TESLA MODEL Y L



APPLIES TO Model Y L (six seat, three row)	**BUILT FROM** February 2026	**RATING CRITERIA** 2023-2025
VEHICLE TYPE Medium SUV	**ON SALE FROM** March 2026	**RATING EXPIRES** December 2031
ENGINE / MOTOR TYPES Battery Electric	**MODEL SERIES** n/a	**AIRBAGS** Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★ ★ ★ ★ ★

The Tesla Model Y L was introduced in Australia and New Zealand in March 2026.

This ANCAP safety rating for the six seat, three row Tesla Model Y L is based on testing of the closely-related five seat, two row Tesla Model Y. ANCAP was provided with technical information to show that the test results of the Tesla Model Y are also applicable to the Tesla Model Y L.

Separate safety ratings are available for five seat, two row Tesla Model Y variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction and Backover), 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.

SAFETY NOTE

Installation of the selected child restraints for the second row seating positions may require the use of an extension strap. Installers should follow the instructions provided by Tesla and the child restraint manufacturer.
In the third row, rearward-facing and forward-facing convertible child restraints with side mounted tension indicators could not be easily installed using the ISOFix anchorages.
As a result, care should be taken when selecting and installing child restraints in these positions.

ASSESSMENT SCORES

Adult Occupant Protection
91%
36.52 out of 40

Child Occupant Protection
88%
43.43 out of 49

Vulnerable Road User Protection
86%
54.38 out of 63

Safety Assist
92%
16.65 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Tesla Model Y L (six seat, three row)	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓
Tesla Model Y (five seat, two row)	5 door SUV	Battery Electric Vehicle (BEV)	RWD	[See separate rating]	
Tesla Model Y Long Range (five seat, two row)	5 door SUV	Battery Electric Vehicle (BEV)	AWD	[See separate rating]	
Tesla Model Y Performance (five seat, two row)	5 door SUV	Battery Electric Vehicle (BEV)	AWD	[See separate rating]	

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

91%

36.52 out of 40

FRONTAL OFFSET (MPDB)# **6.40 points** out of 8	OBLIQUE POLE# **5.33 points** out of 6	RESCUE & EXTRICATION **3.00 points** out of 4
FULL WIDTH FRONTAL# **7.79 points** out of 8	WHIPLASH PROTECTION **4.00 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **4.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

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

The front structure of the vehicle presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.91 point penalty (out of 8.00 points) was applied.

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

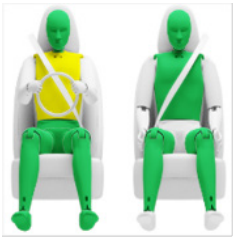
In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and maximum points were scored.

In the **oblique pole** test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The Tesla Model Y L is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts 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. It was demonstrated that, if the car entered water, the doors and windows of the Tesla Model Y L would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.70 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-2.91 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.98 pts	3.20 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



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

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	2.21 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

91%

36.52 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

88%

43.43 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
10.43 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
9.00 points out of 13

The Tesla Model Y L is fitted with lower ISOFix anchorages on the second and third row seats and top tether anchorages for all second and third row seating positions. Installation of typical child restraints available in Australia and New Zealand showed that, in the second row, use of an extension strap may be required. Installers should follow the fitting instructions provided by Tesla and the child restraint manufacturer. Rearward facing and forward facing convertible child restraints could not be easily installed using the ISOfix anchorages in the third row as side mounted tension indicators were not easily visible. As a result, care should be taken when selecting and installing child restraints in these positions.

Frontal offset and **side impact** crash tests were conducted on a five seat, two row Tesla Model Y using European child restraints. Protection of the 10 year and 6 year dummies was GOOD in both tests, and maximum points were scored. Tesla provided ANCAP with technical information demonstrating that similar performance could be expected from the six seat, three row Tesla Model Y L with correctly installed child restraints.

A direct child presence detection (CPD) system is fitted for the first and second row seating positions. The system provides an alert and warning when a child is detected in the vehicle after stopping, and can activate the vehicle's air-conditioning. However, the system is not available for the third row, so does not meet ANCAP's requirements and was not rewarded.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	–	●	–
Top Tether Anchorage	✕	●	–	●	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	●	●	–	✕	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	–	●	●	–	●
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	●	–	●
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	●	–	●
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	●	–	●
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	●	–	●
	Booster - 4 to 8 years	✕	●	–	●	●	–	●
	Booster - 4 to 10 years	✕	●	–	●	●	–	●
ISOFIX	**Rearward-facing capsule**	✕	●	–	●	●	–	●
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	●	–	●
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	●	–	●
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	●	–	●
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	●	–	●

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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 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.

Vulnerable Road User Protection

86%

54.38 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **13.38 points** out of 18	KNEE & TIBIA PROTECTION **8.85 points** out of 9	AEB CYCLIST **9.00 points** out of 9
PELVIS PROTECTION **3.54 points** out of 4.5	AEB PEDESTRIAN (Forward) **7.00 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **2.60 points** out of 4.5	AEB PEDESTRIAN (Backover) **1.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

The Tesla Model Y L has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. In **pedestrian impact** tests, the vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection over most of the bonnet surface. The windscreen provided ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars and the base of the windscreen.

Protection of the pelvis, femurs and lower legs was mixed, ranging from GOOD to WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in all forward tests, including turning scenarios. Performance in reverse (**AEB Backover**) scenarios was ADEQUATE.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including turning scenarios. The vehicle can prevent door opening when a bicycle is approaching from behind (**cyclist anti-dooring**).

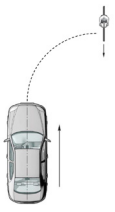
GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning and emergency lane keeping scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Collision Avoidance Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	1-150 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	●
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

86%

54.38 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	ADEQUATE			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD											-		-

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist
Operational From	40-145 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

92%

16.65 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.17 points out of 2

SPEED ASSISTANCE SYSTEMS
2.73 points out of 3

AEB / AES (Car-to-Car)
3.75 points out of 4

AEB / AES (Junction & Crossing)
4.00 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Tesla Model Y is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. **AEB Head-On** system functionality showed GOOD performance.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios, earning full points.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

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

A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Collision Avoidance Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	8-150 km/h



GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

92%

16.65 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

TEST VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
Start from stop	-	-	-					
10km/h				-	-	-	-	-
15km/h				-	-	-	-	-
20km/h								
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			GOOD				

TEST VEHICLE SPEED	TARGET VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle	
		50km/h	70km/h
Travelling straight	50km/h		-
	70km/h	-	
Lane change	50km/h		-
	70km/h	-	
PERFORMANCE		GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Assist
Operational From	40-145 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED



Safety Assist

92%

16.65 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	NOT ASSESSED
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	NOT ASSESSED

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	✕
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	–	–
Seat belt pre-tensioners (rear outboard seats) - 3rd row	✕	✕
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●#	●#
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

First and second rows only

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Tesla Model Y Premium AWD, LHD
Tesla Model Y L AWD, RHD

TESTED BODY TYPE
5 door SUV

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING PUBLISHED
May 2026

RATING UPDATED
October 2026