

Hyundai Tucson + 6 Airbags



 ADULT OCCUPANT	84%
 CHILD OCCUPANT	92%
 PEDESTRIAN PROTECTION	75%
 SAFETY ASSIST	96%

 SPECIFICATIONS

Tested model	Tucson
Body type	5 door SUV
Year of publication	2025
Crash test weight (KG)	1916
VIN from which Rating applies	From VIN KMHJB81DASU349493 and date April 5th 2024 (Korea and Czech Republic productions)
Made in	Korea, Czech Republic
Test valid for	Latin NCAP market

 SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NO-JUST OPTIONAL
Belt Loadlimiter	YES STANDARD	YES STANDARD	NO-JUST OPTIONAL
Knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	YES STANDARD	YES STANDARD	YES STANDARD
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut out switch	NOT APPLICABLE	YES MANUAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	YES STANDARD
OTHER SAFETY SYSTEMS			
ESC standard	YES STANDARD		
GTR 9 - UN 127 Pedestrian protection	MEETS UN 127 STANDARD		
AEB Pedestrian	NO-JUST OPTIONAL		
AEB City	NO-JUST OPTIONAL		
AEB inter-Urban	NO-JUST OPTIONAL		
Speed Assist System	YES STANDARD		
Lane Assist system	NO-JUST OPTIONAL		



ADULT OCCUPANT

33.59 points / 83.98%

FRONTAL OFFSET DEFORMABLE BARRIER

11.7 p



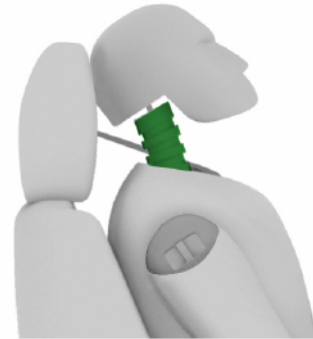
FRONTAL DRIVER



FRONTAL PASSENGER

WHIPLASH REAR IMPACT

2.38 p



SIDE MOVABLE DEFORMABLE BARRIER TEST (car)

8.0 p



SIDE POLE IMPACT TEST (Pole)

this test is only performed if side head impact protection is present, otherwise it scores 0

6.55 P

PROTECTION



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

UN R32 (max 1 point)

1

AEB City (max 3 points)

3

Rescue Sheet (max 1 point)

1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

NO



ADULT OCCUPANT

33.59 points 83.98%



COMMENTS

Adult Occupant - Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest showed adequate protection while passenger's chest showed good protection. Driver's and passenger's knees showed marginal protection as they can impact dangerous structures behind the fascia. Driver's tibias showed adequate protection and passenger's tibias showed good protection. Footwell area was rated as stable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. **Side impact:** Head, abdomen chest and pelvis showed good protection. **Side Pole Impact:** Head and pelvis showed good protection while chest showed marginal protection and abdomen adequate protection. **Whiplash:** the seat showed good protection to the adult neck. **UN R32:** the car meets the rear impact structure requirements. **AEB City:** the car offers full performance and fulfils Latin NCAP availability requirements. **Rescue sheet:** available according to Latin NCAP criteria.

CHILD RESTRAINT SYSTEM

Dynamic score:
23.90 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
9.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joie Spin 360	Front 8.00 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF
3 year old child	Joie Spin 360	Front 7.90 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

REFERENCE LIST			2ND ROW			
			RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Group 0+	Roemer Baby Safe		<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Group I	Peg Perego Viaggio Switchable FWF		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Group I	Graco Cadeira Nautilus FWF		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Group II/III	Burigotto Multipla 1,2,3		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Group II/III	Graco Cadeira Nautilus		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
MANUFACTURER			RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joie Spin 360	ISOFIX/LEG	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Q3	Joie Spin 360	ISOFIX/LEG	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

☒ Pass

☒ Fail

☐ Exempt

*Fail only due to failed marking

COMMENTS

Child Occupant - The child seat for the Q1.5 child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and showed full protection. The 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg It was capable of preventing head exposure offering almost full protection to the child. **Side Impact:** Both CRSs offered full protection. All seats passed the installation assessment. The car has ISOFIX anchorages marked as I-Size as standard. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car has a passenger airbag disconnection as standard.



PEDESTRIAN PROTECTION (pasive)

24.04 points

The car meets regulation UN 127 for pedestrian protection



	Points	Max score
Head impact	16.83	24
Upper Leg impact (Pelvis)	1.20	6
Lower Leg impact (Leg)	6.00	6

AEB PEDESTRIAN AND VULNERABLE ROAD USERS

12.00 points

Balance factor for Pedestrian protection (until 2022)

-

Name of System	FCA Ped/Cyc
speed range Minimum (km/h)	5
speed range Maximum (km/h)	85

PERFORMANCE

Summary	Percentage
Adult Running, farside, 50%	100%
Adult Walking, nearside, 25%	100%
Adult Walking, nearside, 75%	100%
Child Running, nearside oscured, 50%	100%
Human Machine Interaction	100%



Pedestrian Protection - The car proved to meet Pedestrian protection UN127 regulations. The car showed majority of head impact areas in the hood with good and adequate protection, towards the windscreen and a-Pillars protection is marginal and poor. Some areas towards the front outer edge of the hood also received poor protection. Upper leg performance was good in the centre and weak towards the ends of the upper front. Lower leg performance showed good protection. **AEB VRU:** the car offers AEB VRU meeting the technical and availability requirements achieving full score.

SPEED ASSISTANCE (this feature scores only if it is standard in all versions)	3.00 points	SEAT BELT REMINDER (this feature scores only if it is standard in all versions)	10.00 points
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Warning	Driver	Passenger	Rear Passenger
Visual	✓	✓	✓
Audible	✓	✓	✓

LANE SUPPORT SYSTEMS	1.00 points
LDW is available according to Latin NCAP requirements LKA is available according to Latin NCAP requirements	

System Name	Lane Safety	PERFORMANCE	
Functionality	LDW & LKA	LKA Test	Fail
Operational from (km/h)	60	LDW Test	Pass
Warning	Audible and Visual		

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required)	1.00 points
RED is available according to Latin NCAP requirements	

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required)	3.00 points
BSD long range was verified by Validation	

ESC	15.00 points
ESC IS STANDARD IN ALL VERSIONS ESC Meets regulatory requirements of Latin NCAP	

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST	
Max Speed Achieved in test without failures (km/h)	85

MOOOSE TEST: CONSUMER TESTING	
Max Speed Achieved in test without failures (km/h)	75

AEB Interurban (this feature scores only if it me points ets the fitment rates required)	7.40 points
System Name	FCA-Car
Functionality	FCW and AEB
Operational from (km/h)	10

PERFORMANCE		
	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	10 km/h - 180 km/h	10 km/h - 180 km/h
Approaching a slower moving car	Crash avoided up to 65 km/h	Crash avoided up to 70 km/h

FOLLOWING A CAR AT SHORT DISTANCE		
	AEB	Driver Reacts to warning
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

FOLLOWING A CAR AT LONG DISTANCE		
	AEB	Driver Reacts to warning
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Avoidance	Avoidance

 COMMENTS

Safety Assist - SBR: The car offers SBR in all seating positions. **ESC:** The car offers ESC as standard. The Moose test performance reached a maximum of 85 km/h under ADAC Moose test and 75 km/h under Consumer Moose test. **SA:** the car offers a speed limitation device as standard. **BSD:** the car offers BSD as optional in large volumes and achieving full score in performance. **LSS and RED:** the car offers LSS as optional, and it meets Latin NCAP performance requirements for top score. **AEB Interurban:** the car offers AEB IU meeting the technical and availability requirements achieving almost full score.