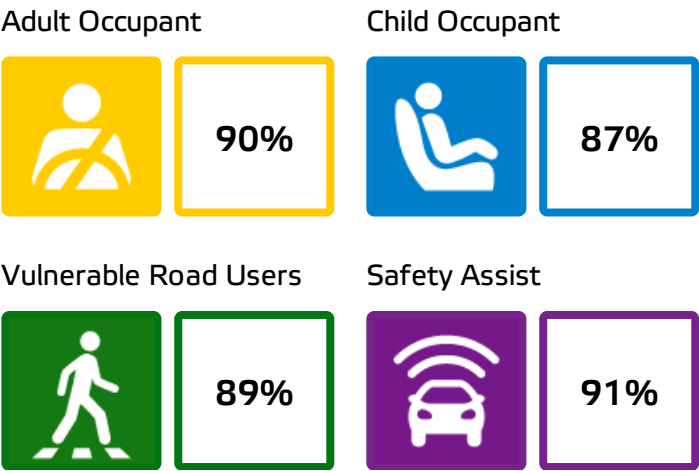




Lexus RX
Standard Safety Equipment

2022 ★★★★★



SPECIFICATION

Tested Model	Lexus RX 2.5 PHEV 'Executive', LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2124kg
VIN From Which Rating Applies	- all Lexus RX
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	●	●	—

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

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
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 34.3 Pts / 90%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

13.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.8 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 34.3 Pts / 90%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Lexus RX remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Lexus demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be moderately benign partner in a frontal collision. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal, based on dummy readings of chest compression but that of other critical body areas was good or adequate. In the side barrier test, protection was good for all critical body regions and the RX scored maximum points in this test. In the more severe side pole impact, protection was good or adequate for all critical body areas. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The RX has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system worked well in Euro NCAP's tests, with good protection of the occupants' heads. However, Lexus did not demonstrate that the system would provide a similar level of protection in all cases. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The RX has an advanced eCall system and is equipped with a system to prevent secondary collisions.



CHILD OCCUPANT

Total 43.0 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: *LEXUS KIDFIX i-SIZE*Restraint for 10 year old child: *LEXUS MAXI PLUS*

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 (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 43.0 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the RX scored maximum points in this part of the assessment. 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 Lexus RX is designed could be properly installed and accommodated in the car.



CHILD OCCUPANT

Total 43.0 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed — Not available

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the RX scored maximum points in this part of the assessment. 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 Lexus RX is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 48.2 Pts / 89%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

VRU Impact Protection

30.2 / 36 Pts



Head Impact	18.2 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

18.0 / 18 Pts

System Name	Pre-Collision System (with pedestrian & bicyclist detection)
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

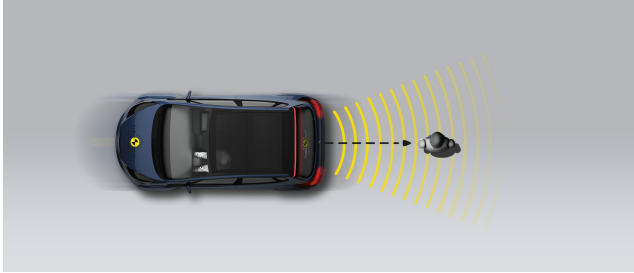
Total 48.2 Pts / 89%

AEB Pedestrian

9.0 / 9 Pts

■ Day time

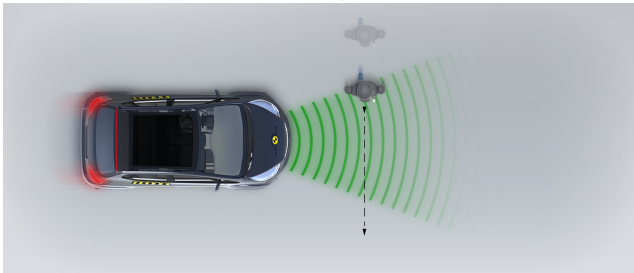
Vehicle reversing into standing pedestrian



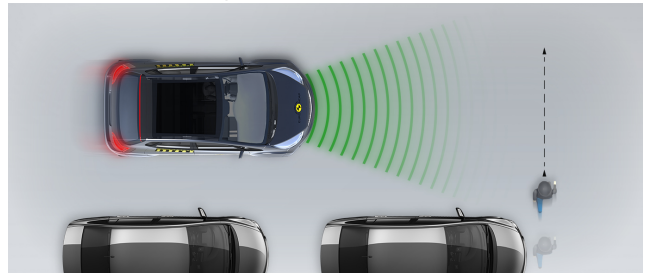
Pedestrian crossing a road into which a car is turning



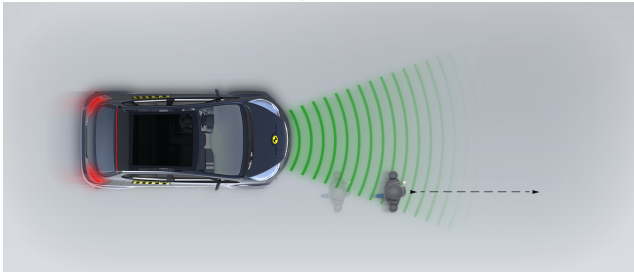
Adult crossing the road



Child running from behind parked vehicles

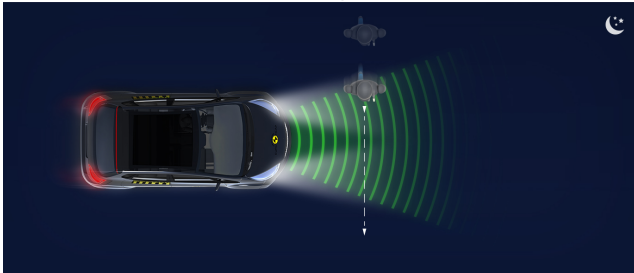


Adult along the roadside

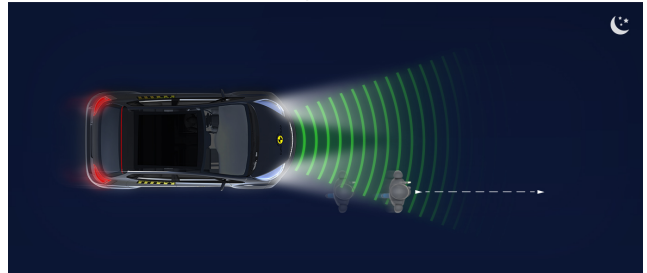


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 48.2 Pts / 89%

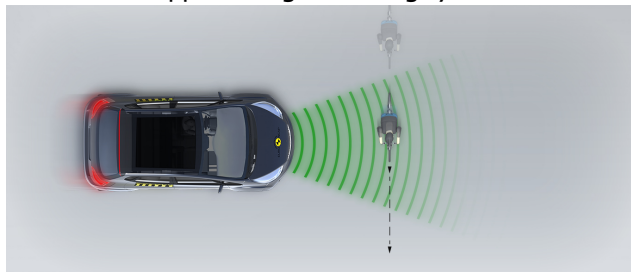
AEB Cyclist

9.0 / 9 Pts

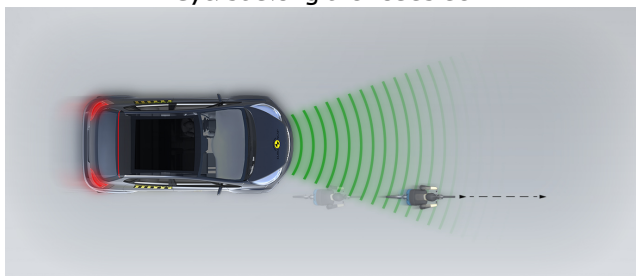
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments


Protection of the head was almost completely good or adequate. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The autonomous emergency braking (AEB) system of the Lexus can respond to vulnerable road users as well as to other vehicles. The system scored maximum points in tests of its response to pedestrians and to cyclists, with collisions avoided in all cases.



SAFETY ASSIST

Total 14.6 Pts / 91%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance

 2.4 / 3 Pts









System Name	Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Break Suggestion
Type	lane position, steering input
Operational From	50 km/h



SAFETY ASSIST

Total 14.6 Pts / 91%

Lane Support

3.5 / 4 Pts

System Name	Lane Departure Alert
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.8 / 6 Pts

System Name	Pre-Collision System
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar



SAFETY ASSIST

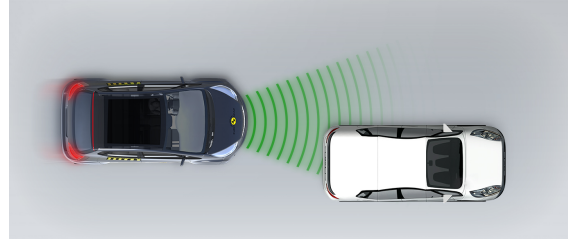
Total 14.6 Pts / 91%

■ Autobrake function only

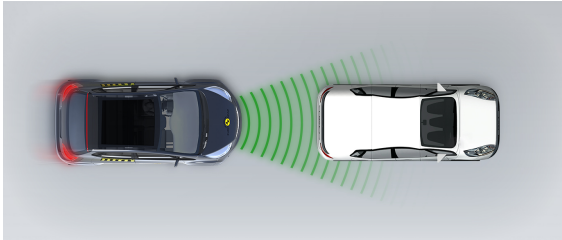
Car turning across the path of an oncoming car



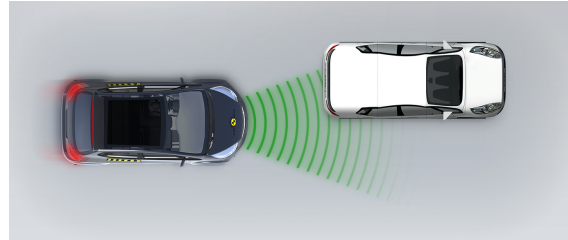
Approaching a stationary car



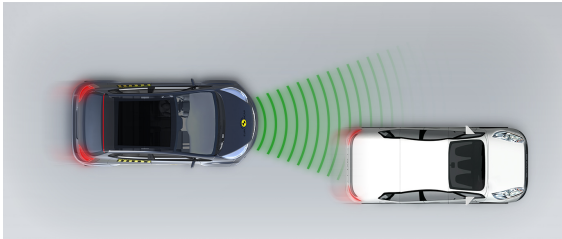
Approaching a stationary car



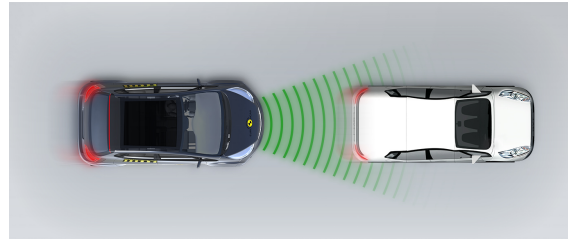
Approaching a stationary car



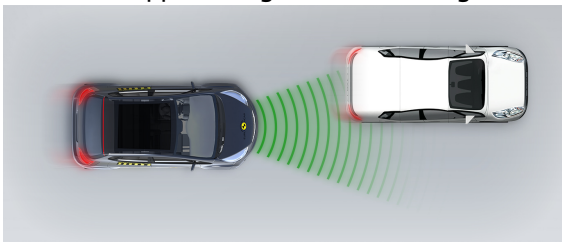
Approaching a slower moving car



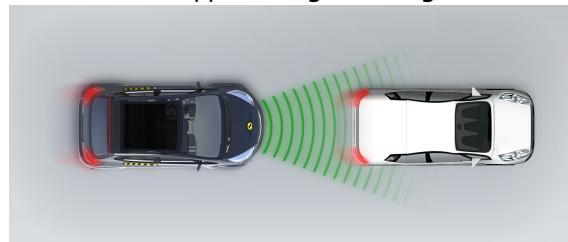
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



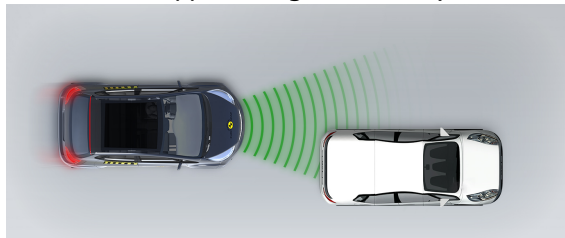


SAFETY ASSIST

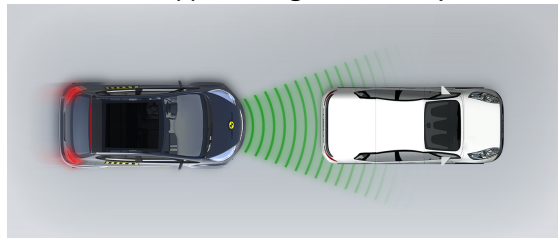
Total 14.6 Pts / 91%

■ Driver reacts to warning

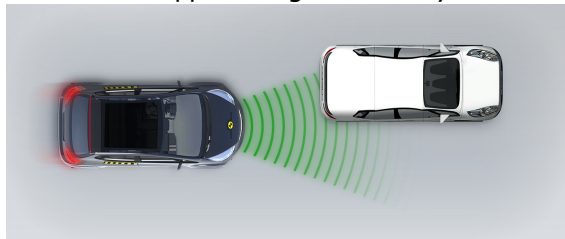
Approaching a stationary car



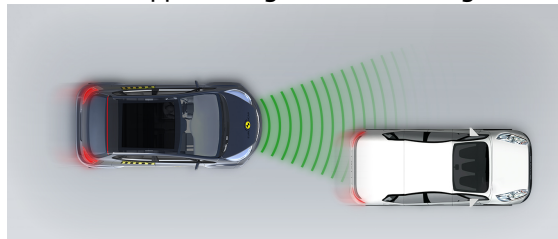
Approaching a stationary car



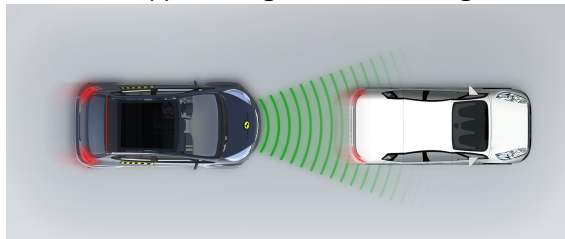
Approaching a stationary car



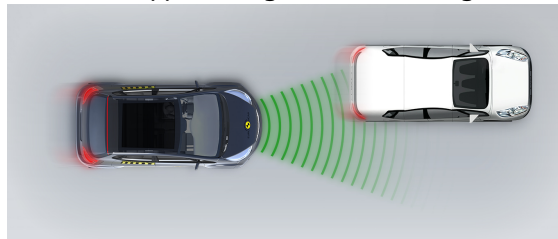
Approaching a slower moving car



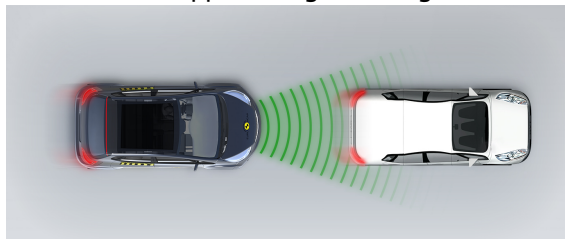
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.6 Pts / 91%

Comments

The autonomous emergency braking (AEB) system of the Lexus RX performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.5 petrol (PHEV)	RX 450h+ *	4 x 4	✓	✓
5 door SUV	2.5 petrol (HEV)	RX 350h	4 x 4	✓	✓
5 door SUV	2.5 turbo petrol (HEV)	RX 500h	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2022	Rating Published	2022 ★★★★★	✓