

HYUNDAI STARIA-LOAD

NZ: AUGUST 2021 - ONWARDS

AUS: SEPTEMBER 2021 - ONWARDS

DIESEL & HYBRID VARIANTS (AUTOMATIC)



ANCAP
SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Van
ENGINE TYPE	Diesel + Hybrid
BUILT FROM	NZ: May 2021 AUS: May 2021
ON SALE FROM	NZ: August 2021 AUS: September 2021
SERIES	US4-V
AIRBAGS	Dual frontal, side chest, side head, centre



The Hyundai Staria-Load was introduced in New Zealand in August 2021 and Australia in September 2021. This ANCAP safety rating applies to all automatic transmission diesel and hybrid variants. Manual transmission variants are unrated.

The ANCAP safety rating for the Staria-Load van is based on testing of the Hyundai Staria people mover. ANCAP was provided with technical information to show that the test results of the people mover are also applicable to Staria-Load variants with automatic transmission.

The 1.6 litre turbo hybrid variant of the Staria-Load was introduced to Australia in May 2026, and additional frontal offset (MPDB) and oblique pole tests were conducted in order to confirm the integrity of the battery and safety of high voltage electrical systems fitted to Staria-Load hybrid variants.

Installation of child restraints in the second row is not recommended as there are no top tether anchorages available.

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 and Vulnerable Road User), a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and blind spot monitoring (BSM) are standard on all variants.

NOTE: The Staria-Load is a cargo-carrying van and is not suitable for transporting young children as it does not have top tether anchorages for child restraints. Child Occupant Protection (COP) has not been assessed.



85%

ADULT OCCUPANT
PROTECTION



N/A

CHILD OCCUPANT
PROTECTION



65%

VULNERABLE ROAD USER
PROTECTION



74%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Staria-Load 2.2R 2P	Van	2.2 litre diesel	Automatic FWD	✓	✓
Hyundai Staria-Load 2.2R 2P	Van	2.2 litre diesel	Manual FWD	-	✗
Hyundai Staria-Load 2.2R 5P	Van	2.2 litre diesel	Automatic FWD	✓	✓
Hyundai Staria-Load 2.2D 2P Liftback / Twin Swing	Van	2.2 litre diesel	Automatic FWD	✓	-
Hyundai Staria-Load 2.2D 2P Liftback Premium	Van	2.2 litre diesel	Automatic FWD	✓	-
Hyundai Staria-Load 2.2D 5P Liftback / Twin Swing	Van	2.2 litre diesel	Automatic FWD	✓	-
Hyundai Staria-Load 2P	Van	1.6 litre turbo hybrid	Automatic FWD	✓	-

ADULT OCCUPANT PROTECTION



85%

32.38 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the front passenger chest was ADEQUATE. GOOD protection was offered to all other critical body regions for both the driver and front passenger.

The front structure of the vehicle presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.09 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection was ADEQUATE for the neck and MARGINAL for the chest of the rear passenger. GOOD protection was offered to all other critical body regions for both the driver and rear passenger. The rear passenger 'submerged,' with the seatbelt slipping into the abdomen of the dummy.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the oblique pole test, protection of the chest was WEAK while all other areas provided GOOD protection.

The Hyundai Staria-Load 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 GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in 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)#	6.37	(out of 8)
FULL WIDTH FRONTAL#	6.36	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	4.57	(out of 6)
WHIPLASH PROTECTION	3.08	(out of 4)
FAR SIDE IMPACT	4.00	(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:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.83 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-3.09 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

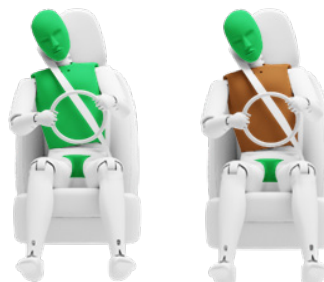
Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	2.77 pts
Chest:	2.65 pts
Upper legs:	0.00 pts
Deductions:	-4.00 pts (upper legs submarining)

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:	0.18 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:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.46 pts
Rear passenger:	0.63 pts

RESCUE & EXTRICATION

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



65%
35.37 POINTS
OUT OF 54

The bonnet of the Hyundai-Load provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded along the front and rear of the bonnet and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and WEAK performance, while the bumper provided mostly GOOD protection to pedestrians' legs with some ADEQUATE results seen at the centre of the bumper.

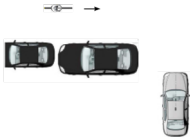
The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	12.44 (out of 24)
UPPER LEG IMPACTS	4.80 (out of 6)
LOWER LEG IMPACTS	5.78 (out of 6)
AEB - Pedestrian (forward)	5.66 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	6.68 (out of 9)

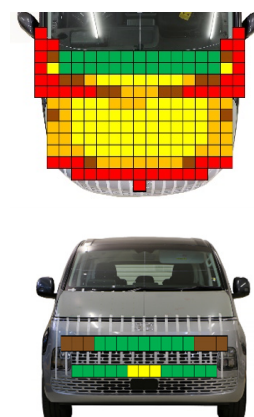
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	FCA (Forward Collision Avoidance)
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	2-200 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		ADEQUATE		ADEQUATE		ADEQUATE		ADEQUATE		ADEQUATE		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					
ADEQUATE					

PEDESTRIAN IMPACT TEST (40 KM/H)





The Hyundai Staria-Load is fitted as standard with a range of safety assist features including an autonomous emergency braking system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) 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. The AEB system does not react to vehicles in turning scenarios (AEB Junction Assist), and hence these tests were not conducted. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as ADEQUATE.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios with overall performance classified as GOOD.

A driver-set speed limiter is standard equipment. A speed assistance system (SAS) is also standard on the Hyundai Staria-Load. This system 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 for the front passenger and where fitted, all rear outboard seating positions, but not the centre position for the second row. 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

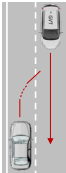
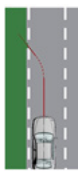
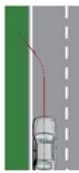
3.41 (out of 4)

AEB - Junction Assist

0.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: LKA (Lane Keep Assist)
 OPERATIONAL FROM: 60-200 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											
ADEQUATE											

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
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:	FCA (Forward Collision Avoidance)
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									
						[NOT TESTED]			
AEB (10-50 km/h)									
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									
GOOD									

OCCUPANT STATUS

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

* Occupant detection for rear outboard seating positions of 5 seat variants only

Applicable for 5 seat variants only

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

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

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

Hyundai Staria RHD
2021 + 2026
People mover
3.5 litre petrol
1.6 turbo hybrid
December 2021
August 2026

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.

* Applicable to 5 seat variant only

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