

# LEXUS UX

OCTOBER 2020 - DECEMBER 2025  
ALL VARIANTS



LEXUS UX

## OVERVIEW

The Lexus UX was first introduced in Australia and New Zealand in November 2018. The Lexus UX 300e (battery electric variant) was introduced in November 2021. This ANCAP safety rating applies to all variants built from October 2020.

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

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW), are standard on all variants.

## ANCAP SAFETY RATING

★★★★★

## RATING YEAR (DATESTAMP)

2019

## VEHICLE TYPE

Small SUV

## AIRBAGS

Dual frontal, side chest, side head, driver & passenger knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Lexus UX 200 Luxury	5 door SUV	2.0 litre petrol	FWD	✓	✓
Lexus UX 200 F Sport	5 door SUV	2.0 litre petrol	FWD	✓	✓
Lexus UX 200 Sports Luxury	5 door SUV	2.0 litre petrol	FWD	✓	-
Lexus UX 250h Luxury	5 door SUV	2.0 litre hybrid	FWD	✓	✓
Lexus UX 250 F Sport	5 door SUV	2.0 litre hybrid	FWD	✓	✓
Lexus UX 250h Sports Luxury	5 door SUV	2.0 litre hybrid	FWD	✓	✓
Lexus UX 250h AWD Luxury	5 door SUV	2.0 litre hybrid	AWD	-	✓
Lexus UX 250h AWD F Sport	5 door SUV	2.0 litre hybrid	AWD	✓	-
Lexus UX 250h AWD Sports Luxury	5 door SUV	2.0 litre hybrid	AWD	✓	✓
Lexus UX 300h Luxury	5 door SUV	2.0 litre hybrid	FWD	✓	-
Lexus UX 300h Premium	5 door SUV	2.0 litre hybrid	FWD	-	✓
Lexus UX 300h F Sport	5 door SUV	2.0 litre hybrid	FWD	✓	✓
Lexus UX 300h Sports Luxury	5 door SUV	2.0 litre hybrid	FWD	✓	-
Lexus UX 300h Limited	5 door SUV	2.0 litre hybrid	FWD	-	✓
Lexus UX 300h AWD Luxury	5 door SUV	2.0 litre hybrid	AWD	✓	-
Lexus UX 300h AWD Premium	5 door SUV	2.0 litre hybrid	AWD	-	✓
Lexus UX 300h AWD F Sport	5 door SUV	2.0 litre hybrid	AWD	✓	✓
Lexus UX 300h AWD Sports Luxury	5 door SUV	2.0 litre hybrid	AWD	✓	-
Lexus UX 300h AWD Limited	5 door SUV	2.0 litre hybrid	AWD	-	✓
Lexus UX 300e	5 door SUV	Battery Electric	AWD	✓	✓
Lexus UX 300e Luxury	5 door SUV	Battery Electric	AWD	✓	-
Lexus UX 300e Sports Luxury	5 door SUV	Battery Electric	AWD	✓	-
Lexus UX 300e Premium	5 door SUV	Battery Electric	AWD	-	✓
Lexus UX 300e Limited	5 door SUV	Battery Electric	AWD	-	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



96%

36.69 POINTS  
OUT OF 38

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

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

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Lexus UX scored maximum points in these tests.

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

FRONTAL OFFSET <sup>#</sup>	7.17 (out of 8)
FULL WIDTH FRONTAL <sup>#</sup>	7.68 (out of 8)
SIDE IMPACT <sup>#</sup>	8.00 (out of 8)
OBIQUE POLE <sup>#</sup>	8.00 (out of 8)
WHIPLASH PROTECTION	1.84 (out of 2)
AEB - City	4.00 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



Driver



Front Passenger

Head / neck:	4.00 points
Chest:	3.02 points
Upper legs:	4.00 points
Lower legs:	3.33 points
Deductions:	Nil

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.43 points
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



Driver / Front Passenger

Rear:	0.50 points
Front:	1.34 points

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



Driver



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.70 points
Upper legs:	4.00 points
Deductions:	Nil

Head:	4.00 points
Neck:	4.00 points
Chest:	3.02 points
Upper legs:	4.00 points
Deductions:	Nil

## OBIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 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



88%

43.13 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of both the 10 year and 6 year dummies was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Lexus UX 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 that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

## 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



88%

43.13 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

# VULNERABLE ROAD USER PROTECTION



82%

39.44 POINTS  
OUT OF 48

The bonnet of the Lexus UX provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars. The protection offered to the pelvis was GOOD to MARGINAL, while the bumper provided GOOD protection to pedestrians' legs at all test locations.

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.

## PEDESTRIAN IMPACT TEST (40 KM/H)



HEAD IMPACTS	17.07 (out of 24)
UPPER LEG IMPACTS	5.03 (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)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Lexus Safety System +  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10 km/h  
**DESCRIPTION:** Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist			
											FORWARD COLLISION WARNING	FORWARD COLLISION WARNING		
	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	Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY
TEST SCENARIO														
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR



81%

10.57 POINTS  
OUT OF 13

# SAFETY ASSIST

The Lexus UX 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) and lane departure warning (LDW). Blind spot monitoring (BSM) was optional prior to January 2024 production, and became standard from this date.

Tests of the AEB system showed GOOD results 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 (ELK) scenarios and overall performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seat belt reminder system with occupancy detection is fitted to all seating positions.

## SPEED ASSISTANCE SYSTEMS

2.88 (out of 3)

## SEAT BELT REMINDERS

3.00 (out of 3)

## LANE SUPPORT SYSTEMS

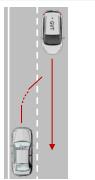
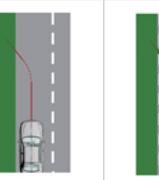
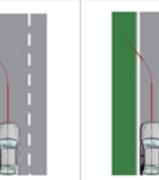
2.25 (out of 4)

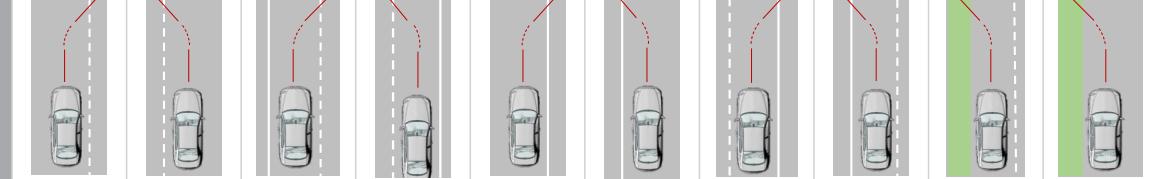
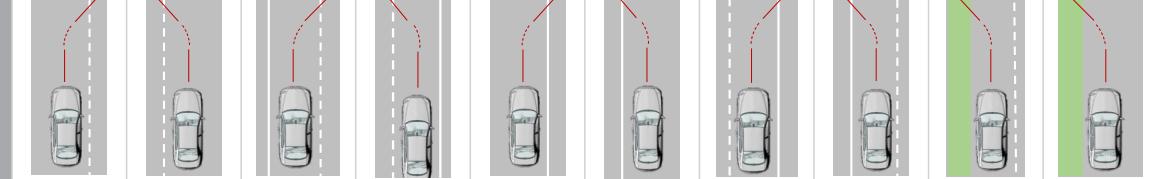
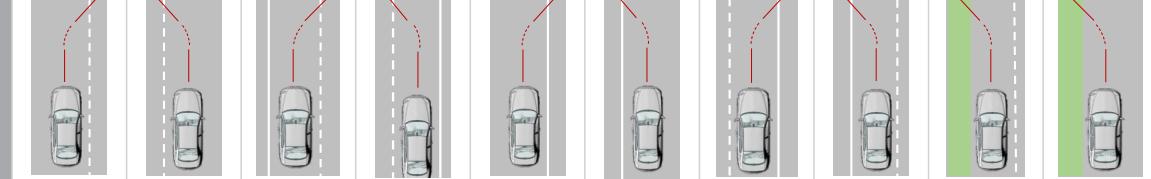
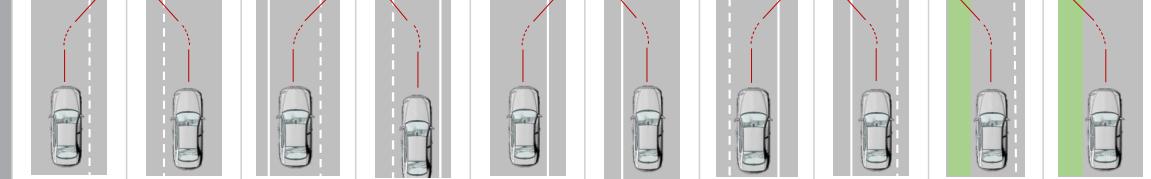
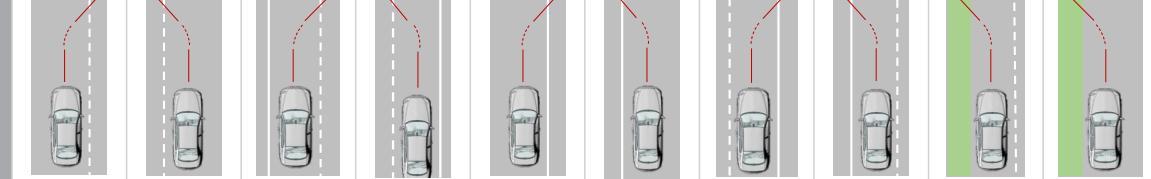
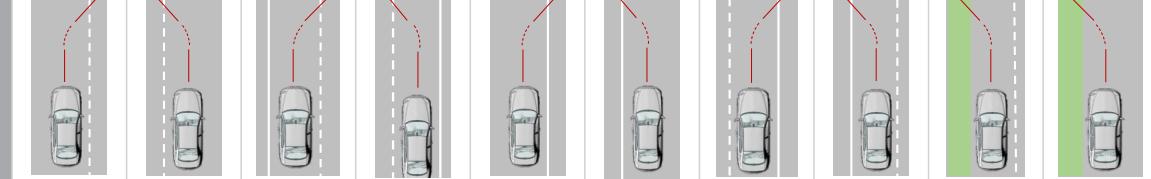
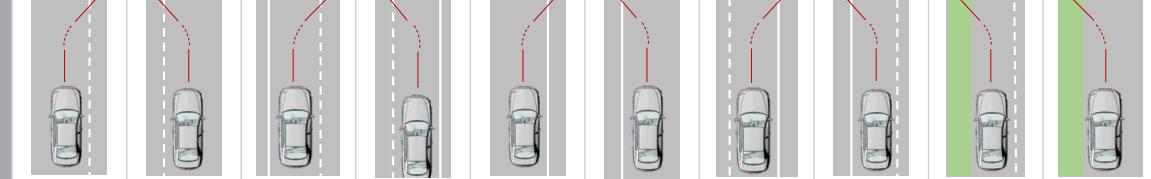
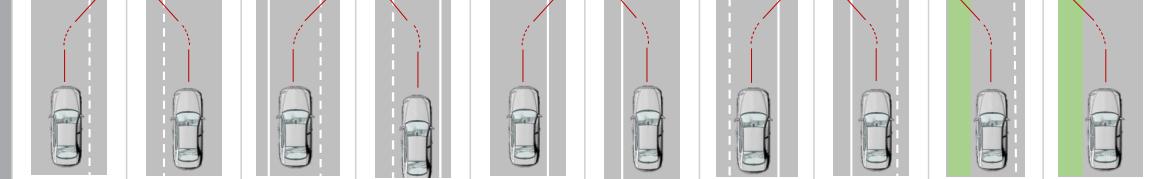
## AEB - Interurban

2.45 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lexus Safety System + (lane departure alert with steering control)  
**OPERATIONAL FROM:** 50-180 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		
						
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 APPLICABLE

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

# SAFETY ASSIST



81%

10.57 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Lexus Safety System + (pre-crash system)  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-180 km/h  
**DESCRIPTION:** Defaults ON for every journey.

FUNCTION	HUMAN MACHINE INTERFACE (HMI)														
	Supplementary warning					[NOT FITTED]									
FORWARD COLLISION WARNING (FCW)															
TEST SCENARIO	Driving towards a stationary car														
PERFORMANCE	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	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY		
PERFORMANCE	GOOD									

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Dynamic radar cruise control with road sign assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
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) - 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 on vehicles built from August 2021.

\* Standard on vehicles built from July 2022.

^ Standard on vehicles built from January 2024.

● 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	Lexus UX Hybrid Premium LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre hybrid
RATING PUBLISHED	October 2020
RATING UPDATED	March 2024