

LEXUS ES

SEPTEMBER 2021 - DECEMBER 2024
ALL VARIANTS



TESTED
2018



91%

ADULT OCCUPANT
PROTECTION



86%

CHILD OCCUPANT
PROTECTION



90%

VULNERABLE ROAD USER
PROTECTION



76%

SAFETY
ASSIST



LEXUS ES300h

OVERVIEW

The Lexus ES was first introduced in Australia and New Zealand in September 2018 (ES300h hybrid variants). ES250 (petrol) variants were introduced from September 2021. This ANCAP safety rating applies to all ES300h and ES250 variants on sale from 29 September 2021 (built from August 2021).

Dual frontal airbags, driver and passenger knee airbags, front and rear chest-protecting side airbags and head-protecting side airbags (curtains) are standard equipment.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW), are standard on all variants. AEB Junction Assist has also been introduced as standard to variants on sale from 29 September 2021.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Medium Car

AIRBAGS

Dual frontal, side chest (front & rear), side head, knee (driver & front passenger)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Lexus ES300h Luxury	4 door sedan	2.5 litre hybrid	FWD	✓	-
Lexus ES300h F-Sport	4 door sedan	2.5 litre hybrid	FWD	✓	✓
Lexus ES300h Sports Luxury	4 door sedan	2.5 litre hybrid	FWD	✓	-
Lexus ES300h	4 door sedan	2.5 litre hybrid	FWD	-	✓
Lexus ES300h Limited	4 door sedan	2.5 litre hybrid	FWD	-	✓
Lexus ES250 Luxury	4 door sedan	2.5 litre petrol	FWD	✓	-
Lexus ES250 F-Sport	4 door sedan	2.5 litre petrol	FWD	✓	-

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



91%

34.72 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings showed ADEQUATE protection for the chest of the driver and the lower legs of both the driver and passenger. GOOD protection was offered to all other critical body regions.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger was GOOD or ADEQUATE except for the pelvis area which was rated as POOR. The pelvis slipped beneath the lap section of the seatbelt and was not restrained properly during the crash. The side curtain airbag did not deploy correctly in the full width test and, as a result, a penalty was applied to the scores in the side impact and oblique pole tests.

In the side impact test and the oblique pole test, protection of all critical body regions was GOOD. However, with the penalty applied for incorrect airbag deployment in the full-width frontal test, protection of the head was downgraded to ADEQUATE.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.51 (out of 8)
FULL WIDTH FRONTAL#	6.61 (out of 8)
SIDE IMPACT#	7.50 (out of 8)
OBLIQUE POLE#	7.50 (out of 8)
WHIPLASH PROTECTION	1.60 (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 points
Chest:	3.64 points
Upper legs:	4.00 points
Lower legs:	3.82 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.37 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.47 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	2.99 points
Upper legs:	0.00 points
Deductions:	-4.00 points (submarining)

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	3.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 point (incorrect airbag deployment)

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	3.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 point (incorrect airbag deployment)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.22 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.22 POINTS
OUT OF 49

In both the frontal offset and side impact test, protection was GOOD for all critical body areas for the 6 year and 10 year child dummies.

The Lexus ES300h is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages on all rear seats.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though neither booster seat could be correctly installed in the centre rear position, and one of the two selected convertible seats could not be correctly installed in rearward-facing mode using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.22 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

CHILD OCCUPANT PROTECTION



86%

42.22 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 F	Booster - 4 to 10 years	×	●	●	●	-	-
	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.

^ 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

NOTE: 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.

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

VULNERABLE ROAD USER PROTECTION



90%

43.66 POINTS
OUT OF 48

The Lexus ES300h 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, however some POOR results were recorded around the 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, earning full points. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	20.32 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	6.00 (out of 6)
AEB - Cyclist	5.33 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Pre-Collision System with cyclist detection (Lexus Safety System +)
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-180 km/h
DESCRIPTION:	Defaults ON for every journey. System detects pedestrians and cyclists and functions in both day 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		Adult walking along road		Forward Collision Warning
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	Forward Collision Warning
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



76%

9.90 POINTS
OUT OF 13

The Lexus ES300h is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). A blind spot monitoring system (BSM) is available on some variants.

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most test scenarios. Tests of the LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping scenarios and overall performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard equipment. A seatbelt reminder system with occupancy detection is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS

2.25 (out of 3)

SEAT BELT REMINDERS

3.00 (out of 3)

LANE SUPPORT SYSTEMS

2.25 (out of 4)

AEB - Interurban

2.40 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Tracing Assist (Lexus Safety System +)
OPERATIONAL FROM: 50-200 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	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

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)	[NOT STANDARD]



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



76%

9.90 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision System (Lexus Safety System +)
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				ADEQUATE	GOOD				

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Dynamic Radar Cruise Control with Road Sign Assist (Lexus Safety System +)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera 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)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
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
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Lexus ES300h Comfort 2.5L LHD
2018
4 door sedan
2.5 litre petrol hybrid
October 2018
September 2019 / September 2021