daily warm hatch? How much does the Hyundai i30 cost? The N Line
now kicks off the i30 Hatch range, and it's priced at $36,000 before on-road costs. That's $3500 more than it used to be, while the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the $40,000 mark. ModelPrice before on-road costs up that is the N Line Premium has been pushed above the N Line Premium has been pushed above the N Line Premium has been pushed be a subject to the N Line Premium has been pushed been pushed by t
against its competitors, use our comparison tool. The i30 Hatch has received an exterior refresh, though its interior is showing the older roots. It's by no means unpleasant, but there are a few things that we feel could have been updated to bring it further into the modern age. One is the infotainment system, which in the standard N Line is a smaller
dated-looking 8.0-inch unit with graphics that aren't as sharp as in the Premium which has a 10.25-inch unit. The 8.0-inch screen is flanked by buttons on both sides that sit atop a thick gloss-black bezel with dual knobs either side. It works as it should, but it isn't as visually appealing as we're used to - especially in the context of screen-heavy setups
in other new Hyundai cars. In the i30 Hatch N Line Premium's 10.25-inch unit is much nicer with no large buttons. There are still the same shortcuts present for key functions, but they've been moved down and integrated as touch-sensitive buttons below the screen. The standard N Line does benefit from wireless Apple CarPlay and Android Auto
which worked flawlessly during our week with the car. The N Line Premium on the other new Hyundai cars, the i30's climate control system remains physical and is housed on a panel below the infotainment unit. It's a simple setup and works well, with dull-finish buttons for every
control, except for temperature adjustment knobs. As is the case in other cars with this setup, it's easy to use and makes the i30 appear less intimidating to someone coming from an older car. A benefit of the N Line is its dual-zone climate system, which makes the car easier to live with if you often have two occupants up front. Most of the buttons
feature lights to tell whether they're activated, with that blue a theme that pops up elsewhere in the cabin. A downside in the Premium version. It seems superfluous, but once you've had a car equipped with such functions it's hard to go
back. The base i30 Hatch N Line also has to make do with only a manually adjustable driver's seat, which would be nice to have in a car that costs more than $35,000. It just about makes up for that omission with its seats, which are comfortable and fit the warm hatch aesthetic to a 'T'. They're upholstered in leather and suede and feature Hyundai N
stitching on the upper portion, plus red stitching accents. Both front seats do feel like they've been designed with sports cars in mind, as the sides especially are large enough to support your body in side-to-side motion without being uncomfortable on long drives. Sporty themes continue up to the steering wheel, which is a leather-accented three-spoke
unit that I prefer to the more organic-looking wheels in other Hyundais. It feels nice in the hand and features more red stitching, with perforated leather fitted at nine and three o'clock. The features appear on the gear selector too, which is a large unit
with perforated leather, red accents, and an N logo on top. Ahead of the steering wheel is a 10.25-inch digital instrument cluster. It looks as if the traditional gauge setup was thrown out and the screen shoehorned in, as the housing retains the same shape as it did on the old model. It is a solid display though, as it's graphically clear with snappy
responses. Standard information is included on its central portion, which can be scrolled through using the buttons on the right side of the steering wheel. A feature we're a fan of is the way the car's settings are located only on the instrument display, and navigable using the wheel's buttons. It makes it easier to adjust things like the driver assist tech,
which includes turning off the speed limit warning in particular - more on that later. Sandwiching the central portion are two large digital gauges for revs and speed, which change in appearance depending on which of the three drive modes are selected. A complaint is the way the gauges look in Normal mode, as they feature solid white backgrounds
that can be painfully bright at night. Eco driving mode is the easiest on the eyes and the cleanest for my taste, with a modern blue semi-transparent look. Sport mode switches it up to a red and carbon fibre theme, which when activates has a cheesy but endearing flame animation. There are plenty of options for phone connectivity in the i30 Hatch. It
has wireless smartphone mirroring as standard on the entry-level N Line, while a small door can be opened ahead of the gear selector to reveal a hidden cubby. Inside is a wireless charging pad, a USB-C port and a USB-A port, and it serves as a convenient place to leave your phone when you're driving. Inside the centre console box is a 12V outlet
too. Storage up front is solid, as you get two standard-size cupholders on the centre console underneath a sliding cover. Next to that is a long slot, which is a good place to leave your keys or your phone if you don't want to put it on the wireless charger. The centre console storage box is small but offers enough space for various odds and ends, with a
soft felt floor to stop hard objects rattling around. There's a standard glovebox on the passenger side and bottle holders in the doors, which are all appropriately sized for everyday use. A downside is the gloss-black on the centre console, which surrounds all the buttons around the gear selector. It's also the material used for the cubby door up front,
which quickly attracts fingerprints. The compromise for the i30 Hatch's small proportions is the back row, which is cramped. Climbing in isn't as easy as it could be thanks to the small door openings, and once you're in there's not a lot of room to get comfortable. That leather and suede upholstery continues back here, which at least means the bench
seat is comfortable to sit on. The main issue is legroom, which even behind an average front seating position is limited. With the door closed it feels especially small, and while it could be described as cozy thanks to the black headliner, it's not particularly practical for loading child seats and by extension, children. Headroom for adult passengers is
acceptable, and taller passengers should have no problem squeezing in if they can convince the front passengers to slide forwards. The N Line features rear air vents and two USB-C ports as standard, along with bottle holders in the doors and cupholders on the fold-down centre armrest. The boot is where the i30 Hatch impresses in particular, as it's
surprisingly practical despite the car's small dimensions. I was able to fit more than expected, and with the rear seats folded there's no problem fitting large items - so long as they aren't exceptionally tall or wide. Quoted capacity with the rear seats in place is 395 litres, considerably larger than a Corolla at 217 litres. That means you'll have no
problem fitting bags of groceries, though the space is slightly too short for a standard suitcase to fit lengthways. The tailgate isn't powered, but because it isn't large there are no problems lifting it open. It is disappointing there's no spare wheel in the new i30, because that space under the boot floor has been taken up by the battery that supplies the
new mild-hybrid system. There's a tyre repair kit instead, which doesn't inspire as much confidence as even a space saver does. That kit also means there's no extra storage to be found under the i30's interior were necessary, and while
it is still on the older side and the N Line would have benefitted from the N Line Premium's infotainment setup, it's a comfortable and useable space if you don't need the back seats too often. Dimensions Hyundai i30 Hatch Length 4340 mm Width 1795 mm Height 1453 mm Wheelbase 2650 mm Cargo capacity 395 L (rear seats up) 1301 L (rear seats folded) To
see how the Hyundai i30 stacks up against its competitors, use our comparison tool. What's under the bonnet? The i30 Hatch N Line is powered by a 1.5-litre turbocharged four-cylinder petrol engine, producing 117kW and 253Nm. It's mated with a seven-speed dual-clutch automatic transmission, with a claimed 0-100km/h time of 8.8 seconds. It makes
use of a 48V mild-hybrid system, which assists with the engine off, all with the intention of saving fuel. On that note, you'll notice our tested fuel economy was worse than Hyundai's claim. That figure came from mixed driving conditions on our end, but when we stuck to
the highway we saw economy figures around 5.2L/100km.PowertrainHyundai i30 HatchEngine1.5-litre 4cyl turbo MHEVElectrical assistance48V mild-hybrid systemPower117kW @ 5500rpmTorque253Nm @ 1500-3500rpmTransmission7-speed dual-clutch automaticDriven wheelsFront-wheel driveKerb weight1439kg0-100km/h8.8 seconds (European
claim)Fuel economy (claimed)5.6L/100kmFuel economy (as tested)7.3L/100kmFuel tank capacity50 litresFuel requirement91 RONCO<sub>2</sub> emissions 126g/kmEmissions standardEuro 6Braked tow capacity50 litresFuel requirement91 RONCO<sub>2</sub> emissions 126g/kmEmissions standardEuro 6Braked tow capacity50 litresFuel requirement91 RONCO<sub>2</sub> emissions 126g/kmEmissions 126g/kmEmission
version of the Hyundai N badge, our hopes for the updated driving experience were high. Thankfully, it turns out the i30 Hatch N Line is quite fun once you hit the road. The car feels well-composed and rides comfortably, though you will notice the suspension's tuned towards the firmer side. That gives it a sporty feel, and you'll be able to take turns
quicker than you realise with good body control. That's good for navigating tight streets in the city without getting in the way of others, and it's nowhere near being too firm. It feels planted and sure-footed, which is exactly what you want when you're behind the wheel of a car as small as the i30. Its small size brings benefits manoeuvrability too, as
from the driver's seat it feels like the front left corner of the car is where your left knee is. That means it's easy to trawl through crowded carparks, which is supported by the light low-speed steering and small turning circle. Pulling into a parking spot is easy too, though it is still a fairly analogue affair. There's a reversing camera, but it is fairly low-
resolution and there's no surround-view camera to give you a full lay of the land. The 2025 i30 N Line features a new 1.5-litre turbo engine, which is more powerful than the outgoing naturally aspirated 2.0-litre but isn't as potent as the old 1.6-litre turbo. It's still plenty quick, and though the 8.8 second 0-100km/h time and 117kW doesn't sound all
that impressive, it punches above its weight once you give it a boot-full. As you may expect, selecting the Normal drive mode provides the most normal experience. That's both a good and a bad thing. It's good because you'll be able to enjoy the standard performance of the engine, which offers plenty of punch all across the rev range without being
either too dull or too revvy. It's bad because it reveals the clumsy nature of the dual-clutch gearbox (DCT), which to its detriment feels exactly like a stereotypical dual-clutch setup. The driving experience of the i30 Hatch is let down by the gearbox. Putting your foot down in a rush reveals considerable input lag as it figures out what to do with itself
while accelerating from a stop at a normal pace brings clunky shifts between first, second, and third gear in particular. Shifting from first to second feels especially slow, which can be annoying given the transmission otherwise rows through the gears with the quick shifting you'd expect from a DCT. When you go to accelerate fast and get past the
initial lag, you'll find the gearbox behaves quite well. It shifts fast without forcing the engine to rev too high, which means you have the confidence to get out of sticky situations or shoot a gap on the highway. It's by no means as fast as the i30 N, but it's right around that ideal power range most people would be comfortable with for their daily
driver. Selecting Sport mode via the button to the right of the shifter improves the performance-oriented experience, as the transmission gets whipped into line to give the best of what that 1.5-litre mild-hybrid engine has to offer. It holds gears to near redline and allows the i30 to properly stretch its legs, with the best performance revealed as you set
off from a stop. That doesn't mean it hangs around when you need to quickly accelerate on the highway, but its strengths are definitely found at low speed. I was impressed how the transmission rev-matches downshifts make. You also have the option of
using the wheel's paddle shifters in any driving mode, and they're responsive with that extra bit of fun if you're into that. The gearbox automatically enters 'manual' mode when doing so, and it'll stay in whatever gear you select for quite a while before going back to automatic. There is the option to lock it in manual mode by knocking the gear selector
to the right. Putting the i30 in Eco mode reveals the most of the fuel-saving, electrically assisted benefits the mild-hybrid system brings. Notably, power is dulled to keep fuel consumption down, while it'll look for opportunities to shut the engine off when you're coasting to a stop. Eco mode did catch us off guard on a couple of occasions, because when
it's selected you get minimal engine braking. Coming off the throttle on the highway instead puts the car into 'coasting mode', in which it effectively shifts into neutral and lets the engine run at idle to save some fuel. You can bring engine braking back by touching the brakes or accelerating, after which the gearbox smoothly re-engages. Driving along
in Normal mode allows the engine braking you'd expect when off-throttle. When the engine is off and it's time to set off from the lights, it's restarted like it had been on the whole time. That's because of the mild-hybrid system, which is able to fire things back into life in a heartbeat. Aside from the gearbox, there are a few quirks while on the road. A
minor one is the brake pedal, which is surprisingly sensitive and takes a moment to get used to. The other is as a result of the Hyundai badge, which brings with it an array of beeps and warnings depending on what you're doing. One is the speed limit warning, which is on by default and beeps if you exceed the posted speed limit by even 1km/h. As
mentioned, it's easy to turn off because the setting is located on the instrument display. Navigate to the menu using the buttons on the wheel, and it's a simple action to disable it entirely. You can do it while on the move too, which means it isn't as impractical as it is in some other Hyundai products. The lane departure warning can also be too sensitive
on narrow country roads, as it seems to overreact to getting too close to the median line. At least it'll steer you back into line itself, but in many cases it'd be easier to just turn it off in the same way as the speed limit warning. Other systems like adaptive cruise control and lane-keep assist worked reliably in our week with the car, doing well to both
stay with traffic ahead and keep the car centred in its lane. Visibility all around is good, supported by the auto-dimming rear-view mirror inside. Blind spot checks are easy, though you do get the assistance of blind-spot monitoring that works consistently and doesn't overreact. While it is well-appointed, the i30 Hatch N Line feels like it offers the bare
minimum in modern tech. That helps it to behave like a solid warm hatch, as the driving experience isn't interrupted by intrusive or annoying systems. To see how the Hyundai i30 stacks up against its competitors, use our comparison tool. What do you get? There are no base i30 models available for 2025, which means there are just two N Line trim
levels to choose from. i30 Hatch N Line highlights: 18-inch alloy wheelsProximity entry with push-button startRain-sensing wipersAutomatic LED headlightsAutomatic LED headlig
suede upholsteryFour-way power driver's lumbarDriver seat cushion extensionLeather-wrapped steering wheel and shifterDual-zone climate controlN Line Premium adds:Panoramic sunroof10.25-inch touchscreen infotainment systemSatellite navigationWired Apple CarPlay and Android Auto12-way power driver's seat with two-person memoryHeated
and ventilated front seatsHeated steering wheelBluelink connected car servicesIs the Hyundai i30 safe? The Hyu
16 out of 16 for side impact, two out of two for pole, and three out of three for seat belt reminders. It scored 'good' for whiplash protection and 'acceptable' for pedestrian protection, contributing to an overall score of 35.01 out of 37. Standard safety equipment includes: Adaptive cruise control with stop/goAutonomous emergency braking Junction
assistPedestrian detectionCyclist detectionCyclist detectionVehicle detectionBlind-spot assistLane keep assistLane keep assistLane Following Assist (lane centring)Rear occupant alertRear cross-traffic assistHow much does the Hyundai i30 cost to run?Hyundai backs its vehicles with a five-year, unlimited-kilometre warranty. The
i30 is covered by Hyundai's "lifetime service plan", which outlines the costs of each service until 21 years or 210,000km. Hyundai also offers a free service at 1.8 months or 1500km of ownership. Service intervals are the same as the outgoing turbocharged i30 Hatch N Line, though they're shorter than the Corolla at 12 months or 15,000km. The first
five services for the Corolla are capped at $245, while the average price for the first 10 years of servicing is cheaper than the i30 at $374. Running costsHyundai i30 HatchWarranty5 years, unlimited kilometresRoadside assistance12 months - then service-initiatedService intervals12 months or 10,000 kilometresCapped-price servicing "Lifetime service".
plan"Average price for first 10 services$435.20To see how the Hyundai i30 N LineThe 2025 update for the i30 Hatch is a needed one, and for the most part it's been worth the effort. Its updated looks on the outside are a nice change, as it's now sleeker
with more aggressive lines. Even if it isn't the hot i30 N, it still looks like a mean performance car. The interior has improved too, and while its infotainment and tech isn't quite up to the same standard as some other Hyundais, it gets the job done reliably and maintains several creature comforts that are major drawcards for new car buyers. That new
engine under the bonnet is an impressive unit, with solid performance that puts it above a lot of other hatches for sale right now. Unlike those hatches was... interesting. Having those models meant people wanting a cheaper hatch
could go for the i30 Hatch, while those wanting something faster could buy an N Line or above. With a more expensive starting price, the i30 Hatch will now be less attainable for a lot of small car buyers. If they can spring for the base N Line though, they'll be getting themselves into quite a good car. The warm hatch performance is plenty for most
people, and it's properly comfortable despite the sporty handling. What it lacks in second-row space it makes up for in boot capacity, and it's easy to turn off. If you're a Hyundai fan and are keen on a small car, the new i30 Hatch is an impressive grocery-getter capable of
delivering a spirited weekend's drive - only if you ask for it. Click the images for the full gallery BUY: Buy a Hyundai i30 MORE: Everything Hyundai i30
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