

# TESLA MODEL Y



**APPLIES TO**  
All variants

**BUILT FROM**  
February 2025

**RATING CRITERIA**  
2023-2025

**VEHICLE TYPE**  
Medium SUV

**ON SALE FROM**  
May 2025

**RATING EXPIRES**  
December 2031

**ENGINE / MOTOR TYPES**  
Battery Electric

**MODEL SERIES**  
n/a

**AIRBAGS**  
Dual frontal, side chest,  
side head, centre



**ANCAP**  
SAFETY

TESTED  
2025



The Tesla Model Y was introduced in Australia and New Zealand in June 2022. Updates were introduced for vehicles on sale from May 2025, and this ANCAP safety rating applies to all variants built from February 2025 and on sale from May 2025. A separate rating applies to Tesla Model Y vehicles built and on sale prior to April 2025.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction and Backover), a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

## ASSESSMENT SCORES



**Adult Occupant Protection**

**91%**

36.52 out of 40



**Child Occupant Protection**

**95%**

46.62 out of 49



**Vulnerable Road User Protection**

**86%**

54.38 out of 63



**Safety Assist**

**92%**

16.65 out of 18

## RATING APPLICABILITY\*

| VARIANT                   | BODY TYPE  | ENGINE / POWERTRAIN            | DRIVETRAIN | AUS | NZ |
|---------------------------|------------|--------------------------------|------------|-----|----|
| Tesla Model Y             | 5 door SUV | Battery Electric Vehicle (BEV) | RWD        | ✓   | ✓  |
| Tesla Model Y Long Range  | 5 door SUV | Battery Electric Vehicle (BEV) | AWD        | ✓   | ✓  |
| Tesla Model Y Performance | 5 door SUV | Battery Electric Vehicle (BEV) | AWD        | ✓   | ✓  |

\* Correct at time of publication. Subject to change. Check with manufacturer.



## Adult Occupant Protection

91%

36.52 out of 40

**FRONTAL OFFSET (MPDB)\***  
6.40 points out of 8

**OBLIQUE POLE\***  
5.33 points out of 6

**RESCUE & EXTRICATION**  
3.00 points out of 4

**FULL WIDTH FRONTAL\***  
7.79 points out of 8

**WHIPLASH PROTECTION**  
4.00 points out of 4

**SIDE IMPACT\***  
6.00 points out of 6

**FAR SIDE IMPACT**  
4.00 points out of 4

\* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Tesla Model Y remained stable in the **frontal offset (MPDB)** test. Protection was GOOD for all critical body regions of both the driver and front passenger, except the driver chest where protection was ADEQUATE.

The front structure of the Tesla Model Y presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.91 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was ADEQUATE for the chest of both the driver and the rear passenger, and GOOD for all other critical body regions.

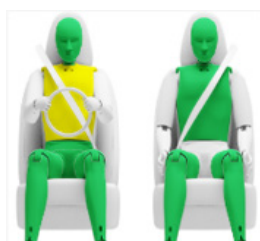
In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and maximum points were scored.

In the **oblique pole** test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The Tesla Model Y is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Tesla Model Y would remain functional for the minimum required time period.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



|             | DRIVER   | FRONT PASSENGER |
|-------------|----------|-----------------|
| Head / Neck | 4.00 pts | 4.00 pts        |
| Chest       | 3.70 pts | 4.00 pts        |
| Upper Legs  | 4.00 pts | 4.00 pts        |
| Lower Legs  | 4.00 pts | 4.00 pts        |
| Deductions  | Nil      | Nil             |



## COMPATIBILITY

|            |           |
|------------|-----------|
| Deductions | -2.91 pts |
|------------|-----------|

## FULL WIDTH FRONTAL TEST - 50km/h



|            | DRIVER   | REAR PASSENGER |
|------------|----------|----------------|
| Head       | 4.00 pts | 4.00 pts       |
| Neck       | 4.00 pts | 4.00 pts       |
| Chest      | 3.98 pts | 3.20 pts       |
| Upper Legs | 4.00 pts | 4.00 pts       |
| Deductions | Nil      | Nil            |

## SIDE IMPACT TEST - 60km/h



|            | DRIVER   |
|------------|----------|
| Head       | 4.00 pts |
| Chest      | 4.00 pts |
| Abdomen    | 4.00 pts |
| Pelvis     | 4.00 pts |
| Deductions | Nil      |

## OBLIQUE POLE TEST - 32km/h



|            | DRIVER   |
|------------|----------|
| Head       | 4.00 pts |
| Chest      | 2.21 pts |
| Abdomen    | 4.00 pts |
| Pelvis     | 4.00 pts |
| Deductions | Nil      |



## Adult Occupant Protection

91%

36.52 out of 40

## FAR SIDE IMPACT TESTS - 60km/h and 32km/h



| SIDE IMPACT (60km/h) | DRIVER     |
|----------------------|------------|
| Head                 | 4.00 pts   |
| Neck                 | 4.00 pts   |
| Chest & Abdomen      | 4.00 pts   |
| Pelvis               | No penalty |



| OBLIQUE POLE (32km/h) | DRIVER     |
|-----------------------|------------|
| Head                  | 4.00 pts   |
| Neck                  | 4.00 pts   |
| Chest & Abdomen       | 4.00 pts   |
| Pelvis                | No penalty |



| OCCUPANT-TO-OCCUPANT |            |
|----------------------|------------|
| Head Contact         | No penalty |

## WHIPLASH PROTECTION TESTS



|             | DRIVER /<br>FRONT PASSENGER | REAR<br>PASSENGER |
|-------------|-----------------------------|-------------------|
| Rear Impact | 3.00 pts                    | 1.00 pts          |

## RESCUE &amp; EXTRICATION



|                            |   |                 |
|----------------------------|---|-----------------|
| Rescue Sheet               | ● | No penalty      |
| Door Opening / Extrication | ● | No penalty      |
| Multi-Collision Braking    | ● | 1.00 pt         |
| Advanced eCall             | ✗ | 1.00 pt default |
| Vehicle Submergence        |   |                 |
| - Door opening             | ● | 0.50 pt         |
| - Window opening           | ● | 0.50 pt         |

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



## Child Occupant Protection

95%

46.62 out of 49

DYNAMIC TEST (FRONT)  
16.00 points out of 16RESTRAINT INSTALLATION  
11.62 points out of 12DYNAMIC TEST (SIDE)  
8.00 points out of 8ON-BOARD SAFETY FEATURES  
11.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored.

The Tesla Model Y is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A direct child presence detection (CPD) system is fitted, covering all seating positions. The system provides an alert and warning when a child is detected in the vehicle after stopping, and can activate the vehicle's air-conditioning.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule and one of the booster seats could not be correctly installed in the centre rear position.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

## SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

| ON-BOARD SAFETY FEATURES                              | FRONT PASSENGER | 2nd ROW OUTBOARD | 2nd ROW CENTRE | 3rd ROW OUTBOARD | 3rd ROW CENTRE |
|-------------------------------------------------------|-----------------|------------------|----------------|------------------|----------------|
| ISOFIX Anchorages                                     | ✗               | ●                | ✗              | -                | -              |
| Top Tether Anchorage                                  | ✗               | ●                | ●              | -                | -              |
| Airbag Disabling                                      | ✗               | -                | -              | -                | -              |
| Child Presence Detection<br>4.00 pts (out of 4.00pts) | ●               | ●                | ●              | -                | -              |

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

| CHILD RESTRAINT TYPE** |                                                      | FRONT ROW PASSENGER | 2nd ROW |   |   | 3rd ROW |   |   |
|------------------------|------------------------------------------------------|---------------------|---------|---|---|---------|---|---|
|                        |                                                      |                     | L       | C | R | L       | C | R |
| BELTED                 | Rearward-facing capsule                              | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Rearward-facing with harness - convertible (Model A) | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Rearward-facing with harness - convertible (Model B) | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Forward-facing with harness - convertible (Model A)  | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Forward-facing with harness - convertible (Model B)  | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Booster - 4 to 8 years                               | ✗                   | ●       | ● | ● | -       | - | - |
|                        | Booster - 4 to 10 years                              | ✗                   | ●       | ● | ● | -       | - | - |
| ISOFIX                 | Rearward-facing capsule                              | ✗                   | ●       | - | ● | -       | - | - |
|                        | Rearward-facing with harness - convertible (Model A) | ✗                   | ●       | - | ● | -       | - | - |
|                        | Rearward-facing with harness - convertible (Model B) | ✗                   | ●       | - | ● | -       | - | - |
|                        | Forward-facing with harness - convertible (Model A)  | ✗                   | ●       | - | ● | -       | - | - |
|                        | Forward-facing with harness - convertible (Model B)  | ✗                   | ●       | - | ● | -       | - | - |

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childrestraints.com.au](http://www.childrestraints.com.au).  
 \* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.  
 ^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



## Vulnerable Road User Protection

86%

54.38 out of 63

**HEAD PROTECTION (Adult, Child, Cyclist)**  
13.38 points out of 18

**KNEE & TIBIA PROTECTION**  
8.85 points out of 9

**AEB CYCLIST**  
9.00 points out of 9

**PELVIS PROTECTION**  
3.54 points out of 4.5

**AEB PEDESTRIAN (Forward)**  
7.00 points out of 7

**AEB MOTORCYCLE**  
6.00 points out of 6

**FEMUR PROTECTION**  
2.60 points out of 4.5

**AEB PEDESTRIAN (Backover)**  
1.00 points out of 2

**LSS MOTORCYCLE**  
3.00 points out of 3

The Tesla Model Y has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. In **pedestrian impact** tests, the vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection over most of the bonnet surface. The windscreen provided ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars and the base of the windscreen.

Protection of the pelvis, femurs and lower legs was mixed, ranging from GOOD to WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in all forward tests, including turning scenarios. Performance in reverse (**AEB Backover**) scenarios was ADEQUATE.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including turning scenarios. The vehicle can prevent door opening when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning and emergency lane keeping scenarios, earning full points.

## PEDESTRIAN &amp; CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian &amp; Motorcycle)

|                         |                                                             |
|-------------------------|-------------------------------------------------------------|
| <b>System Name</b>      | Collision Avoidance Assist                                  |
| <b>Type</b>             | Autonomous emergency braking with forward collision warning |
| <b>Operational From</b> | 1-150 km/h                                                  |

|                                             | Cyclist traveling along road (25%) | Cyclist crossing from kerb (obstructed) | Cyclist traveling along road (50%) | Cyclist crossing (nearside) | Cyclist crossing (farside) | Cyclist crossing side road, car turning (nearside) | Cyclist crossing side road, car turning (farside) |
|---------------------------------------------|------------------------------------|-----------------------------------------|------------------------------------|-----------------------------|----------------------------|----------------------------------------------------|---------------------------------------------------|
|                                             | DAY                                | DAY                                     | DAY                                | DAY                         | DAY                        | DAY                                                | DAY                                               |
| <b>AEB CYCLIST TEST SCENARIOS (forward)</b> |                                    |                                         |                                    |                             |                            |                                                    |                                                   |
| <b>PERFORMANCE</b>                          | GOOD                               | GOOD                                    | GOOD                               | GOOD                        | GOOD                       | GOOD                                               | GOOD                                              |

## CYCLIST DOORING

|                                               |   |
|-----------------------------------------------|---|
| <b>Information (driver door)</b>              | ● |
| <b>Warning (driver door)</b>                  | ● |
| <b>Retention (driver door)</b>                | ● |
| <b>Warning or retention (all other doors)</b> | ● |

● PASS    ✗ FAIL    - N/A

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED   
 ■ NOT TESTED



## Vulnerable Road User Protection

86%

54.38 out of 63

| AEB PEDESTRIAN<br>TEST SCENARIOS<br>(reverse) | Child / Adult standing<br>behind reversing vehicle<br>(25% offset) | Adult / Child standing<br>behind reversing vehicle<br>(50% offset) | Child / Adult standing<br>behind reversing vehicle<br>(75% offset) | Adult / Child walking<br>behind reversing vehicle<br>(50% offset) |
|-----------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------|
|                                               | DAY                                                                | DAY                                                                | DAY                                                                | DAY                                                               |
|                                               |                                                                    |                                                                    |                                                                    |                                                                   |
| 4km/h                                         |                                                                    |                                                                    |                                                                    |                                                                   |
| 8km/h                                         |                                                                    |                                                                    |                                                                    |                                                                   |
| PERFORMANCE                                   | ADEQUATE                                                           |                                                                    |                                                                    |                                                                   |

| AEB PEDESTRIAN<br>TEST SCENARIOS<br>(forward) | Adult walking<br>along road |       | Adult crossing<br>towards kerb (50%) |       | Adult crossing from<br>kerb (25%) |       | Adult crossing from<br>kerb (75%) |       | Child running<br>(obstructed) |       | Adult crossing side<br>road (farside),<br>car turning |       | Adult crossing side<br>road (nearside),<br>car turning |       |
|-----------------------------------------------|-----------------------------|-------|--------------------------------------|-------|-----------------------------------|-------|-----------------------------------|-------|-------------------------------|-------|-------------------------------------------------------|-------|--------------------------------------------------------|-------|
|                                               | DAY                         | NIGHT | DAY                                  | NIGHT | DAY                               | NIGHT | DAY                               | NIGHT | DAY                           | NIGHT | DAY                                                   | NIGHT | DAY                                                    | NIGHT |
|                                               |                             |       |                                      |       |                                   |       |                                   |       |                               |       |                                                       |       |                                                        |       |
| PERFORMANCE                                   |                             |       |                                      |       |                                   |       |                                   |       |                               |       |                                                       |       |                                                        |       |
|                                               | GOOD                        |       |                                      |       |                                   |       |                                   |       |                               |       |                                                       |       |                                                        |       |

| AEB MOTORCYCLE<br>TEST SCENARIOS<br>(forward) | Driving towards a<br>stationary motorcycle |  |  | Driving towards a<br>braking motorcycle<br>(25% offset) |  |  | Turning across the path of an<br>oncoming motorcycle |        |        |
|-----------------------------------------------|--------------------------------------------|--|--|---------------------------------------------------------|--|--|------------------------------------------------------|--------|--------|
|                                               | 100%<br>OFFSET                             |  |  | 12m<br>HEADWAY                                          |  |  | TARGET MOTORCYCLE<br>SPEED                           |        |        |
|                                               |                                            |  |  | 40m<br>HEADWAY                                          |  |  | 30km/h                                               | 45km/h | 60km/h |
|                                               |                                            |  |  |                                                         |  |  |                                                      |        |        |
| AEB (10-50km/h)                               |                                            |  |  |                                                         |  |  |                                                      |        |        |
| FCW (30-80km/h)                               |                                            |  |  |                                                         |  |  |                                                      |        |        |
| PERFORMANCE                                   | GOOD                                       |  |  |                                                         |  |  | GOOD                                                 |        |        |

## LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

|                  |             |
|------------------|-------------|
| System Name      | Lane Assist |
| Operational From | 40-145 km/h |

| EMERGENCY<br>LANE KEEPING<br>(ELK)<br>TEST SCENARIOS<br>Car-to-Motorcycle | Oncoming<br>motorcycle | Overtaking motorcycle<br>(EMT at 60km/h) |             | Overtaking motorcycle<br>(EMT at 80km/h) |             |
|---------------------------------------------------------------------------|------------------------|------------------------------------------|-------------|------------------------------------------|-------------|
|                                                                           |                        | UNINTENTIONAL                            | INTENTIONAL | UNINTENTIONAL                            | INTENTIONAL |
|                                                                           |                        |                                          |             |                                          |             |
| PERFORMANCE                                                               |                        |                                          |             |                                          |             |
|                                                                           | GOOD                   |                                          |             |                                          |             |

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

92%

16.65 out of 18

**SEAT BELT REMINDERS**  
1.00 points out of 1

**DRIVER MONITORING**  
1.17 points out of 2

**SPEED ASSISTANCE SYSTEMS**  
2.73 points out of 3

**AEB / AES (Car-to-Car)**  
3.75 points out of 4

**AEB / AES (Junction & Crossing)**  
4.00 points out of 4

**AEB / AES (Head-On)**  
1.00 points out of 1

**LANE SUPPORT SYSTEMS**  
3.00 points out of 3

The Tesla Model Y is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. **AEB Head-On** system functionality showed GOOD performance.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios, earning full points.

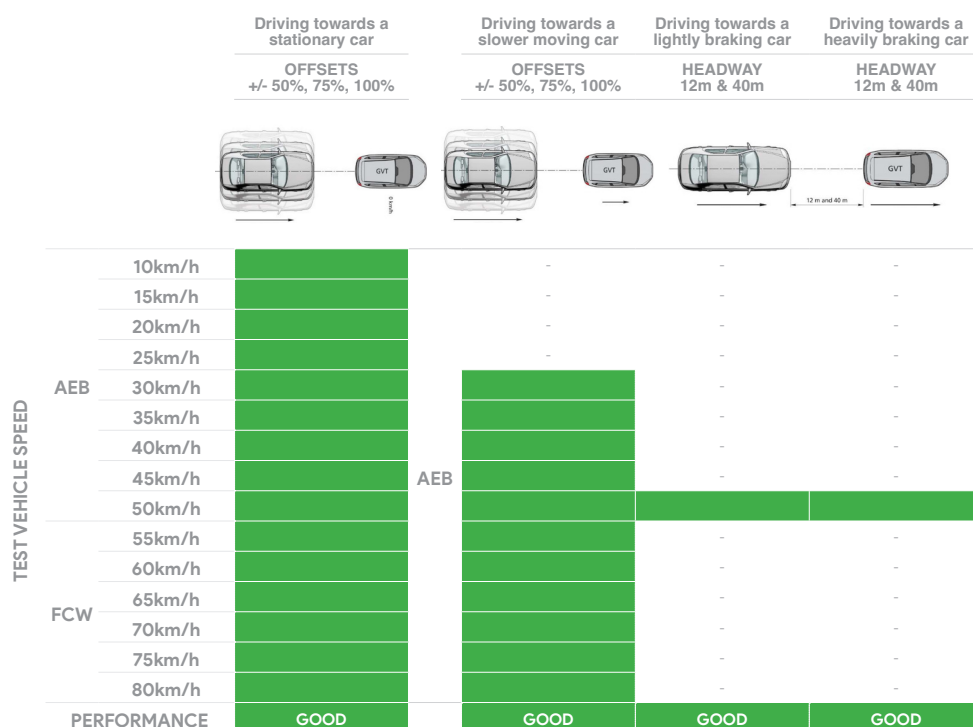
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

#### AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

|                         |                                                             |
|-------------------------|-------------------------------------------------------------|
| <b>System Name</b>      | Collision Avoidance Assist                                  |
| <b>Type</b>             | Autonomous emergency braking with forward collision warning |
| <b>Operational From</b> | 8-150 km/h                                                  |



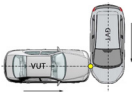


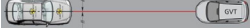
Safety Assist

92%

16.65 out of 18

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

|                         |                 | JUNCTION ASSIST<br>Turning across the path<br>of an oncoming vehicle              |        |        | CROSSING (T-BONE)<br>Crossing the path of<br>another vehicle                        |        |        |        |        |
|-------------------------|-----------------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|--------|--------|
| TARGET VEHICLE<br>SPEED |                 | 30km/h                                                                            | 45km/h | 60km/h | 20km/h                                                                              | 30km/h | 40km/h | 50km/h | 60km/h |
|                         |                 |  |        |        |  |        |        |        |        |
| TEST VEHICLE<br>SPEED   | Start from stop | -                                                                                 | -      | -      |                                                                                     |        |        |        |        |
|                         | 10km/h          |                                                                                   |        |        | -                                                                                   | -      | -      | -      | -      |
|                         | 15km/h          |                                                                                   |        |        | -                                                                                   | -      | -      | -      | -      |
|                         | 20km/h          |                                                                                   |        |        |                                                                                     |        |        |        |        |
|                         | 30km/h          | -                                                                                 | -      | -      |                                                                                     |        |        |        |        |
|                         | 40km/h          | -                                                                                 | -      | -      |                                                                                     |        |        |        |        |
|                         | 50km/h          | -                                                                                 | -      | -      |                                                                                     |        |        |        |        |
|                         | 60km/h          | -                                                                                 | -      | -      |                                                                                     |        |        |        |        |
| PERFORMANCE             |                 | GOOD                                                                              |        |        | GOOD                                                                                |        |        |        |        |

|                    |                     | TARGET VEHICLE SPEED |                                                                                    | HEAD-ON<br>In the path of oncoming vehicle |        |
|--------------------|---------------------|----------------------|------------------------------------------------------------------------------------|--------------------------------------------|--------|
|                    |                     |                      |                                                                                    | 50km/h                                     | 70km/h |
| TEST VEHICLE SPEED | Travelling straight | 50km/h               |  |                                            | -      |
|                    |                     | 70km/h               |  | -                                          |        |
|                    | Lane change         | 50km/h               |  |                                            | -      |
|                    |                     | 70km/h               |  | -                                          |        |
| PERFORMANCE        |                     |                      |                                                                                    | GOOD                                       |        |

## LANE SUPPORT SYSTEMS (Car-to-Car)

|                  |             |
|------------------|-------------|
| System Name      | Lane Assist |
| Operational From | 40-145 km/h |

|                                                        |  | Dashed line |  | Solid line |  |
|--------------------------------------------------------|--|-------------|--|------------|--|
| LANE KEEP ASSIST (LKA)<br>TEST SCENARIOS<br>Car-to-Car |  |             |  |            |  |
| PERFORMANCE                                            |  |             |  |            |  |
|                                                        |  | GOOD        |  |            |  |

|                                                              |  | Oncoming vehicle |             | Overtaking vehicle (GVT at 72km/h) |             | Overtaking vehicle (GVT at 80km/h) |             | Road edge     |             | Solid line    |             |
|--------------------------------------------------------------|--|------------------|-------------|------------------------------------|-------------|------------------------------------|-------------|---------------|-------------|---------------|-------------|
|                                                              |  | UNINTENTIONAL    | INTENTIONAL | UNINTENTIONAL                      | INTENTIONAL | UNINTENTIONAL                      | INTENTIONAL | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL |
| EMERGENCY LANE KEEPING (ELK)<br>TEST SCENARIOS<br>Car-to-Car |  |                  |             |                                    |             |                                    |             |               |             |               |             |
| PERFORMANCE                                                  |  |                  |             |                                    |             |                                    |             |               |             |               |             |
|                                                              |  | GOOD             |             |                                    |             |                                    |             |               |             |               |             |

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO  
NO PERFORMANCE PREDICTED

NOT TESTED





Safety Assist

92%

16.65 out of 18

## OCCUPANT STATUS

| WARNING TYPE                 | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|------------------------------|--------|-----------------|-----------------|
| Occupant Detection           | -      | ●               | ●               |
| Seat Belt Reminder (Visual)  | ●      | ●               | ●               |
| Seat Belt Reminder (Audible) | ●      | ●               | ●               |

## DRIVER MONITORING

|                     | WARNING | INTERVENTION |
|---------------------|---------|--------------|
| Distraction         | ●       | ●            |
| Fatigue             | ●       | ●            |
| Unresponsive Driver | -       | ✗            |

## SPEED ASSISTANCE SYSTEMS (SAS)

| FEATURE                                    |              |
|--------------------------------------------|--------------|
| Speed Limit Information Function (SLIF)    | Camera & map |
| Manual Speed Limiter                       | NOT ASSESSED |
| Intelligent Adaptive Cruise Control (iACC) | ●            |
| Intelligent Speed Limitation (ISL)         | NOT ASSESSED |

## HUMAN MACHINE INTERFACE (HMI)

| FEATURE                                                                     |   |
|-----------------------------------------------------------------------------|---|
| AEB: Supplementary Warning                                                  | ● |
| AEB: Restraint activation / dynamic retractors / emergency steering support | ✗ |
| Lane Departure Warning (LDW)                                                | ● |
| Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle                 | ● |

## SAFETY FEATURES &amp; TECHNOLOGIES

| SAFETY FEATURE / TECHNOLOGY*                                  | AUS | NZ |
|---------------------------------------------------------------|-----|----|
| Seat belt pre-tensioners (front seats)                        | ●   | ●  |
| Seat belt pre-tensioners (rear outboard seats) - 2nd row      | ●   | ●  |
| Seat belt pre-tensioners (rear centre seat) - 2nd row         | ✗   | ✗  |
| Seat belt pre-tensioners (rear outboard seats) - 3rd row      | -   | -  |
| Seat belt pre-tensioners (rear centre seat) - 3rd row         | -   | -  |
| Intelligent seat belt reminder (driver)                       | ●   | ●  |
| Intelligent seat belt reminder (front passenger)              | ●   | ●  |
| Intelligent seat belt reminder (2nd row seats)                | ●   | ●  |
| Intelligent seat belt reminder (3rd row seats)                | -   | -  |
| Airbag - dual frontal (driver & front passenger)              | ●   | ●  |
| Airbags - side, chest protection (front seats)                | ●   | ●  |
| Airbags - side, chest protection (2nd row seats)              | ✗   | ✗  |
| Airbags - side, chest protection (3rd row seats)              | -   | -  |
| Airbags - side, head protection (front seats)                 | ●   | ●  |
| Airbags - side, head protection (2nd row seats)               | ●   | ●  |
| Airbags - side, head protection (3rd row seats)               | -   | -  |
| Airbag - centre                                               | ●   | ●  |
| Airbag - knee (driver)                                        | ✗   | ✗  |
| Airbag - knee (front passenger)                               | ✗   | ✗  |
| Airbag - pedestrian (external)                                | ✗   | ✗  |
| Airbag disabling switch - automatic (front passenger)         | ✗   | ✗  |
| Airbag disabling switch - manual (front passenger)            | ✗   | ✗  |
| Autonomous emergency braking (AEB) - Car-to-Car               | ●   | ●  |
| Autonomous emergency braking (AEB) - Vulnerable Road User     |     |    |
| - AEB Pedestrian                                              | ●   | ●  |
| - AEB Backover                                                | ●   | ●  |
| - AEB Cyclist                                                 | ●   | ●  |
| - AEB Motorcycle                                              | ●   | ●  |
| Autonomous emergency braking (AEB) - Junction                 |     |    |
| - AEB Junction (Car)                                          | ●   | ●  |
| - AEB Junction (Pedestrian)                                   | ●   | ●  |
| - AEB Junction (Cyclist)                                      | ●   | ●  |
| - AEB Junction (Motorcycle)                                   | ●   | ●  |
| Autonomous emergency braking (AEB) - Crossing                 | ●   | ●  |
| Automatic emergency call (eCall)                              | ✗   | ✗  |
| Blind spot monitor (BSM)                                      | ●   | ●  |
| Child presence detection / alert                              | ●   | ●  |
| Cyclist dooring detection / alert                             | ●   | ●  |
| Driver monitoring system - Indirect                           | ●   | ●  |
| Driver monitoring system - Direct                             | ●   | ●  |
| Forward collision warning (FCW)                               | ●   | ●  |
| Lane departure warning (LDW)                                  | ●   | ●  |
| Lane keep assist (LKA)                                        |     |    |
| - LKA (Car-to-Car)                                            | ●   | ●  |
| - LKA (Car-to-Motorcycle)                                     | ●   | ●  |
| Secondary / multi-collision brake                             | ●   | ●  |
| Speed assistance - intelligent adaptive cruise control (iACC) | ●   | ●  |
| Speed assistance - auto / intelligent speed limiter           | ●   | ●  |
| Speed assistance - manual speed limiter                       | ●   | ●  |
| Speed assistance - speed sign recognition & warning           | ●   | ●  |
| Vehicle-to-infrastructure communication (V2I)                 | ✗   | ✗  |
| Vehicle-to-vehicle communication (V2V)                        | ✗   | ✗  |

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

\* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL  
Tesla Model Y Premium AWD, LHD

TESTED VEHICLE ENGINE  
Battery Electric (BEV)

RATING UPDATED  
n/a

TESTED BODY TYPE  
5 door SUV

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