

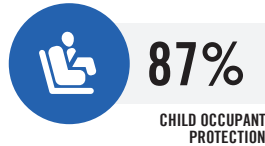
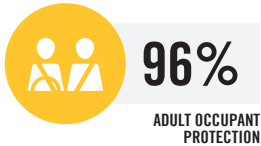
# TESLA MODEL 3

AUGUST 2019 - DECEMBER 2023

ALL VARIANTS



TESTED  
2019



TESLA MODEL 3

## OVERVIEW

The Tesla Model 3 was introduced in Australia and New Zealand in August 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2019

**VEHICLE TYPE**

MEDIUM CAR

**AIRBAGS**


Dual frontal, side chest,  
side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Tesla Model 3 Rear Wheel Drive ♦	4 door sedan	Electric	RWD	✓	✓
Tesla Model 3 All Wheel Drive	4 door sedan	Electric	AWD	✓	✓
Tesla Model 3 Performance	4 door sedan	Electric	AWD	✓	✓

✓ COVERED BY THIS RATING    ✗ NOT COVERED BY THIS RATING    ♦ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**96%**  
36.70 POINTS  
OUT OF 38

The passenger compartment of the Tesla Model 3 remained stable in the frontal offset test. Dummy readings for the driver and front passenger showed GOOD protection for all critical body regions.

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

In the side impact test, protection offered to all critical body regions was GOOD.

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

The autonomous emergency braking system (AEB) showed GOOD performance at low speeds typical of city driving, with collisions avoided in all test scenarios.

<b>FRONTAL OFFSET#</b>	8.00 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.70 (out of 8)
<b>SIDE IMPACT#</b>	8.00 (out of 8)
<b>OBLIQUE POLE#</b>	7.29 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.71 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil



**Rear Passenger**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.80 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## OBLIQUE POLE TEST (32 KM/H)



**Driver**

Head:	4.00 points
Chest:	2.59 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.50 points
Front:	1.21 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

<b>OVERLAP</b>	-50%	-75%	100%	75%	50%
<b>PERFORMANCE</b>	GOOD				

■ GOOD 
 ■ ADEQUATE 
 ■ MARGINAL 
 ■ WEAK 
 ■ POOR

# CHILD OCCUPANT PROTECTION



87%

42.88 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was MARGINAL, while the protection offered to all other critical body regions regions of both the 10 and 6 year dummies was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Tesla Model 3 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	15.28 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.60 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

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.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



87%

42.88 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*


CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above 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.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   - NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



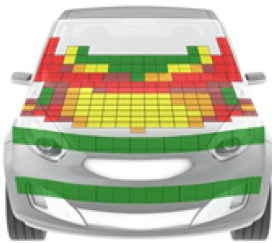
**74%**  
35.69 POINTS  
OUT OF 48

The protection provided by the bonnet to the head of a struck pedestrian was predominantly ADEQUATE, with WEAK and POOR results recorded at the rear and sides of the bonnet and on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in all scenarios.

HEAD IMPACTS	12.13 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.56 (out of 6)
AEB - Cyclist	6.00 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Collision Avoidance Assist  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 8-150 km/h  
**DESCRIPTION:** System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
PERFORMANCE	GOOD	-	GOOD	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



94%

12.35 POINTS  
OUT OF 13

The Tesla Model 3 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance in highway speed scenarios with collisions avoided or mitigated in most scenarios.

Tests of LSS functionality showed GOOD performance, including all of the more critical emergency lane keeping test scenarios, and overall performance was classified as GOOD.

A map-based speed assistance system (SAS) is also standard. This system identifies the local speed limit and allows the driver to set the intelligent adaptive cruise control speed accordingly.

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

<b>SPEED ASSISTANCE SYSTEMS</b>	2.88 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	4.00 (out of 4)
<b>AEB - Interurban</b>	2.47 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Assist  
**OPERATIONAL FROM:** 40-145 km/h

EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	
PERFORMANCE	GOOD					

LANE KEEP ASSIST (LKA)										
TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
PERFORMANCE	GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



94%

12.35 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Collision Avoidance Assist  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 8-150 km/h  
**DESCRIPTION:** Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)																				
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>NOT FITTED</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>NOT FITTED</td> </tr> </table>	Supplementary warning	NOT FITTED	Restraint activation / dynamic retractors	NOT FITTED															
Supplementary warning	NOT FITTED																			
Restraint activation / dynamic retractors	NOT FITTED																			
FORWARD COLLISION WARNING (FCW)																				
TEST SCENARIO	Driving towards a stationary car																			
	Driving towards a slower moving car																			
PERFORMANCE	GOOD																			
AUTONOMOUS EMERGENCY BRAKING - Interurban																				
TEST SCENARIO	<table border="1"> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY										
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car															
12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																	
PERFORMANCE	GOOD																			

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Map based
Speed Limitation Function	System advised

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 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 - frontal (driver)	●	●
Airbag - frontal (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 - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue detection	✗	✗
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	●	●
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

\* Intelligent speed limiting function achieved by the intelligent adaptive cruise control (iACC) system fitted as standard.

● STANDARD    ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Tesla Model 3 Long Range RWD LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	4 door sedan
TESTED VEHICLE ENGINE	Electric
RATING PUBLISHED	July 2019
RATING UPDATED	n/a