

HYUNDAI NEXO

2019 - DECEMBER 2024
ALL VARIANTS



TESTED
2018



94%

ADULT OCCUPANT
PROTECTION



89%

CHILD OCCUPANT
PROTECTION



67%

VULNERABLE ROAD USER
PROTECTION



80%

SAFETY
ASSIST



HYUNDAI NEXO

OVERVIEW

The Hyundai Nexo was introduced in Australia in April 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 an advanced speed assistance system (SAS) are fitted as standard equipment on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

MEDIUM SUV

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Nexo	5 door SUV	Fuel Cell Electric	FWD	✓	-

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



94%

35.83 POINTS
OUT OF 38

The passenger compartment of the Hyundai Nexo remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and MARGINAL protection was seen for lower legs of the driver. Protection of the driver's feet was rated MARGINAL based on rearward pedal movement. Dummy readings for the 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 both the side impact and the oblique pole tests, protection of all critical body regions for the driver were GOOD, and maximum points were scored in these tests.

The low-speed autonomous emergency braking system (AEB - City) showed GOOD performance across all test scenarios.

FRONTAL OFFSET [#]	6.65 (out of 8)
FULL WIDTH FRONTAL [#]	7.71 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	8.00 (out of 8)
WHIPLASH PROTECTION	1.46 (out of 2)
AEB - City	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:	3.05 pts
Upper legs:	4.00 pts
Lower legs:	2.25 pts
Deductions:	-0.76 pts (pedal movement)



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:	2.84 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



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)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.00 points
Front:	1.46 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



89%

44.00 POINTS
OUT OF 49

Protection was GOOD for all critical body regions for the 6 year and 10 year dummies in both the frontal offset and side impact tests.

The Hyundai Nexo 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 that all of the selected child restraints could be accommodated in each of the rear seating positions, and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)

SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old

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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



89%

44.00 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			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	×	●	●	●	–	–
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)	×	●	–	●	–	–
	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–

* 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 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



67%

32.35 POINTS
OUT OF 48

The Hyundai Nexo has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars. The bumper provided GOOD protection to pedestrians' legs however protection of the pelvis was POOR.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios with some reduced performance in low light scenarios. In cyclist test scenarios, the AEB system offered MARGINAL performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	20.25 (out of 24)
UPPER LEG IMPACTS	0.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.33 (out of 6)
AEB - Cyclist	1.78 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Forward Collision-Avoidance Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-75 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					Cyclist crossing from kerb		
	Cyclist travelling along road (50%)					Cyclist travelling along road (25%)					Cyclist travelling along road (50%)		
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
		GOOD	POOR	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
PERFORMANCE		ADEQUATE										MARGINAL	

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



80%

10.46 POINTS
OUT OF 13

The Hyundai Nexo is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB system showed GOOD results with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

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

A speed assistance system (SAS) with speed limit information function (SLIF) is standard equipment.

A seat belt reminder system is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS

1.68 (out of 3)

SEAT BELT REMINDERS

2.83 (out of 3)

LANE SUPPORT SYSTEMS

3.50 (out of 4)

AEB - Interurban

2.45 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 60-130 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	-	-	-	-	GOOD	GOOD
GOOD							

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

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



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST


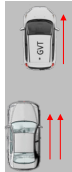
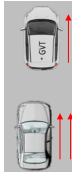
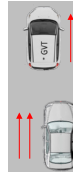

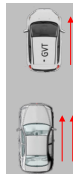


80%

10.46 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Forward Collision-Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	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	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: Intelligent Speed Limit Warning

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

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

● 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.

● 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	Hyundai Nexo GL LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Fuel Cell Electric
RATING PUBLISHED	December 2019
RATING UPDATED	N/A