



**Hyundai Santa Fe**  
Standard Safety Equipment

2018



Adult Occupant



94%

Child Occupant



88%

Vulnerable Road Users



67%

Safety Assist



76%

## SPECIFICATION

Tested Model	Hyundai Santa Fe 2.2CRDi, LHD
Body Type	- 5 door SUV
Year Of Publication	2018
Kerb Weight	1950kg
VIN From Which Rating Applies	- all Santa Fe
Class	Large Off-Road

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	—
Side pelvis airbag	●	●	—

Version 231118

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**


- Fitted to the vehicle as standard
- Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack
- ✗ Not available
- Not applicable

 ADULT OCCUPANT

Total 35.9 Pts / 94%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 7.9 / 8 Pts



Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Passenger dummy is shown with a yellow leg, indicating an 'ADEQUATE' result. The Driver dummy is shown with a yellow chest, also indicating an 'ADEQUATE' result.

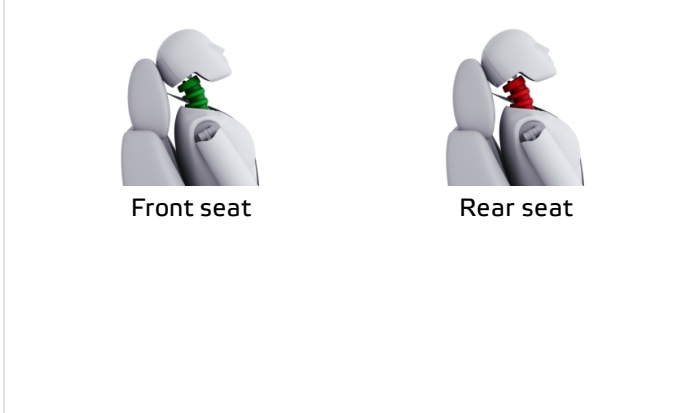
Frontal Full Width 7.8 / 8 Pts



Rear Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Rear Passenger dummy is shown with a green body, indicating a 'GOOD' result. The Driver dummy is shown with a green body, also indicating a 'GOOD' result.

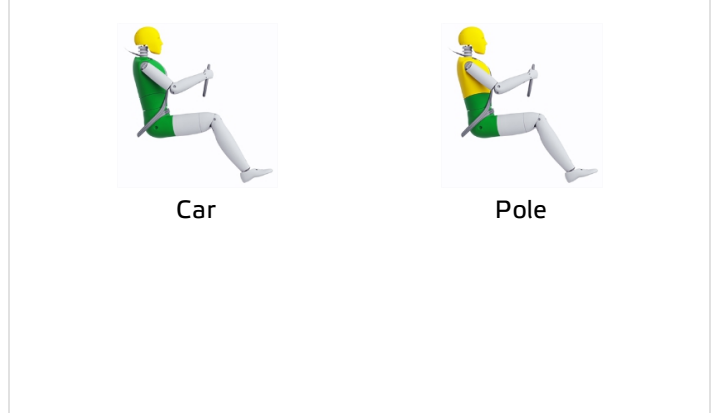
Whiplash Rear Impact 1.3 / 2 Pts



Front seat                      Rear seat

Detailed description: This panel shows two neck and head models. The Front seat model has a green neck, indicating a 'GOOD' result. The Rear seat model has a red neck, indicating a 'POOR' result.

Lateral Impact 14.8 / 16 Pts



Car                      Pole

Detailed description: This panel shows two side-impact crash test dummies. The Car dummy is shown with a green body, indicating a 'GOOD' result. The Pole dummy is shown with a yellow head and green body, indicating an 'ADEQUATE' result.

 ADULT OCCUPANT

Total 35.9 Pts / 94%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 35.9 Pts / 94%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Hyundai showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good for the driver and good or adequate for the rear passenger. In the side barrier test, dummy readings indicated good protection of the driver. However, the side curtain airbag got caught on the trim of the C-pillar and did not deploy as intended. Moreover, the airbag was seen to have torn during deployment. Hyundai investigated the tear and have changed the airbag attachment fixings of affected vehicles in production and have issued a recall for all vehicles with a panoramic roof. Owners are encouraged to take their vehicles to dealers when asked to do so. The side barrier test was repeated with changed airbag attachment fixings and no tearing was seen. However, the airbag still did not deploy as intended and protection of the driver's head, in the side barrier and side pole tests, was downgraded to adequate. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

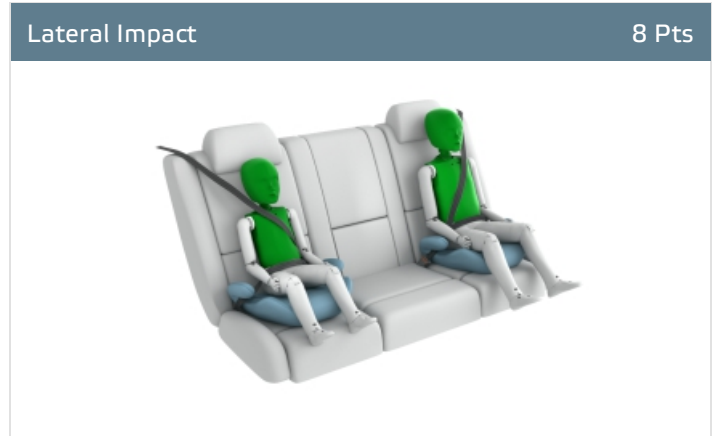
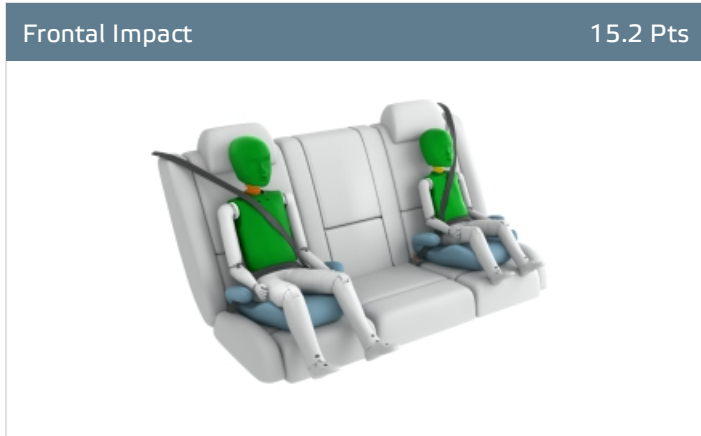
**CHILD OCCUPANT**

Total 43.2 Pts / 88%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidfixXP II SICT*  
 Restraint for 10 year old child: *Nania Dream*

**Safety Features**

8 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	●	●	✘	✘
i-Size	●	●	✘	✘
Integrated CRS	✘	✘	✘	✘

\* Third row seats available as option

● Fitted to test car as standard    ○ Not on test car but available as option    ✘ Not available

**CRS Installation Check**

12 / 12 Pts

● Install without problem    ○ Install with care    ● Safety critical problem    ✘ Installation not allowed

**i-Size CRS**



Version 231118

**CHILD OCCUPANT**

Total 43.2 Pts / 88%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 43.2 Pts / 88%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	□	●	□	□
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	□	●	□	□
BeSafe iZi Kid X2 i-Size (iSize)	●	●	□	●	□	□
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	□	●	□	□
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	□	●	□	□
Britax Römer Duo Plus (ISOFIX)	●	●	□	●	□	□
Britax Römer KidFix XP (ISOFIX)	●	●	□	●	□	□
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	✘	✘
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments


In the frontal offset test, protection of all critical body areas was good or adequate, except the neck of the 10 year dummy, protection of which was rated as marginal, based on dummy readings of neck tension. In the side barrier test, protection was good for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Santa Fe is designed could be properly installed and accommodated in the car.



 **VULNERABLE ROAD USERS**

Total 32.2 Pts / 67%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Impact Protection	25.4 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.3 Pts</td> </tr> </table>	Head Impact	15.1 Pts	Pelvis Impact	5 Pts	Leg Impact	5.3 Pts
Head Impact	15.1 Pts						
Pelvis Impact	5 Pts						
Leg Impact	5.3 Pts						

Vulnerable Road Users		6.8 / 12 Pts
System Name	Forward Collision-Avoidance Assist	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some areas poor protection at the windscreen base and on the stiff windscreen pillars. Protection of pedestrians' legs was good or adequate while protection of the pelvis was good or marginal. The AEB system performed adequately in tests of its response to pedestrians but was marginal in scenarios with cyclist targets.

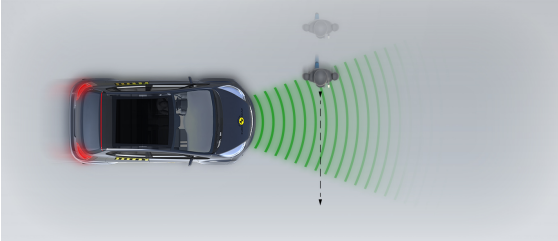
 VULNERABLE ROAD USERS

Total 32.2 Pts / 67%

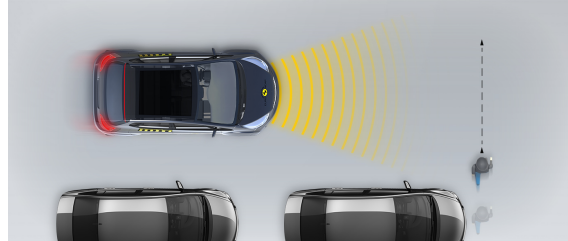
AEB Pedestrian 

■ Day time

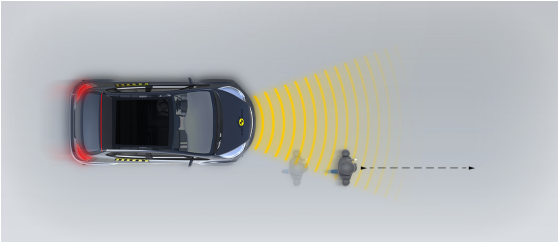
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

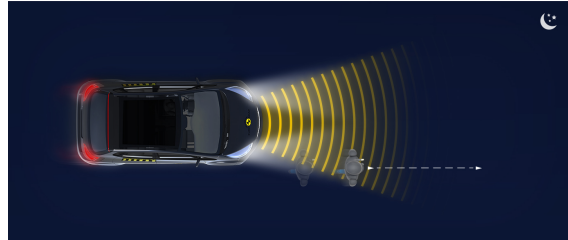


■ Night time

Adult crossing the road

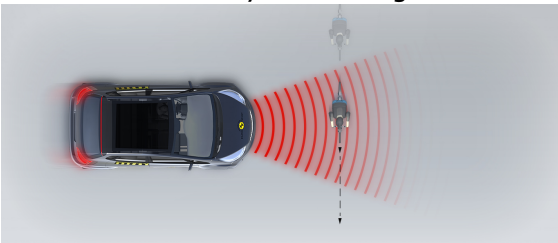


Adult along the roadside

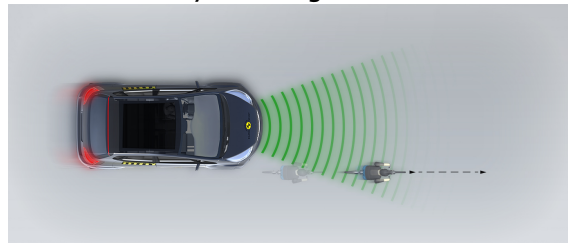


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.9 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 1.3 / 3 Pts

System Name	Manual Speed Limit Assist (MSLA)
Speed Limit Information Function	N/A
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

■ 2.9 / 3 Pts

Applies To	Not available		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support


■ 3.3 / 4 Pts

System Name	Lane Keeping Assist (LKA)
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	<span style="color: green;">■</span> GOOD
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

 SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Interurban

 2.5 / 3 Pts

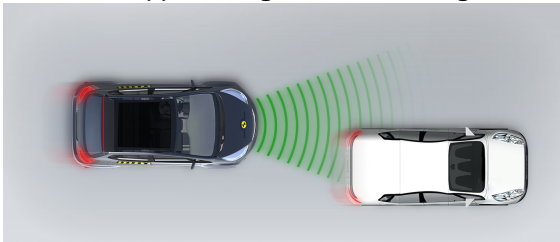
System Name	Forward Collision-avoidance Assist (FCA)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

Comments

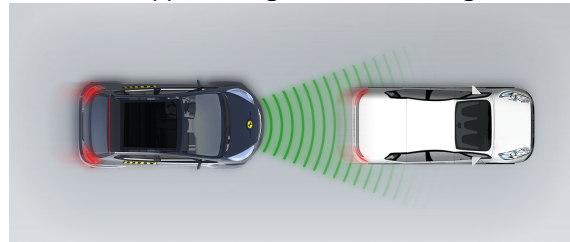
The AEB system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all test scenarios. The lane assistance system helps to stop the vehicle from drifting out of lane and can also intervene in some more critical emergency situations. The driver-set limiter helps the driver to maintain control of the vehicle speed, while a seatbelt reminder system is standard for all seats, including those in the optional third row.

■ Autobrake function only

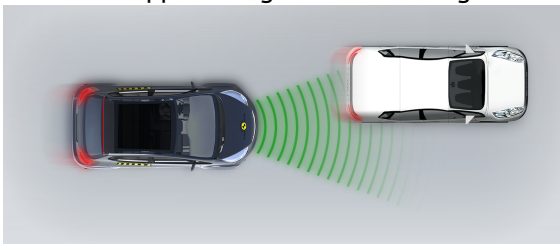
Approaching a slower moving car



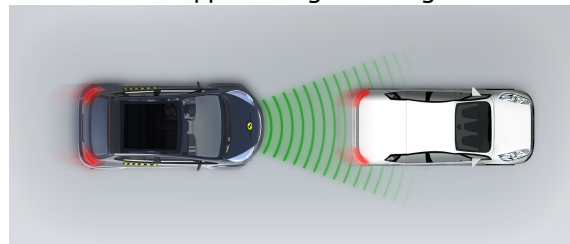
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

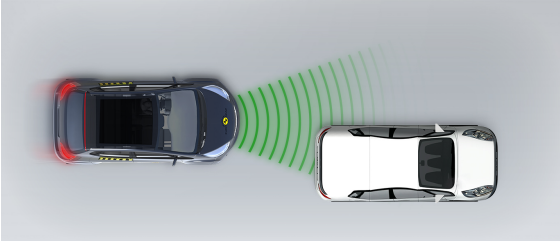


 SAFETY ASSIST

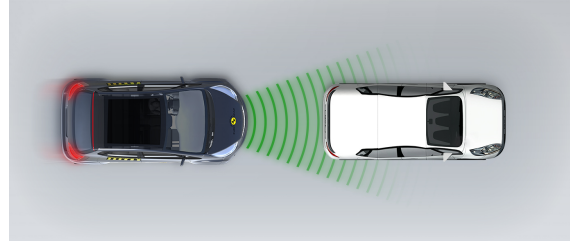
Total 9.9 Pts / 76%

■ Driver reacts to warning

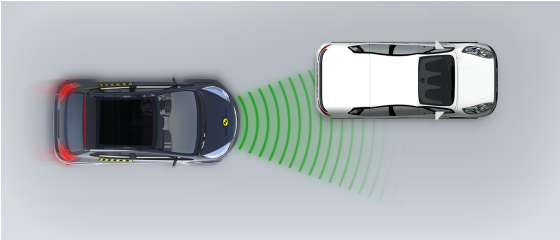
Approaching a stationary car



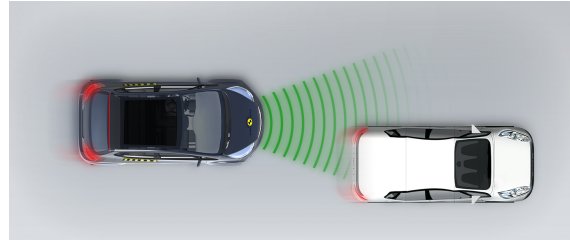
Approaching a stationary car



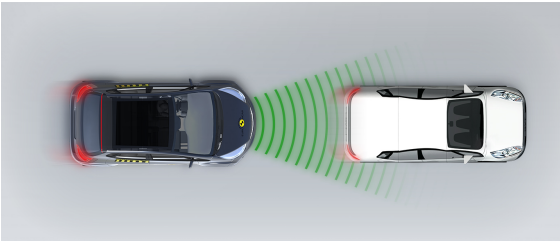
Approaching a stationary car



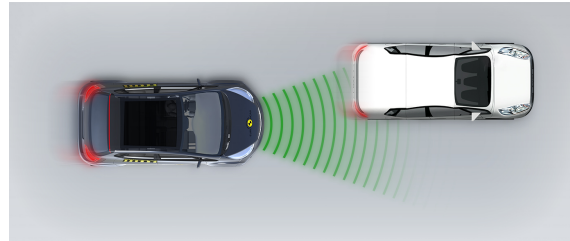
Approaching a slower moving car



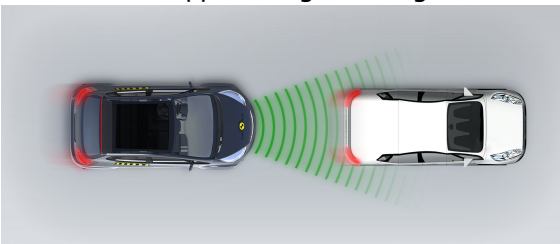
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.4 GDI, AT	4 x 4	✓	✓
5 door SUV	2.0 CRDi, MT/AT	4 x 2	✓	✓
5 door SUV	2.0 CRDi, MT/AT	4 x 4	✓	✓
5 door SUV	2.2 CRDi, MT/AT	4 x 2	✓	✓
5 door SUV	2.2 CRDi, MT/AT*	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
December 2018	Rating Published	2018 ★★★★★ ✓