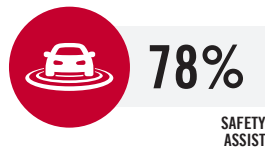
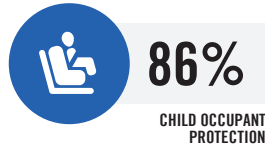
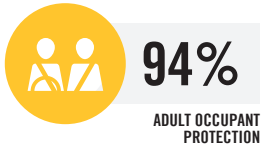


HYUNDAI SANTA FE

JULY 2018 - ONWARDS
ALL VARIANTS



TESTED
2018



HYUNDAI SANTA FE

OVERVIEW

The Hyundai Santa Fe was introduced in Australia in July 2018 and New Zealand in October 2018. This ANCAP safety rating applies to all variants.

Dual frontal airbags, side chest-protecting and side head-protecting airbags (curtains) are standard equipment.

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are standard.

The side curtain airbag was found to have torn during initial crash tests. Hyundai has implemented production changes for new vehicles, and a recall has been initiated for vehicles already in service.

Some variants of the Santa Fe are equipped with a Child Presence Alert, to warn the driver if a child is left in the vehicle, and a Safe Exit Assist system that locks the doors to prevent exit if an approaching vehicle is detected.

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2018
VEHICLE TYPE	Large SUV
AIRBAGS	Dual frontal, side chest, side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Santa Fe Active 2.4 GDi	5 door wagon	2.4 litre petrol	AWD	✓	-
Hyundai Santa Fe Active 2.2 R	5 door wagon	2.2 litre diesel	AWD	✓	-
Hyundai Santa Fe Elite 2.2 R	5 door wagon	2.2 litre diesel	AWD	✓	✓
Hyundai Santa Fe Highlander 2.2 R ◆	5 door wagon	2.2 litre diesel	AWD	✓	-
Hyundai Santa Fe	5 door wagon	2.4 litre petrol	AWD	-	✓
Hyundai Santa Fe Elite	5 door wagon	2.4 litre petrol	AWD	-	✓
Hyundai Santa Fe Limited	5 door wagon	2.4 litre petrol	AWD	-	✓
Hyundai Santa Fe	5 door wagon	2.2 litre diesel	AWD	-	✓
Hyundai Santa Fe Limited	5 door wagon	2.2 litre diesel	AWD	-	✓

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

ADULT OCCUPANT PROTECTION



94%

35.89 POINTS
OUT OF 38

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

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

In the side impact test, GOOD protection was provided for the driver. In the oblique pole test, chest protection for the driver was ACCEPTABLE. All other critical body regions saw GOOD results.

Two issues were identified with the curtain airbag during the frontal offset and side impact tests - the airbag was torn and a portion of the airbag became caught on the upper belt anchorage of the C-pillar during deployment. Hyundai investigated this issue and a change has been made to vehicles in production. A recall has been initiated to rectify affected vehicles in Australia. Following production changes, the side impact test was repeated and confirmed the tearing of the airbag had been resolved, however the airbag again caught on the upper belt anchorage of the C-pillar and did not deploy as intended. As a result, penalties have been applied to both the side impact and oblique pole test scores.

The autonomous emergency braking system (AEB) showed GOOD performance at low speeds typical of city driving, with collisions avoided in all test scenarios.

FRONTAL OFFSET#	7.91 (out of 8)
FULL WIDTH FRONTAL#	7.81 (out of 8)
SIDE IMPACT#	7.50 (out of 8)
OBLIQUE POLE#	7.33 (out of 8)
WHIPLASH PROTECTION	1.34 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 points
Chest: 3.91 points
Upper legs: 4.00 points
Lower legs: 4.00 points
Deductions: Nil



Front Passenger

Head / neck: 4.00 points
Chest: 4.00 points
Upper legs: 4.00 points
Lower legs: 3.91 points
Deductions: Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

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



Rear Passenger

Head: 4.00 points
Neck: 3.24 points
Chest: 4.00 points
Upper legs: 4.00 points
Deductions: Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head: 3.00 points
Chest: 4.00 points
Abdomen: 4.00 points
Pelvis: 4.00 points
Deductions: -1.00 point (incorrect airbag deployment)



Driver

Head: 3.00 points
Chest: 3.65 points
Abdomen: 4.00 points
Pelvis: 4.00 points
Deductions: -1.00 point (incorrect airbag deployment)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

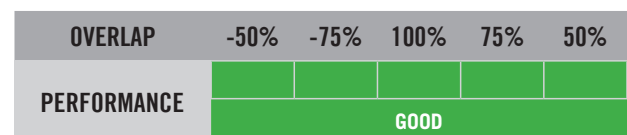
Rear: 0.09 points
Front: 1.25 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points



GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.15 POINTS
OUT OF 49

In the frontal offset test, neck tension in the 6 year and 10 year dummies indicated ACCEPTABLE and MARGINAL protection respectively, but that of other body regions was GOOD.

In the side impact test, which was repeated following rectification of the airbag issue, protection of both the 6 and 10 year dummies was GOOD for all body regions.

The Hyundai Santa Fe 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.

Installation of typical child restraints available in Australia and New Zealand showed GOOD results for those positions where a top tether anchorage is provided.

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

DYNAMIC TEST (FRONT)	15.15 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.15 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	×	●	●	●	×	-	×
		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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



67%
32.17 POINTS
OUT OF 48

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian with some WEAK and POOR results recorded at the base of the windscreen, on the windscreen pillars and on the leading edge of the bonnet.

Protection of the pelvis area was GOOD or MARGINAL, while the bumper showed an ADEQUATE level of protection to the legs in most areas.

The autonomous emergency braking system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The effectiveness of the AEB system in night-time scenarios was MARGINAL, while in daytime conditions, detecting and braking was ADEQUATE for pedestrians and MARGINAL for cyclists.

HEAD IMPACTS	15.10 (out of 24)
UPPER LEG IMPACTS	4.96 (out of 6)
LOWER LEG IMPACTS	5.34 (out of 6)
AEB - Pedestrian	4.10 (out of 6)
AEB - Cyclist	2.67 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Forward Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: Defaults ON for every journey. System detects pedestrians and cyclists and functions in both day and night.

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
PERFORMANCE	GOOD	-	GOOD	MARGINAL	GOOD	ADEQUATE	ADEQUATE	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL	GOOD	ADEQUATE
	ADEQUATE										MARGINAL			

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



78%

10.14 POINTS
OUT OF 13

The Santa Fe is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) functionality. A blind spot monitoring system (BSM) is also standard equipment.

Tests of the AEB system showed GOOD performance in highway speed scenarios with collisions avoided or mitigated in most scenarios. Tests of LSS functionality showed GOOD performance.

A seat belt reminder system is fitted to all seats. An occupancy detection system is fitted to second row outboard and third row seats.

A manually-set speed assistance system is available as standard. A speed limit information function is not available.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	2.90 (out of 3)
LANE SUPPORT SYSTEMS	3.50 (out of 4)
AEB - Interurban	2.49 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-160 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	GOOD	-	-	-	-	GOOD	GOOD	GOOD

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO		Dashed Line				Solid Line				Road Edge	
PERFORMANCE		GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



78%

10.14 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Forward Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-160 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)																																																	
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	[NOT FITTED]																																												
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SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limitation System

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually se

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	● [#]
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

[#]Excludes 2nd row centre seating position.

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	●	●
Safe exit assist	●	●
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 ● 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	Hyundai Santa Fe LX3 LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.2 litre CRDI
RATING PUBLISHED	5 December 2018
RATING UPDATED	n/a