



**Hyundai Tucson**  
Small Off-Road

2015 ★★★★★



Adult Occupant



86%

Child Occupant



85%

Pedestrian Impact Protection



71%

Safety Assist



71%

## SPECIFICATION

Tested Model	Hyundai Tucson 1.7 diesel GLS 4x2, LHD
Body Type	- 5 door wagon
Year Of Publication	2015
Kerb Weight	1494kg
VIN From Which Rating Applies	- all petrol and diesel engined Tucsons, 4x4 and 4x2
Class	Small Off-Road

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

Version 300419

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	●
ESC	●
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	○

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**

- Fitted to the vehicle as standard
- Fitted to the vehicle as option
- Not fitted to the test vehicle but available as option
- ✗ Not Available
- Not Applicable

**ADULT OCCUPANT**

Total 32.8 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.5 Pts

Passenger                      Driver

**Frontal Full Width** 7.4 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.8 Pts

Front seat                      Rear seat

**Lateral Impact** 15.2 Pts

Car                      Pole

**AEB City** 0

Performance:

 ADULT OCCUPANT

Total 32.8 Pts / 86%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 32.8 Pts / 86%

## Comments

The passenger compartment remained stable in the offset frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Hyundai showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. For the passenger dummy, protection of all other body regions was also rated as good. In the full-width rigid barrier test, protection of both dummies was good apart from the chest, protection of which was adequate for the front driver and marginal for the rear passenger. In the side barrier impact, protection of all critical body areas was good and the Tucson scored maximum points. However, in the more severe side pole test, dummy readings of rib compression indicated marginal protection of the chest, other critical body regions being well protected. Tests on the front seats and head restraints showed good protection against whiplash injury in the event of a rear-end collision and a geometric assessment indicated the same for rear seat passengers. An autonomous emergency braking system is available which operates from the low speeds typical of city driving at which many whiplash accidents occur. As the system is not standard equipment it was not included in this assessment.

**CHILD OCCUPANT**

Total 42.0 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23 Pts

18 months old child 12 Pts

**Tested restraint (Fit):**  
Britax Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11 Pts

**Tested restraint (Fit):**  
Britax Römer Duo Plus

■ Adequate

**Safety Features**

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

12 Pts

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

**CHILD OCCUPANT**

Total 42.0 Pts / 85%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFIX (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 42.0 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Britax Römer King Plus (Belt)	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments

The Tucson scored maximum points in the dynamic crash tests for its protection of the 1½ year dummy. Chest accelerations of the 3 year dummy, sat in a forward facing restraint, were marginally elevated but, otherwise, protection was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the Tucson is designed could be properly installed and accommodated in the car.



**PEDESTRIAN IMPACT PROTECTION**

Total 25.8 Pts / 71%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Impact Protection	25.8 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">19.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	19.6 Pts	Pelvis Impact	0.2 Pts	Leg Impact	6 Pts
Head Impact	19.6 Pts						
Pelvis Impact	0.2 Pts						
Leg Impact	6 Pts						

**Comments**

The Tucson has a deployable bonnet for increased pedestrian protection. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance between the surface and the hard structures in the engine compartment. Hyundai showed that the system worked robustly for a variety of pedestrian statures and over a wide range of speeds. Accordingly, the bonnet was tested in the deployed (raised) position and performed well, showing good protection at almost all test points. Protection of the pelvic region was predominantly poor while the bumper provided mostly good protection to pedestrians' legs.

SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

2.3 Pts

Speed Limit Information Function	Camera & Map
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	ESC	
<b>PERFORMANCE</b>		
Vehicle Yaw Rate @ COS + 1.00 s	1.15%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.27%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.73 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support

1 Pts

System Name	LDWS
Type	Lane Departure Warning
Operational From	60 km/h
Warning	Audible & Visual
<b>PERFORMANCE</b>	
LDW Confirmation Test	Pass

AEB Interurban

0 Pts

 SAFETY ASSIST

Total 9.3 Pts / 71%

## Comments

Electronic stability control is standard equipment on the Tucson as is a seatbelt reminder system for the front and rear seats. A lane departure warning system is an option which is expected to be broadly fitted and was included in the assessment. Also optional but qualifying for assessment is a speed assistance system consists of a camera-based speed recognition, informing the driver of the local speed limit, and a speed limiter which the driver can set appropriately. An autonomous emergency braking system is available as an option but is not expected to be sold in sufficient numbers to qualify for assessment here.

## RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome
October 2015	Rating Published	2015 ★★★★★ ✓
October 2016	Annual Review	2015
October 2017	Annual Review	2015
June 2018	Facelift Review	2015
October 2018	Annual Review	2015