

SSANGYONG TIVOLI / TIVOLI XLV

DECEMBER 2018 - DECEMBER 2022
2WD VARIANTS



TESTED
2016



82%

ADULT OCCUPANT
PROTECTION



62%

CHILD OCCUPANT
PROTECTION



65%

PEDESTRIAN
PROTECTION



43%

SAFETY
ASSIST



SSANGYONG TIVOLI

OVERVIEW

The SsangYong Tivoli was introduced in New Zealand in 2016 and in Australia in December 2018. This ANCAP safety rating applies to all two-wheel-drive Tivoli and Tivoli XLV variants built from September 2018 and on sale from December 2018.

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

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) are standard on all variants built from September 2018.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2016

VEHICLE TYPE

Small SUV

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
SsangYong Tivoli EX ♦	5 door SUV	1.6 litre petrol	2WD	✓	✓
SsangYong Tivoli ELX	5 door SUV	1.6 litre petrol	2WD	✓	✓
SsangYong Tivoli ELX	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Tivoli Ultimate	5 door SUV	1.6 litre diesel	AWD	✗	✗
SsangYong Tivoli XLV ELX	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Tivoli XLV Ultimate	5 door SUV	1.6 litre diesel	AWD	✗	✗



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

ADULT OCCUPANT PROTECTION



82%

31.27 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated MARGINAL protection of the driver's chest. Excessive movement of the pedals resulted in ADEQUATE protection of lower legs and feet. Protection was GOOD for all body regions of the front passenger.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. For the rear passenger, dummy readings indicated MARGINAL protection of the chest. The seat belt for the rear passenger allowed excessive forward movement and protection of the head was rated as POOR. As a result, penalties were applied and the rear passenger dummy score was set to zero points.

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

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

FRONTAL OFFSET [#]	6.56 (out of 8)
FULL WIDTH FRONTAL [#]	3.84 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	7.91 (out of 8)
WHIPLASH PROTECTION	1.96 (out of 3)
AEB - City	3.00 (out of 3)

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	2.42 points
Upper legs:	4.00 points
Lower legs:	2.71 points
Deductions:	-1.00 points
(pedal displacement)	



Front Passenger

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

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.35 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	0.00 points
Neck:	4.00 points
Chest:	2.25 points
Upper legs:	4.00 points
Deductions:	-16.00 points
(head excursion exceeded capping limit)	

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:	3.81 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Front:	1.59 points
Rear:	0.38 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD

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



CHILD OCCUPANT PROTECTION



62%

30.44 POINTS
OUT OF 49

In the frontal offset test, neck tension in the 10 year dummy indicated POOR protection and the chest results indicated ADEQUATE protection. For the 6 year dummy, neck tension indicated WEAK protection and the chest results indicated POOR protection.

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

The Tivoli and Tivoli XLV are fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

DYNAMIC TEST (FRONT)	5.94 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.50 (out of 12)
ON-BOARD SAFETY FEATURES	5.00 (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 CRS	×	×	×	-	-
Child restraint anchorage (top tether)	×	●	●	-	-
Automatic airbag disabling	×	-	-	-	-

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

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

PEDESTRIAN PROTECTION



65%

27.35 POINTS
OUT OF 42

The bonnet of the SsangYong Tivoli provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was mixed, with areas of GOOD and POOR performance.

The standard-fit autonomous emergency braking (AEB) system can detect pedestrians and performance was rated GOOD, with collisions avoided or mitigated in most test scenarios.

HEAD IMPACTS	14.50 (out of 24)
UPPER LEG IMPACTS	2.68 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Vulnerable Road User	4.17 (out of 6)

PEDESTRIAN IMPACT TEST



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: Autonomous Emergency Braking System (AEBS)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 0-180km/h
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 20 km/h	Impact mitigated up to 45 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 30 km/h	Impact mitigated up to 55 km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 45 km/h	Impact mitigated up to 55 km/h
Running child from behind parked vehicles	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
PERFORMANCE	GOOD	

SAFETY ASSIST



43%

5.18 POINTS
OUT OF 12

The SsangYong Tivoli and Tivoli XLV are fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane departure warning (LDW) and lane keep assist (LKA).

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

A lane support system is standard on models built from September 2018, however this system has not been tested. A speed assistance system is not available in Australia or New Zealand.

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

SPEED ASSISTANCE SYSTEMS	0.00 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	0.00 (out of 3)
AEB - Interurban	2.18 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: [NOT AVAILABLE]

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]	0.00 points
Warning Function	[NOT AVAILABLE]	0.00 points
Speed Limitation Function	[NOT AVAILABLE]	0.00 points

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist System (LKAS)
OPERATIONAL FROM: [NOT TESTED]
WARNING: [NOT TESTED]

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	[NOT TESTED]
Lane Keep Assist (LKA)	[NOT TESTED]

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Autonomous Emergency Braking System (AEBS)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-180km/h
DESCRIPTION: Defaults ON for every journey

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKING FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 50 km/h Crash speed reduced up to 70 km/h
	Approaching a slower moving car	Crash avoided up to 55 km/h	Crash avoided up to 80 km/h
	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Mitigation	Mitigation
	Car in front brakes harshly	Avoidance	Avoidance
PERFORMANCE		GOOD	

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)	●	●
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

SsangYong Tivoli LHD
2016
5 door SUV
1.6 litre diesel
December 2018
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