

HYUNDAI STARIA

NZ: AUGUST 2021 - ONWARDS

AUS: SEPTEMBER 2021 - ONWARDS

ALL VARIANTS



ANCAP

SAFETY

TESTED
2021



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



The Hyundai Staria was introduced in New Zealand in August 2021 and Australia in September 2021. This ANCAP safety rating applies to petrol and diesel variants, as well as seven-seat Staria Lounge hybrid variants introduced in May 2026.

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.

Additional frontal offset (MPDB) and oblique pole tests were conducted on the hybrid Staria Lounge in order to confirm the integrity of the battery and safety of high voltage electrical systems.

NOTE: Top tethers are not available in the third row and installation of child restraints in the third row is therefore not recommended.



85%

ADULT OCCUPANT
PROTECTION



86%

CHILD OCCUPANT
PROTECTION



65%

VULNERABLE ROAD USER
PROTECTION



74%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Staria 3.5MPI ♦	People mover	3.5 litre petrol	2WD	✓	-
Hyundai Staria 2.2R	People mover	2.2 litre diesel	AWD	✓	✓
Hyundai Staria Lounge ♦	People mover	1.6 litre turbo hybrid	2WD	✓	-
Hyundai Staria 2.2R	People mover	2.2 litre diesel	2WD	-	✓

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 Hyundai Staria 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.

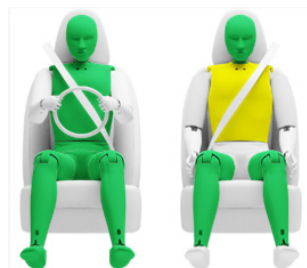
The Hyundai Staria is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests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



FULL WIDTH FRONTAL (50km/h)



DRIVER

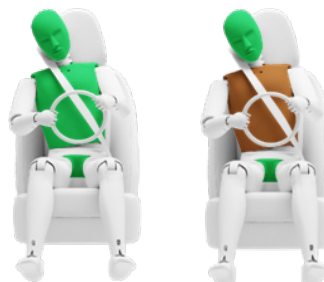
Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

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
---------------	------------



RESCUE & EXTRICATION

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

WHIPLASH (REAR IMPACT) PROTECTION



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

CHILD OCCUPANT PROTECTION



86%

42.32 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 MARGINAL.

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

The Hyundai Staria is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the third row and installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions of eight-seat petrol and diesel variants, however one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages. All of the selected child restraints could be accommodated in all second row seating positions of the seven-seat Staria Lounge hybrid.

DYNAMIC TEST (FRONT)	14.72	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.60	(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

[#] Applicable to petrol/diesel variants only

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.



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	✗	●	●	●	✗	✗	✗
		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	TYPE A	Rearward facing capsule	✗	●	-	●	✗	✗	✗
		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.

^ 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.

Applicable to petrol/diesel variants only

~ Could not be correctly installed in rearward facing mode on eight-seat petrol and diesel variants. Could be installed without problem in the seven-seat Hyundai Staria Lounge hybrid.



65%

35.37 POINTS
OUT OF 54

The bonnet of the Hyundai Staria 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.

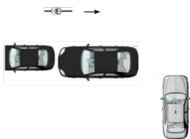
The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted. In cyclist test scenarios, the AEB system offered ADEQUATE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

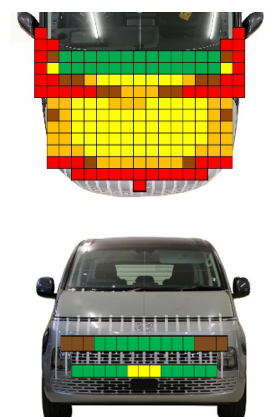
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

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															

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)





74%
11.90 POINTS
OUT OF 16

The Hyundai Staria 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. 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 all rear outboard seating positions, but not the centre position for the second or third 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)

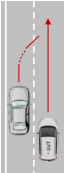
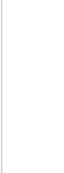
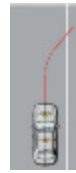
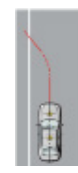
LANE SUPPORT SYSTEMS 3.25 (out of 4)

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)	PASS



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 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.

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