Hyundai NEXO

Standard Safety Equipment

2018

Adult Occupant: 94%

Child Occupant: 87%

Vulnerable Road Users: 67%

Safety Assist: 80%

SPECIFICATION

Tested Model	Hyundai NEXO GL, LHD
Body Type	- 5 door SUV
Year Of Publication	2018
Kerb Weight	1814kg
VIN From Which Rating Applies	- all NEXOs
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✖
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	✖
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖

Version 100521

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB Cyclist	●
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 part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 35.8 Pts / 94%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 6.7 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.7 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.5 / 2 Pts

Front seat

Rear seat

Lateral Impact — 16.0 / 16 Pts

Car

Pole

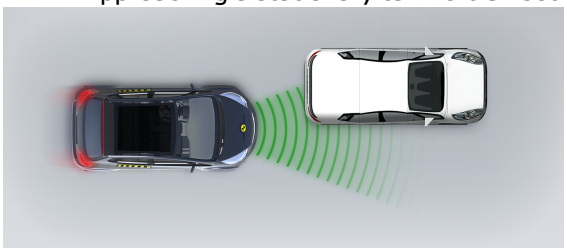
ADULT OCCUPANT

Total 35.8 Pts / 94%

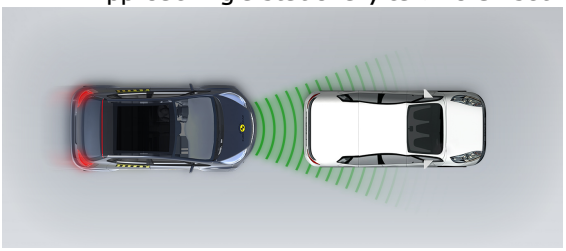
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 4.0 / 4 Pts

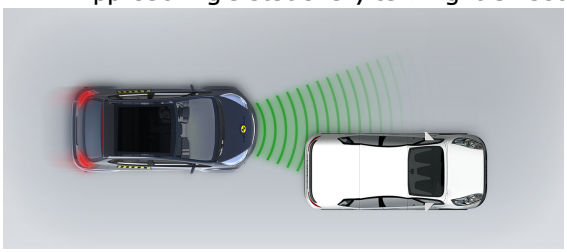
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 35.8 Pts / 94%

Comments

The passenger compartment of the Nexo remained stable in the frontal offset test. Dummy readings showed good protection of all critical body areas for the passenger and good protection for the knees and femurs of both the driver and passenger. Hyundai showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver dummy was good for all critical body areas. Protection of the rear passenger was good or adequate. In both the side barrier and the more severe side pole impacts, protection of all critical body areas was good and the Nexo scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

CHILD OCCUPANT

Total 43 Pts / 87%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix XP II*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 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

12.0 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)

Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)

BeSafe iZi Kid X2 i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 43 Pts / 87%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

— Not available

Comments

In both the frontal offset and the side barrier impacts, protection was good for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated 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 restraint types for which the Nexo is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 32.4 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 26.2 / 36 Pts

Head Impact	20.2 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 6.1 / 12 Pts

System Name	FCA (Forward Collision-avoidance Assist)
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The Hyundai Nexo has an active, deployable bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures in the engine compartment. Hyundai showed that the system worked robustly for different pedestrian statures and over a range of speeds, so tests were done with the bonnet in the raised position. The protection to the head of a struck pedestrian was good over almost the entire bonnet surface. The bumper provided good protection to pedestrians' legs but protection of the pelvis was poor. The AEB system performed adequately in tests of its reaction to pedestrians, in daylight and in low light, and performed marginally in cyclist detection.

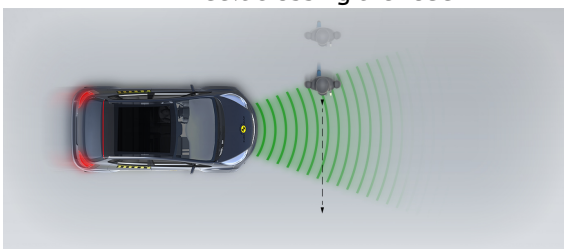
VULNERABLE ROAD USERS

Total 32.4 Pts / 67%

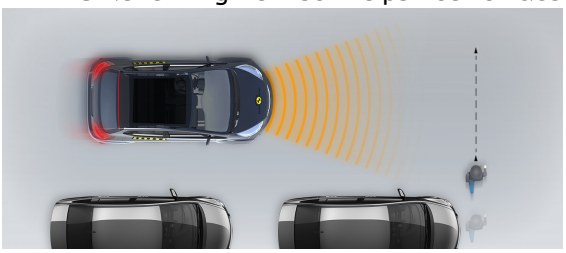
AEB Pedestrian

- **Day time**

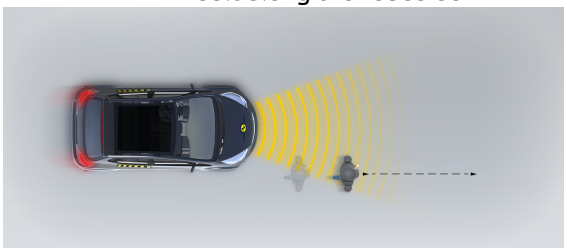
Adult crossing the road



Child running from behind parked vehicles

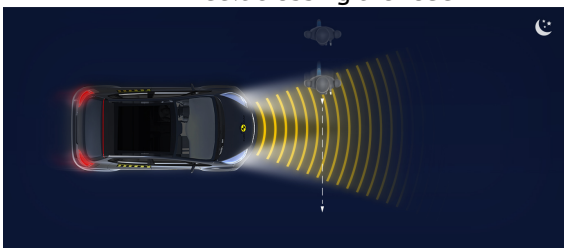


Adult along the roadside

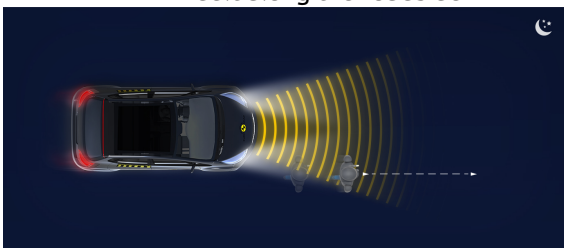


- **Night time**

Adult crossing the road

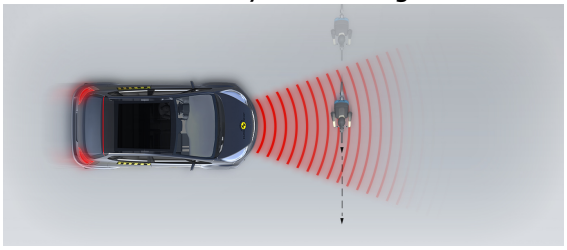


Adult along the roadside

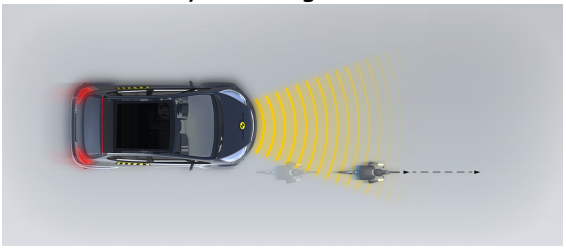


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.5 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.7 / 3 Pts

System Name	ISLW (Intelligent Speed Limit Warning)
Speed Limit Information Function	Camera & Map
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

2.8 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Lane Support

3.5 / 4 Pts

System Name	LKA (Lane Keeping Assist)
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

SAFETY ASSIST

Total 10.5 Pts / 80%

AEB Inter-Urban

2.5 / 3 Pts

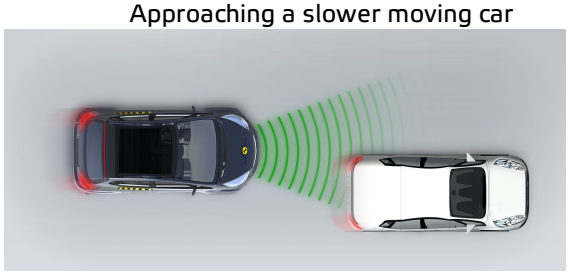
System Name	FCA (Forward Collision-avoidance Assist)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

Comments

The AEB system performed well when tested at highway speeds, with collisions avoided or mitigated in most situations. The Nexo has a seatbelt reminder for the front and rear seats and a speed assistance system which informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. A lane keeping assist system is also standard, and helps avoid inadvertent drifting out of lane, and also intervenes in some more critical emergency situations.

- **Autobrake function only**

Approaching a slower moving car



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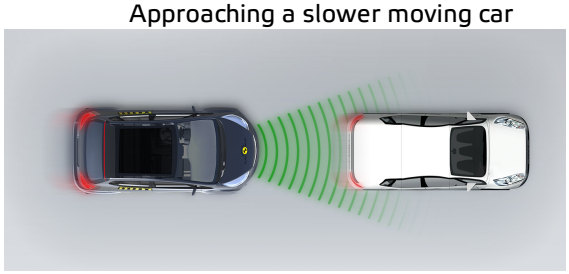
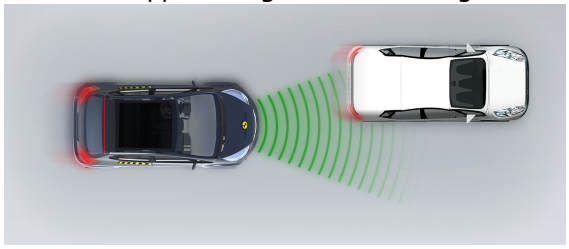
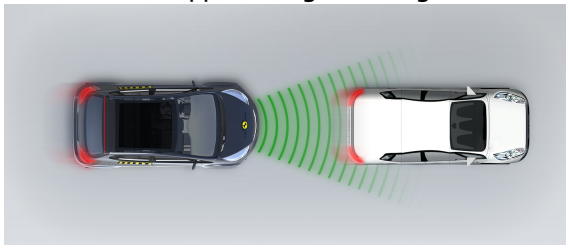


Approaching a slower moving car



Approaching a braking car

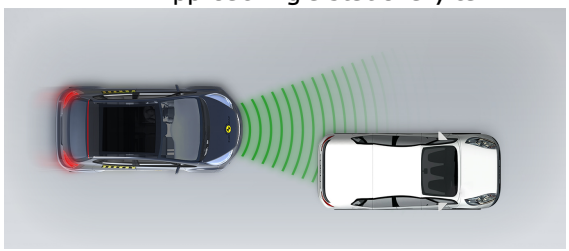


SAFETY ASSIST

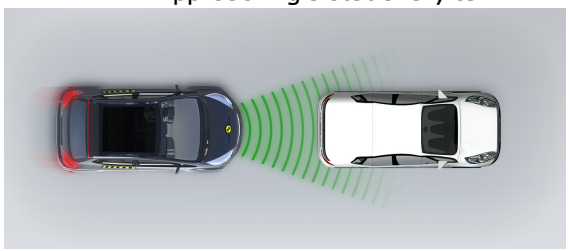
Total 10.5 Pts / 80%

- **Driver reacts to warning**

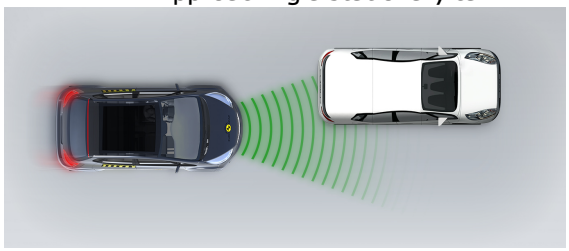
Approaching a stationary car



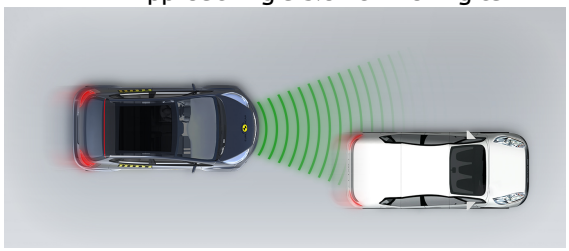
Approaching a stationary car



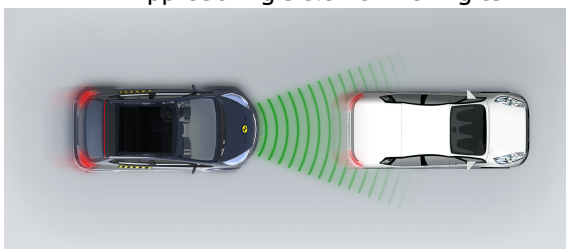
Approaching a stationary car



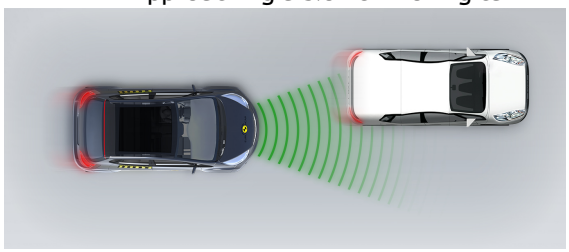
Approaching a slower moving car



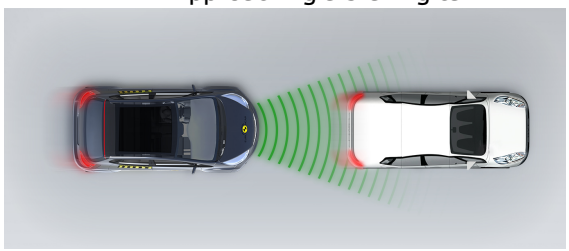
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	Fuel-Cell Electric Vehicle*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2018	Rating Published	2018 ★★★★★	✓
October 2019	Annual Review	2018 ★★★★★	✓
October 2020	Annual Review	2018 ★★★★★	✓