SsangYong Korando

Standard Safety Equipment

2019 ★★★★★

Adult Occupant

88%

Child Occupant

85%

Vulnerable Road Users

68%

Safety Assist

74%

SPECIFICATION

Tested Model	SsangYong Korando 1.6 diesel, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1728kg
VIN From Which Rating Applies	- all Korandos including e-Motion
Class	Small Family Car

❌ Rating Expired

Version 060126

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	●	●	✖

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

Version 060126

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

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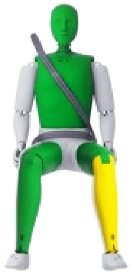
ADULT OCCUPANT

Total 33.8 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier — 6.9 / 8 Pts


Passenger


Driver

Frontal Full Width — 6.4 / 8 Pts


Rear Passenger


Driver

Whiplash Rear Impact — 1.4 / 2 Pts


Front seat


Rear seat

Lateral Impact — 15.1 / 16 Pts


Car


Pole

ADULT OCCUPANT

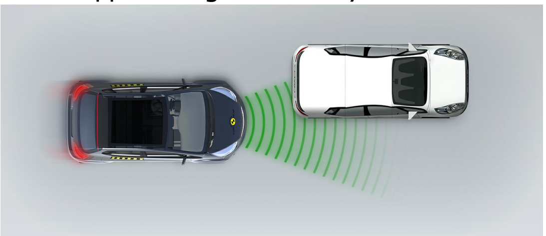
Total 33.8 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

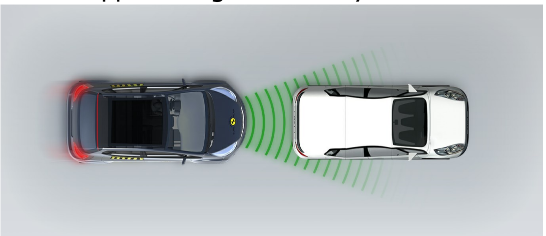
AEB City

4.0 / 4 Pts

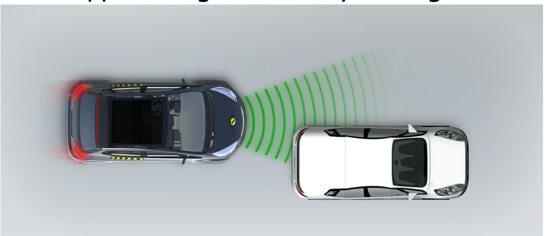
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



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ADULT OCCUPANT

Total 33.8 Pts / 88%

Comments

The passenger compartment of the Korando remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for both driver and passenger. SsangYong 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 or adequate. For the rear dummy, readings indicated a drop in the iliac force, indicating that the pelvis had slipped underneath the lap section of the seatbelt, a phenomenon known as 'submarining'. Although dummy readings did not indicate a high risk of injury, the car was penalised and protection of the pelvis rated as poor. in the side barrier test, protection of all critical body areas was good and the Korando scored maximum points. In the more severe side pole impact, dummy readings of rib deflection indicated marginal protection of the chest, while that of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system scored maximum points in tests of its functionality at the low speeds at which many whiplash injuries occur, with car-to-car collisions avoided in all test scenarios.

CHILD OCCUPANT

Total 41.8 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.8 / 24 Pts

Frontal Impact

14.8 Pts

Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KIDFIX II XP SICT*
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

Version 060126

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)

BeSafe iZi Flex FIT 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 41.8 Pts / 85%

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 the frontal offset test, protection of the six-year dummy was good for all critical body areas. For the ten-year-old, dummy readings of neck tension indicated marginal protection for this body region, but protection elsewhere was good. In the side barrier test, protection of all critical parts of the body was good for both child dummies. 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 restraint types for which the Korando is designed could be properly installed and accommodated in the car.

Version 060126

CHILD OCCUPANT

Total 41.8 Pts / 85%

	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)	—	●	—	●
BeSafe iZi Flex FIT 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 the frontal offset test, protection of the six-year dummy was good for all critical body areas. For the ten-year-old, dummy readings of neck tension indicated marginal protection for this body region, but protection elsewhere was good. In the side barrier test, protection of all critical parts of the body was good for both child dummies. 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 restraint types for which the Korando is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 33.1 Pts / 68%

GOOD ADEQUATE MARGINAL WEAK POOR

VRU Impact Protection — 26.0 / 36 Pts

Head Impact	17.1 Pts
Pelvis Impact	2.9 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users — 7.0 / 12 Pts

System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

Comments

The protection provided to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of pedestrians' legs was good at all test locations but protection of the pelvis was mixed. The AEB system of the Korando can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. The system's reaction to cyclists was rated as marginal.

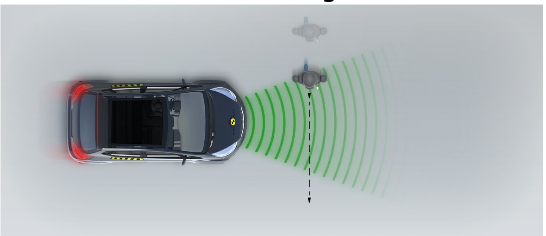
VULNERABLE ROAD USERS

Total 33.1 Pts / 68%

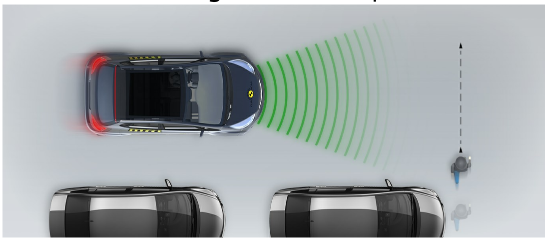
AEB Pedestrian

- **Day time**

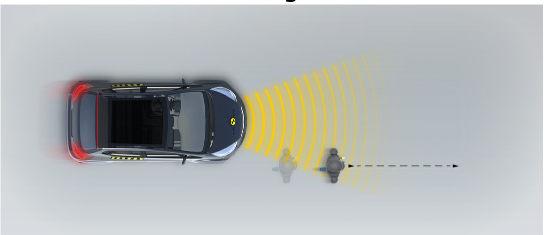
Adult crossing the road



Child running from behind parked vehicles

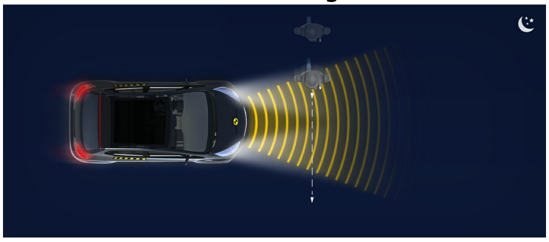


Adult along the roadside

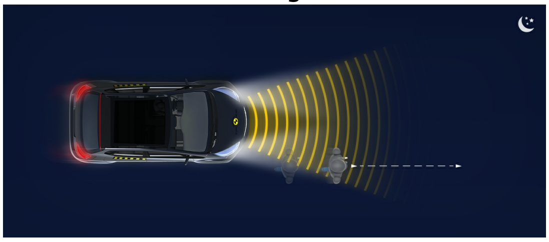


- **Night time**

Adult crossing the road

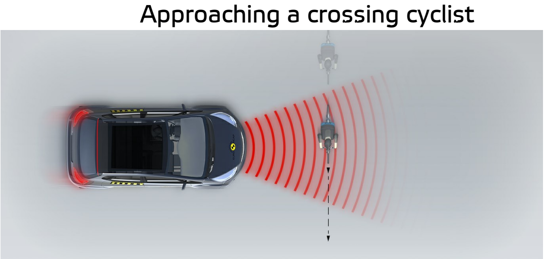


Adult along the roadside

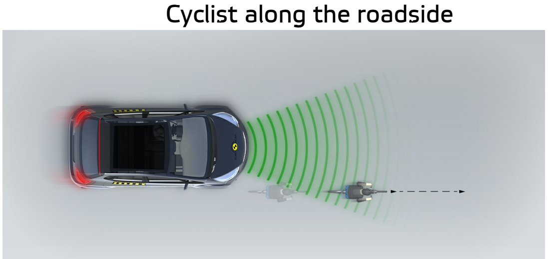


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.7 Pts / 74%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.6 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	Pass	Pass	Pass
Audible	Pass	Pass	Pass
Occupant Detection	—	Pass	—

Pass Fail — Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Support System
Type	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

Version 060126

SAFETY ASSIST

Total 9.7 Pts / 74%

AEB Inter-Urban

2.4 / 3 Pts

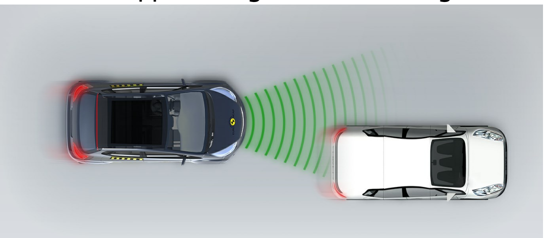
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h

Comments

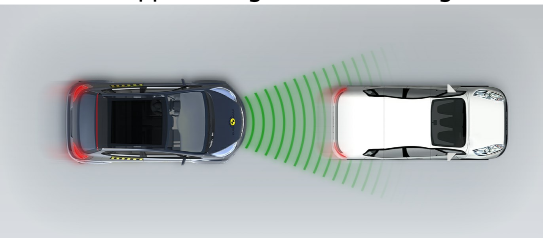
The AEB system performed well in tests of its response to other vehicles at highway speeds, with collisions avoided in almost all test scenarios. A seatbelt reminder system is standard for the front and rear seats. A camera-based speed limit recognition system presents the information the driver, allowing the speed limiter to be set appropriately. The lane support system helps to prevent inadvertent drifting out of lane and also intervenes more aggressively in certain critical situations.

- **Autobrake function only**

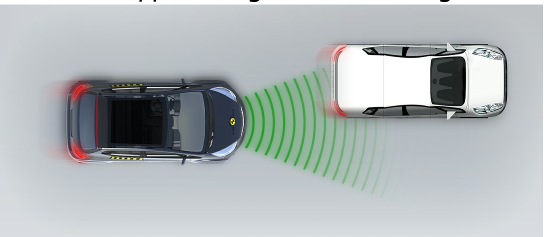
Approaching a slower moving car



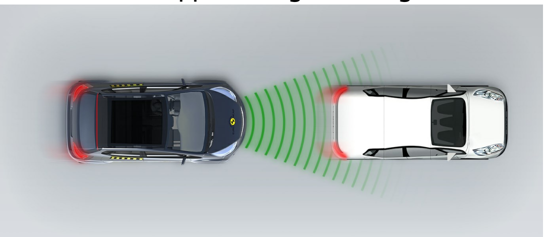
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



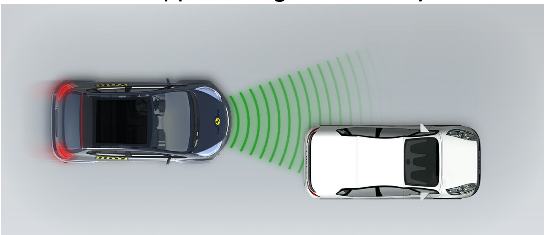
Version 060126

SAFETY ASSIST

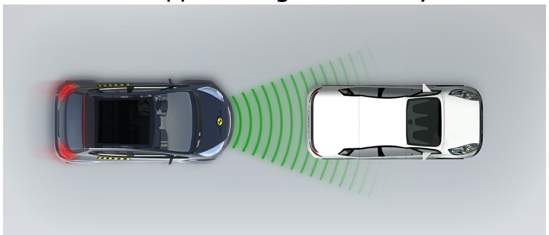
Total 9.7 Pts / 74%

- **Driver reacts to warning**

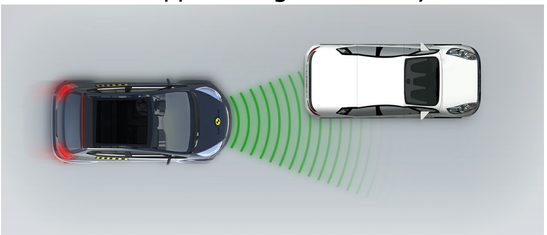
Approaching a stationary car



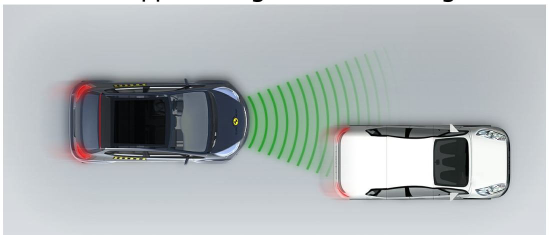
Approaching a stationary car



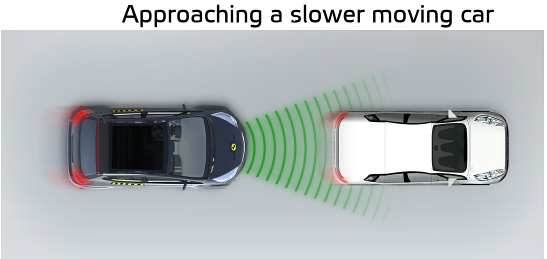
Approaching a stationary car



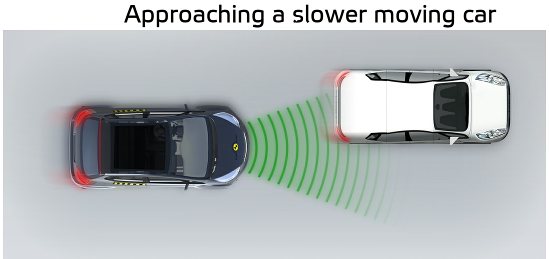
Approaching a slower moving car



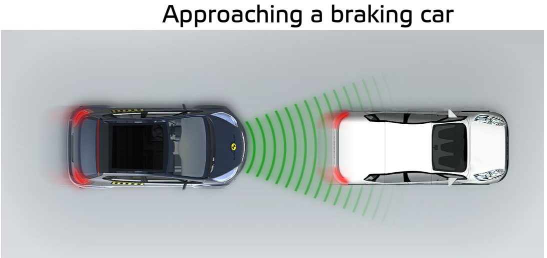
Approaching a slower moving car



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	1.6 diesel	4 x 2	✓	✓
5 door SUV	1.6 diesel*	4 x 4	✓	✓
5 door SUV	1.5 petrol	4 x 2	✓	✓
5 door SUV	1.5 petrol	4 x 4	✓	✓
5 door SUV	electric motor#	4 x 2	✓	✓

* Tested variant
#Additional tests performed

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2019	Rating Published	2019 ★★★★★	✓
December 2021	Annual Review and addition of e-Motion electric variant	2019 ★★★★★	✓