

# LEXUS NX

JANUARY 2022 - ONWARDS  
ALL VARIANTS



## ANCAP

SAFETY

TESTED  
2022



<b>RATING YEAR</b>	2022
<b>VEHICLE TYPE</b>	Medium SUV
<b>ENGINE TYPE</b>	Petrol / Hybrid
<b>BUILT FROM</b>	November 2021
<b>ON SALE FROM</b>	January 2022
<b>SERIES</b>	N/A
<b>AIRBAGS</b>	Dual frontal, side chest, side head, centre, driver knee

The Lexus NX was introduced in Australia and New Zealand in January 2022. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags, as well as a driver knee airbag, are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), a speed assist system (SAS) and blind spot monitoring (BSM) are standard equipment.



91%

ADULT OCCUPANT  
PROTECTION



89%

CHILD OCCUPANT  
PROTECTION



83%

VULNERABLE ROAD USER  
PROTECTION



92%

SAFETY  
ASSIST

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Lexus NX 250	5 door SUV	2.5L Petrol	2WD	✓	-
Lexus NX 350 F Sport	5 door SUV	2.4L Petrol Turbo	AWD	✓	-
Lexus NX 350h Luxury	5 door SUV	2.5L Hybrid	2WD	✓	-
Lexus NX 350h F Sport	5 door SUV	2.5L Hybrid	2WD	✓	-
Lexus NX 350h Sports Luxury	5 door SUV	2.5L Hybrid	2WD	✓	-
Lexus NX 350h Luxury	5 door SUV	2.5L Hybrid	AWD	✓	-
Lexus NX 350h F Sport	5 door SUV	2.5L Hybrid	AWD	✓	-
Lexus NX 350h Sports Luxury	5 door SUV	2.5L Hybrid	AWD	✓	-
Lexus NX 450h+ F Sport	5 door SUV	2.5L PHEV	AWD	✓	✓
Lexus NX 350h	5 door SUV	2.5L Hybrid	2WD	-	✓
Lexus NX 350h Limited	5 door SUV	2.5L Hybrid	AWD	-	✓

## ADULT OCCUPANT PROTECTION



91%

34.59 POINTS  
OUT OF 38

The passenger compartment of the Lexus NX remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection of the driver's chest. Protection for all other critical body regions for the driver and the front passenger was GOOD. The front structure of the Lexus NX presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.20 point penalty was applied.

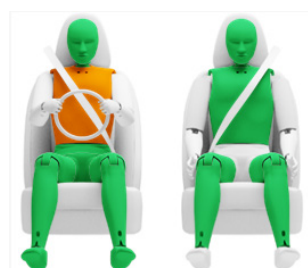
In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

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

The Lexus NX is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided protection for the head of both front seat occupants. However, additional information to demonstrate that the performance was robust and symmetrical was not provided so no points have been awarded. 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.

Rescue Sheets, providing information for first responders in the event of a crash are available, and a multi-collision braking system is fitted.

### FRONTAL OFFSET (MPDB) (50km/h)



#### DRIVER

Head / neck: 4.00 pts  
Chest: 2.57 pts  
Upper legs: 4.00 pts  
Lower legs: 4.00 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: -1.20 pts



### FULL WIDTH FRONTAL (50km/h)



#### DRIVER

Head: 4.00 pts  
Neck: 4.00 pts  
Chest: 3.06 pts  
Upper legs: 4.00 pts  
Deductions: Nil

#### REAR PASSENGER

Head: 4.00 pts  
Neck: 4.00 pts  
Chest: 3.72 pts  
Upper legs: 4.00 pts  
Deductions: Nil

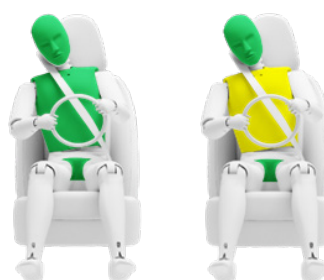
### RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

FRONTAL OFFSET (MPDB)#	6.68	(out of 8)
FULL WIDTH FRONTAL#	7.50	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.66	(out of 6)
WHIPLASH PROTECTION	3.75	(out of 4)
FAR SIDE IMPACT	3.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

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

### 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: 3.08 pts  
Abdomen: 4.00 pts  
Pelvis: 4.00 pts  
Deductions: Nil

### FAR SIDE IMPACT



#### SIDE IMPACT (MDB)

Head: 4.00 pts  
Neck: 4.00 pts  
Chest & Abdomen: 4.00 pts  
Pelvis: No penalty

#### OBLIQUE POLE

Head: 4.00 pts  
Neck: 4.00 pts  
Chest & Abdomen: 4.00 pts  
Pelvis: No penalty

#### OCCUPANT-TO-OCCUPANT

Head contact: 0.00 pts



### WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger: 3.00 pts  
Rear passenger: 0.75 pts



89%

43.87 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 ADEQUATE.

In the side impact test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

The Lexus NX 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 the child restraints assessed could be accommodated in all rear seating positions.

DYNAMIC TEST (FRONT)	15.87 (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 (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	×	-	-	-	-

● 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](http://www.childcarseats.com.au).



89%

43.87 POINTS  
OUT OF 49

## 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.



83%

45.15 POINTS  
OUT OF 54

The bonnet of the Lexus NX provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.


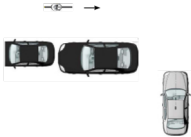



The Lexus NX is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians and cyclists. Testing of this system showed GOOD performance in forward pedestrian test scenarios and turning scenarios. Test scenarios in reverse (AEB Backover) were not conducted as this feature is not available. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. The system's overall performance was classified as GOOD.

HEAD IMPACTS	17.43	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	7.00	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	8.73	(out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Pre-Collision System (PCS) as a part of LSS+ pack
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-80 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	GOOD													

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	GOOD				

## PEDESTRIAN IMPACT TEST (40 KM/H)





92%

14.75 POINTS  
OUT OF 16

The Lexus NX 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 GOOD performance with collisions avoided or mitigated in most test scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LKA functionality showed some GOOD performance, including in some of the more critical ELK test scenarios, and overall performance of the lane support system was classified as GOOD.

A speed assistance system (SAS) is standard equipment on the Lexus NX. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions and a driver drowsiness monitor system is fitted as standard.

#### OCCUPANT STATUS

- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)

**SPEED ASSISTANCE SYSTEMS** 2.50 (out of 3)

**LANE SUPPORT SYSTEMS** 3.50 (out of 4)

**AEB - Car-to-Car** 3.75 (out of 4)

**AEB - Junction Assist** 2.00 (out of 2)

### LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Tracing Assist (LTA) as a part of LSS+ pack  
**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				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD										

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

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







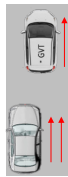

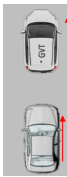
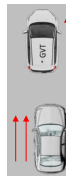

**92%**  
14.75 POINTS  
OUT OF 16

## AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

**SYSTEM NAME:** Pre-Collision System (PCS) as a part of LSS+ pack  
**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								
20 KM/H									
PERFORMANCE	GOOD					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					
									
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

## OCCUPANT STATUS

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

## SPEED ASSISTANCE SYSTEMS (SAS)

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

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED



## 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)	●	●
Electronic 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  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Lexus NX 350h LHD  
2021  
Medium SUV  
2.5L Hybrid  
May 2022  
n/a

### 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.

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