

# SSANGYONG KORANDO

AUS: OCTOBER 2019 - DECEMBER 2025  
NZ: NOVEMBER 2019 - DECEMBER 2025  
ALL VARIANTS



ADULT OCCUPANT PROTECTION



CHILD OCCUPANT PROTECTION



VULNERABLE ROAD USER PROTECTION



SAFETY ASSIST



SSANGYONG KORANDO

## OVERVIEW

The SsangYong Korando was introduced in Australia in October 2019 and New Zealand in November 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are standard.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

MEDIUM SUV

### AIRBAGS

Dual frontal, side chest, side head, driver knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
SsangYong Korando EX	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando ELX	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando ELX	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Korando ELX LE	5 door SUV	1.6 litre diesel	2WD	✓	✗
SsangYong Korando Ultimate	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando Ultimate	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Korando Ultimate LE	5 door SUV	1.6 litre diesel	AWD	✓	✗
SsangYong Korando Ultimate	5 door SUV	1.6 litre diesel	AWD	✓	✓
SsangYong Korando Ultimate	5 door SUV	1.5 litre petrol	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**88%**

33.77 POINTS  
OUT OF 38

The passenger compartment of the SsangYong Korando remained stable in the frontal offset test. Dummy readings indicated protection of the driver's chest was ADEQUATE and the driver's lower legs was MARGINAL. Protection of the front passenger lower legs was also ADEQUATE. Dummy readings for all other critical body regions for the driver and front passenger were GOOD.

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 was ADEQUATE for the neck and chest of the rear passenger and POOR for the pelvis area. The pelvis slipped beneath the lap section of the seatbelt and was not restrained properly during the crash.

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.

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck: 4.00 pts  
Chest: 3.77 pts  
Upper legs: 4.00 pts  
Lower legs: 2.09 pts  
Deductions: Nil



**Front Passenger**

Head / neck: 4.00 pts  
Chest: 4.00 pts  
Upper legs: 4.00 pts  
Lower legs: 3.56 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

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear: 0.19 points  
Front: 1.20 points



**Driver / Front Passenger**

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

<b>FRONTAL OFFSET<sup>#</sup></b>	6.93 (out of 8)
<b>FULL WIDTH FRONTAL<sup>#</sup></b>	6.38 (out of 8)
<b>SIDE IMPACT<sup>#</sup></b>	8.00 (out of 8)
<b>OBlique POLE<sup>#</sup></b>	7.08 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.39 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

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



**Driver**

Head: 4.00 pts  
Neck: 4.00 pts  
Chest: 2.77 pts  
Upper legs: 4.00 pts  
Deductions: Nil



**Rear Passenger**

Head: 4.00 pts  
Neck: 3.80 pts  
Chest: 2.93 pts  
Upper legs: 0.00 pts  
Deductions: -4.00 pts (submarining)

## OBlique POLE TEST (32 KM/H)



**Driver**

Head: 4.00 points  
Chest: 2.16 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
Deductions: Nil

## 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%

42.61 POINTS  
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as MARGINAL.

In the side impact test protection of all critical body areas was GOOD for both child dummies.

The SsangYong Korando is fitted with lower ISOFix anchorages for second row outboard seats and top tether anchorages for all second row 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 booster seats could not be correctly installed in the centre rear seating position.

## 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



86%

42.61 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	Rearward facing capsule	✗	●	●	●	—	—	—	
	TYPE A 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	Rearward facing capsule	✗	●	—	●	—	—	—	
	TYPE A 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



**68%**

33.07 POINTS  
OUT OF 48

The bonnet of the SsangYong Korando provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper showed GOOD results for leg impacts.

The AEB system showed ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios and ADEQUATE performance in night-time scenarios.

In cyclist test scenarios, the AEB system offered MARGINAL performance. The system's overall performance was classified as ADEQUATE.

<b>HEAD IMPACTS</b>	17.11 (out of 24)
<b>UPPER LEG IMPACTS</b>	2.91 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	4.37 (out of 6)
<b>AEB - Cyclist</b>	2.67 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

<b>SYSTEM NAME:</b>	Autonomous Emergency Braking
<b>TYPE:</b>	Autonomous emergency braking with forward collision warning
<b>OPERATIONAL FROM:</b>	8-40 km/h
<b>DESCRIPTION:</b>	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		Adult walking along road		FORWARD COLLISION WARNING	FORWARD COLLISION WARNING		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT		DAY	DAY	DAY
TEST SCENARIO																
PERFORMANCE	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	—	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: orange; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: yellow; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	—	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: red; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: red; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: green; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: yellow; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: orange; width: 10px; height: 10px; display: inline-block;"></span>	<span style="background-color: orange; width: 10px; height: 10px; display: inline-block;"></span>	
	ADEQUATE										MARGINAL					

GOOD    ADEQUATE    MARGINAL    WEAK    POOR



72%

9.43 POINTS  
OUT OF 13

# SAFETY ASSIST

The SsangYong Korando 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), lane departure warning (LDW).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in all test scenarios.

Tests of lane support system functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios.

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

A seatbelt reminder system is fitted for all front and rear seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.30 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	3.25 (out of 4)
<b>AEB - Interurban</b>	2.38 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Support System  
**OPERATIONAL FROM:** 60-180 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		
TEST SCENARIO						
PERFORMANCE		-	-	-	-	
GOOD						

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

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

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST

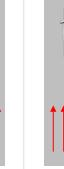


72%

9.43 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Autonomous Emergency Braking  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 8-170 km/h  
**DESCRIPTION:** Defaults ON for every journey

FUNCTION	HUMAN MACHINE INTERFACE (HMI)										
	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									

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING - Interurban									
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
	 	 	 	 						
PERFORMANCE										

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Assistance System

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
Speed Limitation Function	Manually set

## 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.

● 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	SsangYong Korando LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.6 litre diesel
RATING PUBLISHED	October 2019
RATING UPDATED	n/a