

HYUNDAI PALISADE

NOVEMBER 2020 - DECEMBER 2022
NEW ZEALAND DIESEL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel
BUILT FROM	September 2020 - October 2022
ON SALE FROM	November 2020 - December 2022
SERIES	LX2
AIRBAGS	Dual frontal, side chest, side head

The Hyundai Palisade was introduced in New Zealand from November 2020. This 4 star ANCAP safety rating applies to New Zealand diesel variants on sale from November 2020 - December 2022. A separate 4 star ANCAP safety rating applies to Australian diesel variants sold between November 2020 and July 2022. A 5 star ANCAP safety rating applies to petrol and diesel variants sold in Australia from August 2022 and in New Zealand from January 2023.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard equipment. AEB Junction Assist is not available.



79%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



63%

VULNERABLE ROAD USER
PROTECTION



63%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Palisade Elite ♦	5 door SUV	2.2 litre diesel	AWD	-	✓
Hyundai Palisade Limited	5 door SUV	2.2 litre diesel	AWD	-	✓



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



79%

30.21 POINTS
OUT OF 38

The passenger compartment of the Hyundai Palisade remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions, while dummy readings for the passenger showed GOOD protection for all critical body areas.

The front structure of the Hyundai Palisade presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

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

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

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Hyundai Palisade. Tests to measure potential injury risk from occupant-to-occupant interaction in far side impacts were therefore not conducted. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted.

FRONTAL OFFSET (MPDB)[#]	5.43	(out of 8)
FULL WIDTH FRONTAL[#]	7.55	(out of 8)
SIDE IMPACT[#]	6.00	(out of 6)
OBLIQUE POLE[#]	5.45	(out of 6)
WHIPLASH PROTECTION	2.77	(out of 4)
FAR SIDE IMPACT	2.00	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

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

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.08 pts
Upper legs:	4.00 pts
Lower legs:	3.78 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

COMPATIBILITY

Deductions:	-4.00 pts
-------------	-----------

FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.74 pts
Upper legs:	4.00 pts
Deductions:	Nil

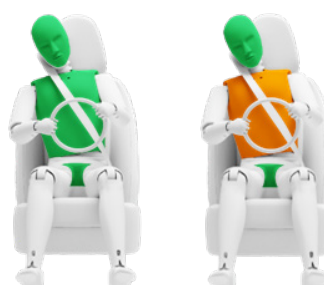
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.48 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	2.55 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: NOT ASSESSED

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.59 pts
Rear passenger:	0.19 pts



88%

43.24 POINTS
OUT OF 49

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

The Hyundai Palisade is fitted with lower ISOFix anchorages on the second row outboard seats and third row left hand seat, and top tether anchorages for all second row seating positions and centre and left hand third row seating positions.

Installation of typical child restraints available in New Zealand showed all child restraints could be accommodated in the second row rear seating positions. However in the third row centre seat care is required to correctly install the Type F booster seat, and the Type E booster seat could not be correctly installed. In the third row left hand seat, the two selected convertible seats could not be correctly installed in forward or rearward-facing modes using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.24 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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	×	-	-	-	-

* Left hand third row seat only.

8 seat variants only.

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

GOOD ADEQUATE MARGINAL WEAK POOR

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.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✗	●	●	●	●	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	●	●	●	-
	TYPE A	Rearward facing with harness - convertible (Model B)	✗	●	●	●	●	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	●	●	●	-
	TYPE B	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	✗	●	-	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	-	●	●	-
	TYPE A	Rearward facing with harness - convertible (Model B)	✗	●	-	●	●	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	-	●	●	-
	TYPE B	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.



63%
34.33 POINTS
OUT OF 54

The bonnet of the Hyundai Palisade provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some WEAK and POOR results recorded along the front of the bonnet and on the back corners. Protection of the pelvis was mixed with GOOD and POOR results across the vehicle front. The bumper showed GOOD results for lower leg impacts.






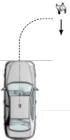
















The autonomous emergency braking (AEB) system is fitted as standard and reacts to potential impacts with pedestrians and cyclists. Testing of this system showed MARGINAL performance in both the pedestrian and cyclist test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted.











Overall, the system's effectiveness for Vulnerable Road User Protection was rated as MARGINAL.

HEAD IMPACTS	17.19 (out of 24)
UPPER LEG IMPACTS	4.40 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	3.74 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	3.00 (out of 9)

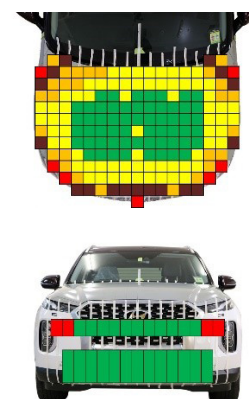
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Forward Collision Avoidance (FCA)
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-100 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
														
														
PERFORMANCE	MARGINAL													

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE					
MARGINAL					

PEDESTRIAN IMPACT TEST (40 KM/H)





63%

10.19 POINTS
OUT OF 16

The Hyundai Palisade is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, 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 (Car-to-Car) system showed ADEQUATE performance with collisions avoided or mitigated in most test scenarios. The AEB system does not react when turning across the path of an oncoming vehicle, and hence AEB Junction Assist tests were not conducted.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios, with overall performance classified as ADEQUATE.

A driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

A seatbelt reminder system is fitted for all front and outboard rear seating positions, however the seatbelt reminder system is not available for the centre seating positions in the second or third rows. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.33 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 1.25 (out of 3)

LANE SUPPORT SYSTEMS 3.00 (out of 4)

AEB - Car-to-Car 3.60 (out of 4)

AEB - Junction Assist 0.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist (LKA)
OPERATIONAL FROM: 60-200 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				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
ADEQUATE										

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	[NOT FITTED]
	Blind Spot Monitoring (BSM)	PASS













63%
10.19 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance (FCA)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-180 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR										
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle			
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED			
							30 KM/H	45 KM/H	55 KM/H	
							10 KM/H			
							15 KM/H			
AEB (10-50 km/h)						20 KM/H				
FCW (30-80 km/h)						[NOT TESTED]				
PERFORMANCE	GOOD									

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
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	AEB (10-50 km/h)								
	FCW (50*-80 km/h)								
	GOOD								

OCCUPANT STATUS

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

* Outboard seats only.

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	[NOT AVAILABLE]
Speed Limitation Function	Manually set

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 - centre	-	✗
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)	-	●
Anti-lock braking system (ABS)	-	●
Autonomous emergency braking (AEB) - Car-to-Car	-	●
Autonomous emergency braking (AEB) - VRU	-	●
Autonomous emergency braking (AEB) - Backover	-	✗
Autonomous emergency braking (AEB) - Junction Assist	-	✗
Automatic emergency call (eCall)	-	✗
Blind spot monitor (BSM)	-	●
Child presence alert	-	●
Electronic brakeforce distribution (EBD)	-	●
Event data recorder (EDR)	-	●
Electronic stability control (ESC)	-	●
Emergency brake assist (EBA)	-	●
Emergency stop signal (ESS)	-	●
Fatigue reminder	-	✗
Fatigue monitor / detection	-	●
Forward collision warning (FCW)	-	●
ISOFix	-	●
Lane departure warning (LDW)	-	●
Lane keep assist (LKA)	-	●
Pre-crash systems	-	✗
Rear cross-traffic alert (RCTA)	-	✗
Reversing collision avoidance (camera)	-	●
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	-	✗
Vehicle-to-infrastructure communication (V2I)	-	✗
Vehicle-to-vehicle communication (V2V)	-	✗

TESTED MAKE / MODEL	Hyundai Palisade RHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	Large SUV
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	June 2022
RATING UPDATED	August 2022

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.

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

* Outboard seating positions only.

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