



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 SUV

✗ Rating Expired

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	●	●	✘
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 (Hood)	●
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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%

Legend: ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR


Frontal Offset Deformable Barrier 6.7 / 8 Pts



Passenger Driver

Detailed description: This panel shows the results for the Frontal Offset Deformable Barrier test. It features two crash test dummies. The Passenger dummy is shown in a green color, indicating a 'GOOD' result. The Driver dummy is shown in yellow and orange, indicating an 'ADEQUATE' result.


Frontal Full Width 7.7 / 8 Pts



Rear Passenger Driver

Detailed description: This panel shows the results for the Frontal Full Width test. It features two crash test dummies. The Rear Passenger dummy is shown in yellow, indicating an 'ADEQUATE' result. The Driver dummy is shown in green, indicating a 'GOOD' result.


Whiplash Rear Impact 1.5 / 2 Pts



Front seat Rear seat

Detailed description: This panel shows the results for the Whiplash Rear Impact test. It features two crash test dummies seated in a car seat. The dummy in the Front seat is shown in green, indicating a 'GOOD' result. The dummy in the Rear seat is shown in red, indicating a 'POOR' result.

Lateral Impact 16.0 / 16 Pts






Car Pole

Detailed description: This panel shows the results for the Lateral Impact test. It features two crash test dummies seated in a car seat. The dummy in the Car is shown in green, indicating a 'GOOD' result. The dummy in the Pole is shown in green, indicating a 'GOOD' result.

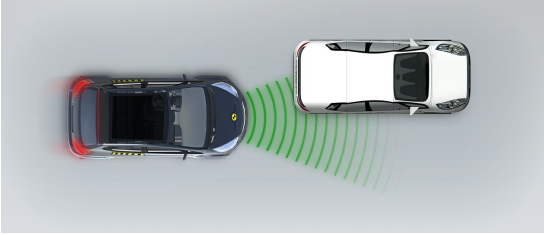
 ADULT OCCUPANT

Total 35.8 Pts / 94%

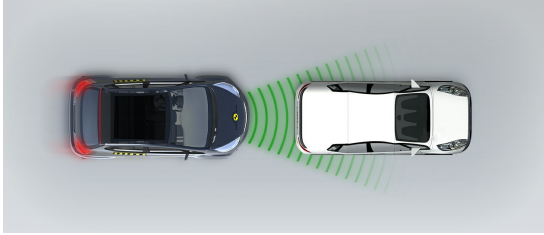
 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

AEB City  4.0 / 4 Pts

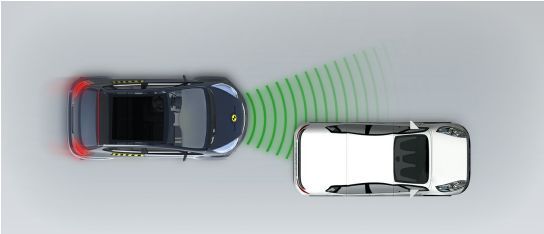
Approaching a stationary car: Left Offset



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.

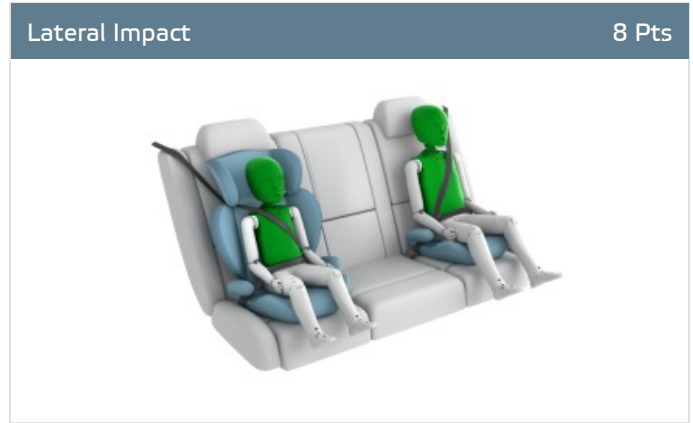
CHILD OCCUPANT

Total 43.0 Pts / 87%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 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 43.0 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)



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 Nexö 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 (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)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ 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 Nexö is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 32.4 Pts / 67%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection	26.2 / 36 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;">20.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	20.2 Pts	Pelvis Impact	0.0 Pts	Leg Impact	6.0 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

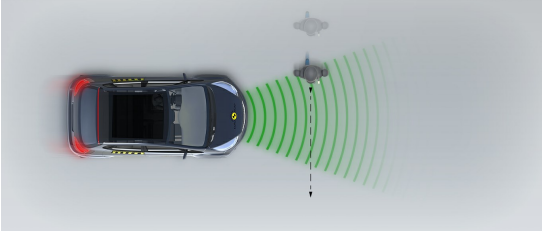
Total 32.4 Pts / 67%

AEB Pedestrian

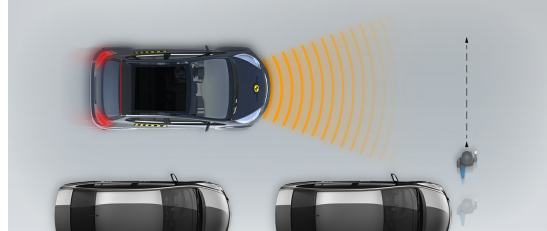


Day time

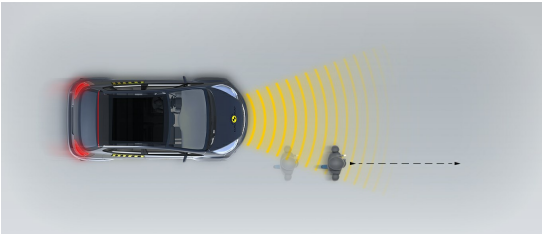
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

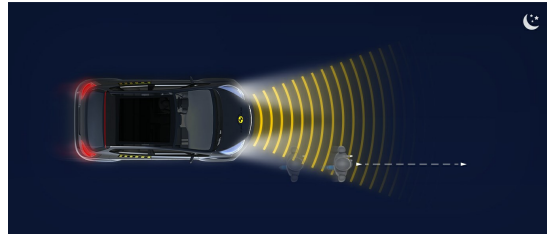


Night time

Adult crossing the road



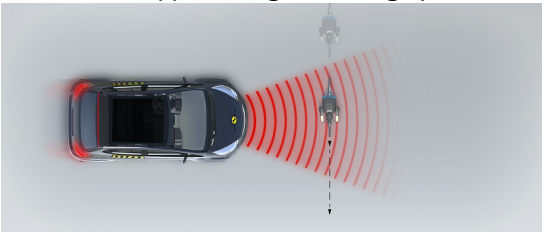
Adult along the roadside



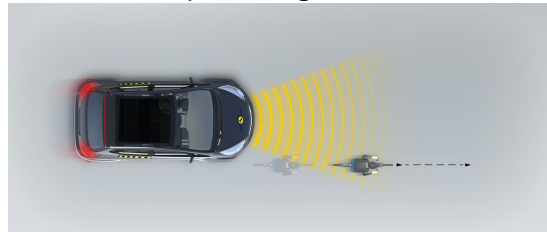
AEB Cyclist



Approaching a crossing cyclist



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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
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

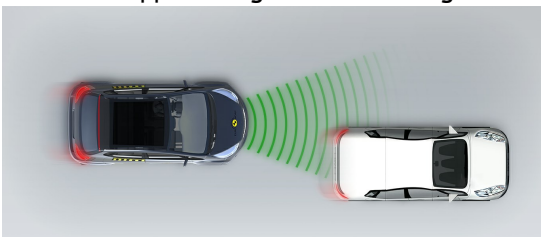
System Name	FCA (Forward Collision-avoidance Assist)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

Comments

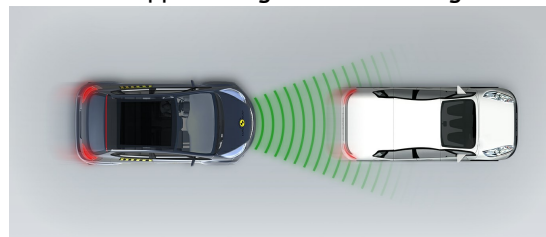
The AEB system performed well when tested at highway speeds, with collisions avoided or mitigated in most situations. The Nexø has a seatbelt reminder for the front and rear seats and a speed assistance system which informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. 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**

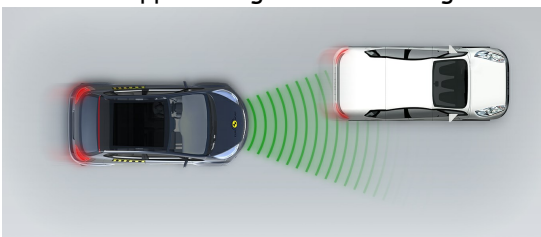
Approaching a slower moving car



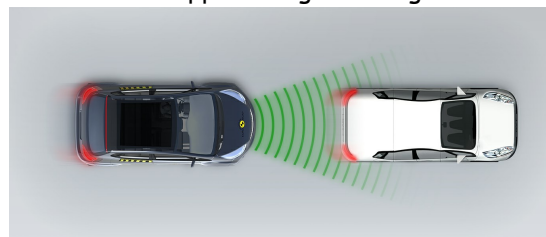
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

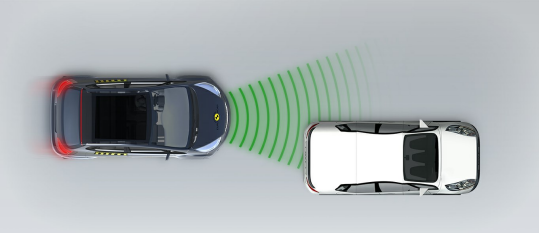


 SAFETY ASSIST

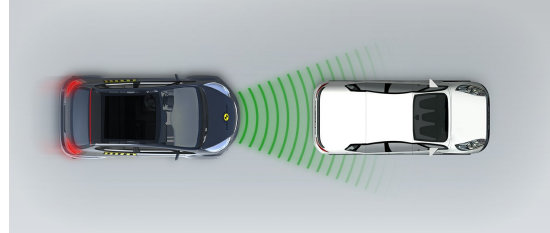
Total 10.5 Pts / 80%

■ Driver reacts to warning

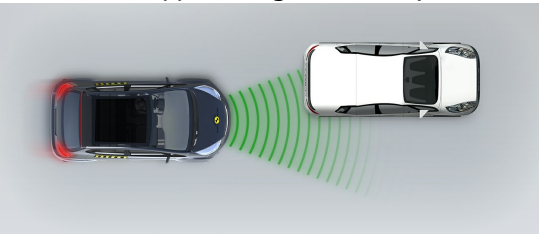
Approaching a stationary car



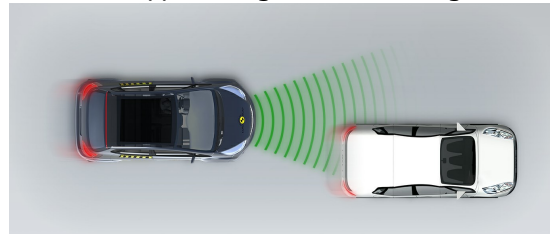
Approaching a stationary car



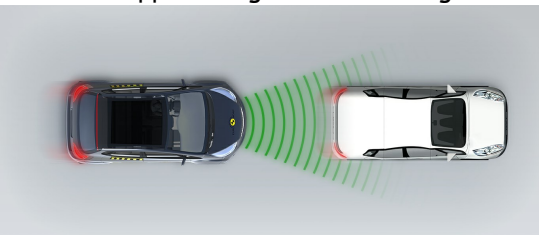
Approaching a stationary car



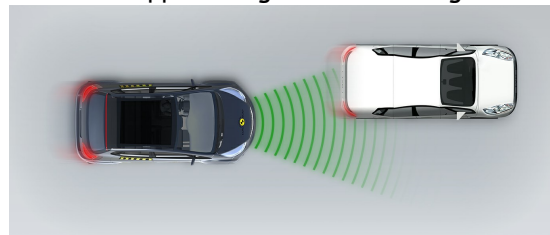
Approaching a slower moving car



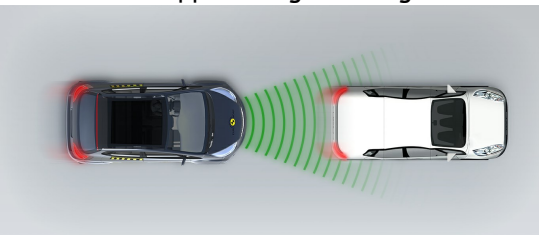
Approaching a slower moving car



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