

HYUNDAI TUCSON

MAY 2021 - ONWARDS
ALL VARIANTS



The Hyundai Tucson was introduced in Australia in May 2021 and New Zealand in July 2021. This ANCAP safety rating applies to all variants.



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Petrol + Diesel + Hybrid + PHEV
BUILT FROM	March 2021
ON SALE FROM	AUS: May 2021 NZ: July 2021
SERIES	NX4
AIRBAGS	Dual frontal, side chest, side head, centre

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags 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), and an advanced speed assistance system (SAS) are standard on all variants.



86%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



66%

VULNERABLE ROAD USER
PROTECTION



70%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Tucson 2.0 MPI	5 door SUV	2.0 litre petrol	FWD	✓	-
Hyundai Tucson 2.0 MPI Active	5 door SUV	2.0 litre petrol	FWD	-	✓
Hyundai Tucson 2.0 MPI Elite	5 door SUV	2.0 litre petrol	FWD	✓	✓
Hyundai Tucson 2.0 MPI Highlander	5 door SUV	2.0 litre petrol	FWD	✓	-
Hyundai Tucson 1.6 GDI Active	5 door SUV	1.6 litre petrol	AWD	-	✓
Hyundai Tucson 1.6 GDI Elite	5 door SUV	1.6 litre petrol	AWD	✓	✓
Hyundai Tucson 1.6T GDI Highlander	5 door SUV	1.6 litre petrol	AWD	✓	-
Hyundai Tucson 1.6T GDI Limited	5 door SUV	1.6 litre petrol	AWD	-	✓
Hyundai Tucson 1.6T GDI N-Line	5 door SUV	1.6 litre petrol	AWD	-	✓
Hyundai Tucson 2.0R Elite	5 door SUV	2.0 litre diesel	AWD	✓	-
Hyundai Tucson 2.0R Highlander	5 door SUV	2.0 litre diesel	AWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid	5 door SUV	1.6 litre petrol hybrid	FWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid N-Line	5 door SUV	1.6 litre petrol hybrid	FWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid Elite N-Line	5 door SUV	1.6 litre petrol hybrid	FWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid Elite N-Line	5 door SUV	1.6 litre petrol hybrid	AWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid Premium	5 door SUV	1.6 litre petrol hybrid	AWD	✓	-
Hyundai Tucson 1.6T GDi Hybrid Premium N-Line	5 door SUV	1.6 litre petrol hybrid	AWD	✓	-
Hyundai Tucson 1.6T CRDi Active	5 door SUV	1.6 litre diesel	AWD	-	✓
Hyundai Tucson 1.6T CRDi Elite	5 door SUV	1.6 litre diesel	AWD	-	✓
Hyundai Tucson 1.6T CRDi Limited	5 door SUV	1.6 litre diesel	AWD	-	✓
Hyundai Tucson 1.6T GDi Hybrid Active	5 door SUV	1.6 litre petrol hybrid	FWD / AWD	-	✓
Hyundai Tucson 1.6T GDi Hybrid Elite	5 door SUV	1.6 litre petrol hybrid	FWD / AWD	✓	✓
Hyundai Tucson 1.6T GDi Plug-In Hybrid Active	5 door SUV	1.6 litre petrol plug-in hybrid	AWD	-	✓
Hyundai Tucson 1.6T GDi Plug-In Hybrid Elite	5 door SUV	1.6 litre petrol plug-in hybrid	AWD	-	✓

- NOT APPLICABLE

TESTED VARIANT

NOT COVERED BY THIS RATING

COVERED BY THIS RATING

ADULT OCCUPANT PROTECTION



86%
33.05 POINTS
OUT OF 38

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

The front structure of the Hyundai Tucson presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.10 point penalty was applied.

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

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

The Hyundai Tucson is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and GOOD for the vehicle-to-pole scenario.

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

FRONTAL OFFSET (MPDB)[#]	5.17 (out of 8)
FULL WIDTH FRONTAL[#]	7.25 (out of 8)
SIDE IMPACT[#]	5.51 (out of 6)
OBLIQUE POLE[#]	6.00 (out of 6)
WHIPLASH PROTECTION	3.25 (out of 4)
FAR SIDE IMPACT	3.88 (out of 4)
RESCUE & EXTRICATION	2.00 (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:	2.01 pts
Upper legs:	4.00 pts
Lower legs:	3.96 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.76 pts
Upper legs:	4.00 pts
Lower legs:	1.42 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.10 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	1.94 pts
Upper legs:	4.00 pts
Deductions:	Nil

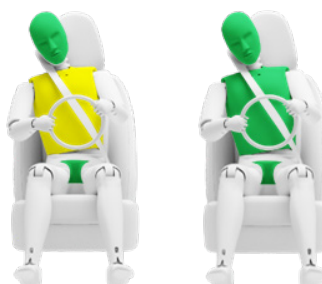
REAR PASSENGER

Head:	4.00 pts
Neck:	3.89 pts
Chest:	3.15 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

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	2.69 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

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

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	3.27 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:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.63 pts
Rear passenger:	0.63 pts



87%

42.63 POINTS
OUT OF 49

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD for all critical body areas.

In the side impact test, protection of the head of the 10 year dummy was MARGINAL, while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Hyundai Tucson 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 most child restraints could be accommodated in most rear seating positions, however care is needed to correctly install several of the child restraints in the centre seating position. One of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages in the outboard seats.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	7.80 (out of 8)
RESTRAINT INSTALLATION	10.84 (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.



87%

42.63 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.



66%

36.10 POINTS
OUT OF 54

The bonnet of the Hyundai Tucson provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL to POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface.

The bumper provided GOOD protection to pedestrians' lower legs however protection of the pelvis and upper legs was predominantly POOR.

The autonomous emergency braking (AEB) system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios and GOOD performance in cyclist test scenarios. The Tucson's AEB system does not react to vulnerable road users in reverse (AEB Backover) and therefore no points are awarded in this area. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	16.17 (out of 24)
UPPER LEG IMPACTS	1.65 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	5.05 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	7.23 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Forward Collision Avoidance Assist
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				-						-		-		
ADEQUATE														

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)





70%

11.35 POINTS
OUT OF 16

The Hyundai Tucson is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Overall performance of the AEB (Car-to-Car) system was rated as ADEQUATE. An AEB Junction Assist system is standard on Australian and New Zealand variants, but was optional in Europe so was not tested or scored.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance in this area was classified as GOOD.

A standard-fit speed assistance system (SAS) is also provided which identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and rear outboard seating positions.

A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders	1.67 (out of 2)
- Driver monitoring	1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.58 (out of 3)

LANE SUPPORT SYSTEMS 3.25 (out of 4)

AEB - Car-to-Car 2.86 (out of 4)

AEB - Junction Assist NOT TESTED (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 60-201 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	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	GOOD	GOOD	GOOD	GOOD	GOOD
ADEQUATE										

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)	[NOT STANDARD]



AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-85 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	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				
AEB (10-50 km/h)						[NOT TESTED]				
FCW (30-80 km/h)										
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					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	ADEQUATE								

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	Hyundai Tucson 1.6 T-GDI HEV LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Hybrid
RATING PUBLISHED	October 2021
RATING UPDATED	August 2024

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 on vehicles built from November 2022.

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