



Lexus NX
Standard Safety Equipment

2022



Adult Occupant



91%

Child Occupant



87%

Vulnerable Road Users



83%

Safety Assist



91%

SPECIFICATION

| | |
|-------------------------------|----------------|
| Tested Model | Lexus NX 350h |
| Body Type | - 5 door SUV |
| Year Of Publication | 2022 |
| Kerb Weight | 1810kg |
| VIN From Which Rating Applies | - all NXs |
| Class | Small Off-Road |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ● | ✘ | — |
| LATERAL CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | — |
| Side pelvis airbag | ● | ● | — |
| Centre Airbag | ● | — | — |

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isifix/i-Size | — | ✘ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|---------------------------|---|
| Active Bonnet | ✘ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse | ○ |
| AEB Car-to-Car | ● |
| Speed Assistance | ● |
| 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 34.6 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 14.2 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.7 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.8 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 34.6 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

| Rescue and Extrication | | 2.0 / 2 Pts |
|------------------------|--------------------------|---|
| Rescue Sheet | Available, ISO compliant |  |
| Advanced eCall | Available | |
| Multi Collision Brake | Available | |

Comments

The passenger compartment of the NX remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Lexus showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Apart from the driver's chest, protection of which was rated as marginal, based on readings of chest compression, all body critical body areas of both front row dummies were well protected. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the NX would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas for both the driver and rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was adequate and that of other parts of the body was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The NX has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and, while this performed well in Euro NCAP's test, Lexus did not provide additional information to demonstrate that the performance was robust and symmetrical. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The NX has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions.

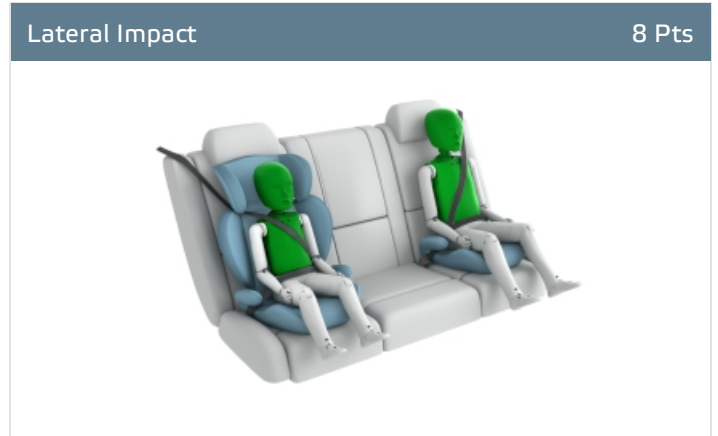
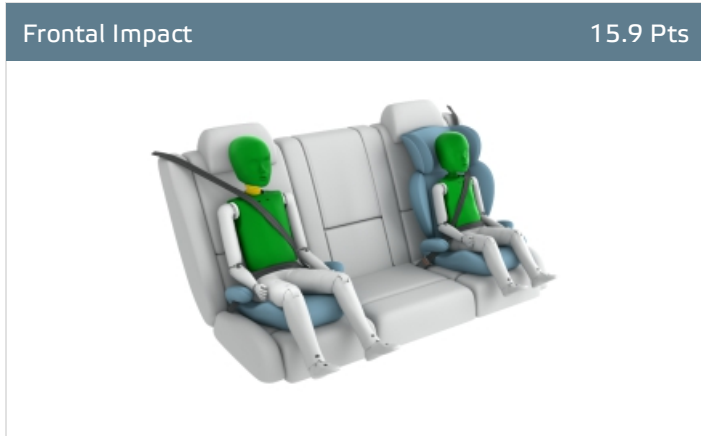
CHILD OCCUPANT

Total 42.9 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts



Restraint for 6 year old child: *LEXUS KIDFIX 2S*
 Restraint for 10 year old child: *LEXUS MAXI PLUS*

Safety Features

7.0 / 13 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isifix | ✘ | ● | ✘ |
| i-Size | ✘ | ● | ✘ |
| Integrated CRS | ✘ | ✘ | ✘ |

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

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.9 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 42.9 Pts / 87%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | — | ● | — | ● |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | — | ● | — | ● |
| BeSafe iZi Kid X2 i-Size (i-Size) | — | ● | — | ● |
| Britax Römer TriFix2 i-Size (i-Size) | — | ● | — | ● |
| BeSafe iZi Flex FIX i-Size (i-Size) | — | ● | — | ● |
| BeSafe iZi Combi X4 ISOfix (ISOFIX) | — | ● | — | ● |
| Cybex Solution Z i-Fix (ISOFIX) | — | ● | — | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ● | ● | ● | ● |
| Britax Römer King II LS (Belt) | ● | ● | ● | ● |
| Cybex Solution Z i-Fix (Belt) | ● | ● | ● | ● |

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

— Not available

Comments

In the frontal offset test, protection of the neck of the 10-year dummy was adequate. Otherwise, protection of both child dummies was good in both the frontal offset and the side barrier impact. 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 restraints for which the NX is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 45.2 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian

29.4 / 36 Pts



| | |
|---------------|----------|
| Head Impact | 17.4 Pts |
| Pelvis Impact | 6.0 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users


15.7 / 18 Pts

| | |
|------------------|---|
| System Name | Pre-Collision System (PCS) as a part of LSS+ pack |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 5 km/h |

 VULNERABLE ROAD USERS

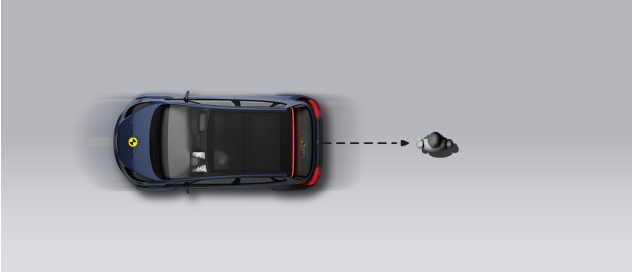
Total 45.2 Pts / 83%

AEB Pedestrian

 7.0 / 9 Pts

■ Day time

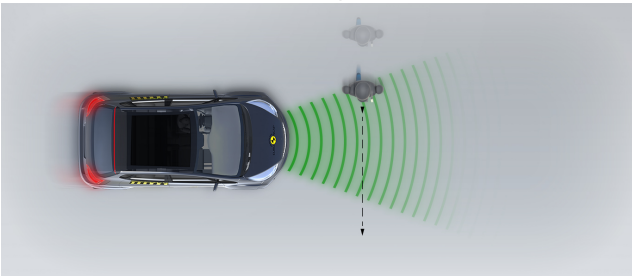
Vehicle reversing into standing pedestrian



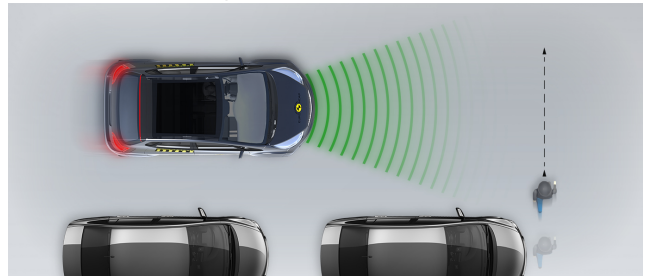
Pedestrian crossing a road into which a car is turning



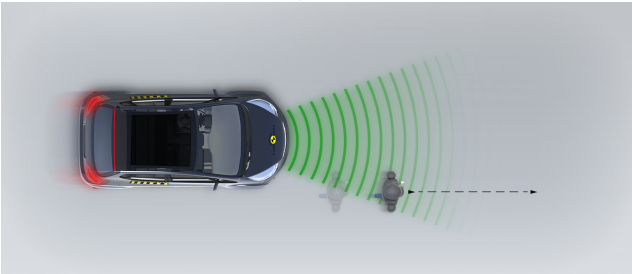
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

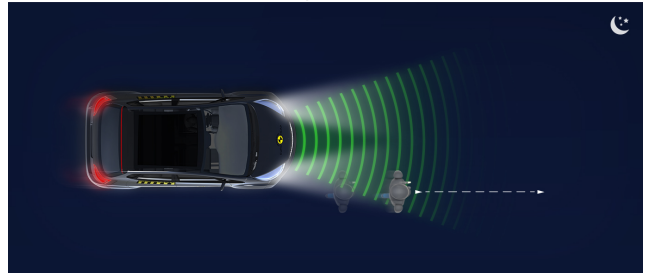


■ Night time

Adult crossing the road




Adult along the roadside

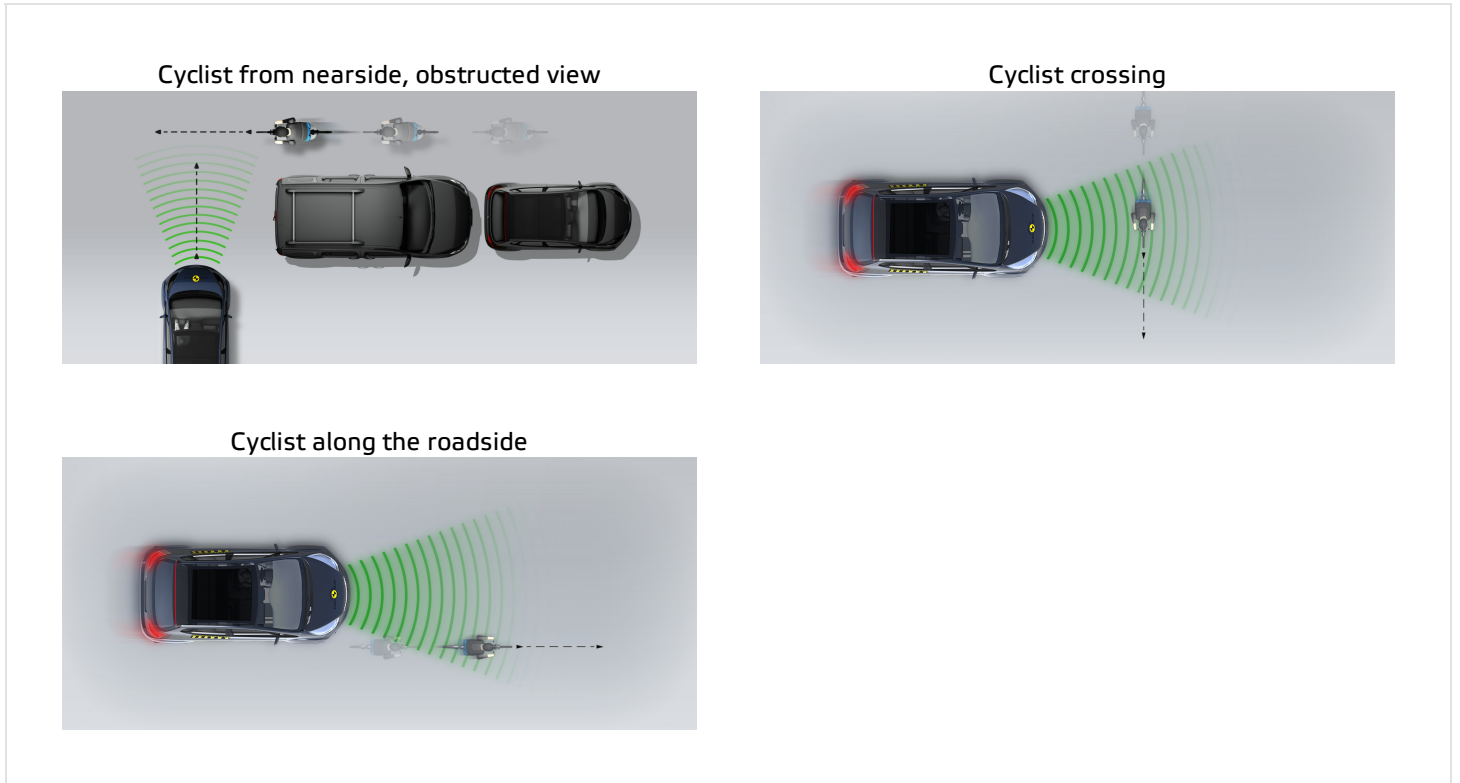


 VULNERABLE ROAD USERS

Total 45.2 Pts / 83%

AEB Cyclist

 8.7 / 9 Pts



Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate. Protection of the pelvis and leg areas was good at all test locations and the NX scored maximum points for these parts of the assessment. The autonomous emergency braking (AEB) system fitted as standard to the NX can detect vulnerable road users as well as other vehicles. In tests of its response to both pedestrians and cyclists, the system performed well, with collisions avoided or mitigated in most scenarios.

SAFETY ASSIST

Total 14.7 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

| | |
|----------------------------------|------------------------------------|
| System Name | Speed Assistance System |
| Speed Limit Information Function | Camera & Map, subsigns supported |
| Speed Limitation Function | System advised (accurate to 5km/h) |

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

| Applies To | Front and rear seats | | |
|--------------------|----------------------|--------------------|-------------------|
| | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |
| Occupant Detection | — | ● | ● |


● Pass
 ● Fail
 — Not available




> Driver Monitoring ■ 1.0 / 1 Pts


| | |
|------------------|-------------------------|
| System Name | Driver Break Suggestion |
| Type | Steering inputs |
| Operational From | 50 km/h |


SAFETY ASSIST

Total 14.7 Pts / 91%

Lane Support

3.5 / 4 Pts

| | | |
|-------------------------|---|------|
| System Name | Lane Tracing Assist (LTA) as a part of LSS+ pack | |
| Type | LKA and ELK | |
| Operational From | 50 km/h | |
| PERFORMANCE | | |
| Emergency Lane Keeping |  | GOOD |
| Lane Keep Assist |  | GOOD |
| Human Machine Interface |  | GOOD |

AEB Car-to-Car

5.8 / 6 Pts

| | | |
|------------------|--|--|
| System Name | Pre-Collision System (PCS) as a part of LSS+ pack | |
| Type | Autonomous emergency braking and forward collision warning | |
| Operational From | 5 km/h | |
| Sensor Used | camera and radar | |

 SAFETY ASSIST

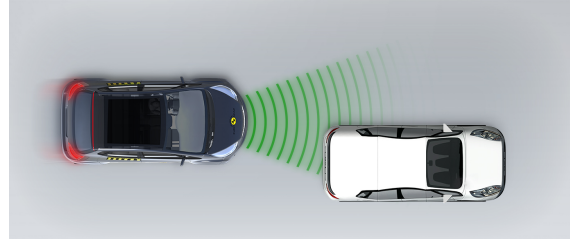
Total 14.7 Pts / 91%

■ Autobrake function only

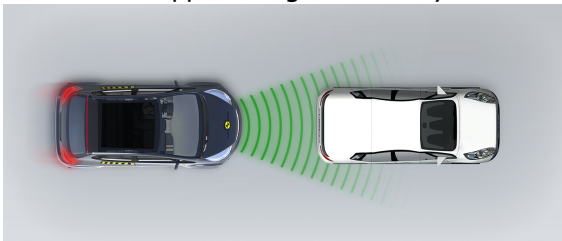
Test car turns across the path of an approaching car



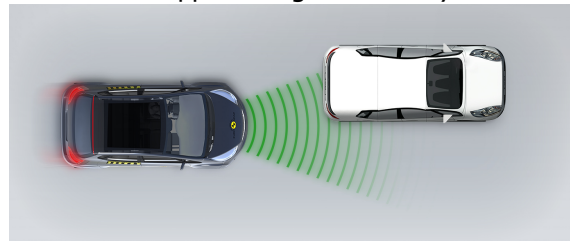
Approaching a stationary car



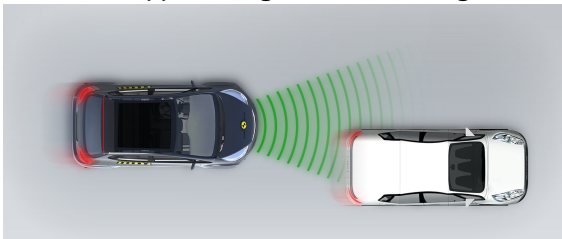
Approaching a stationary car



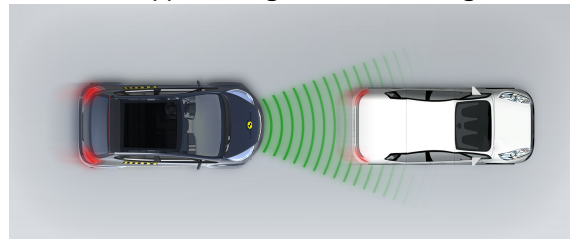
Approaching a stationary car



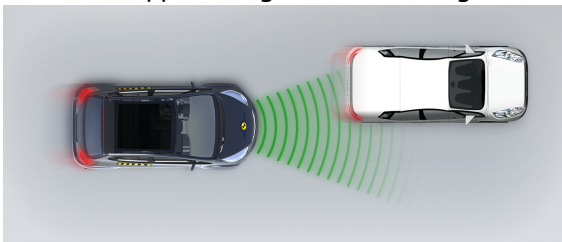
Approaching a slower moving car



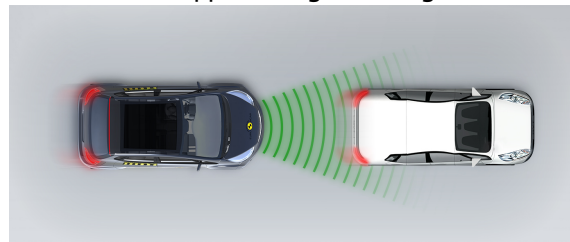
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

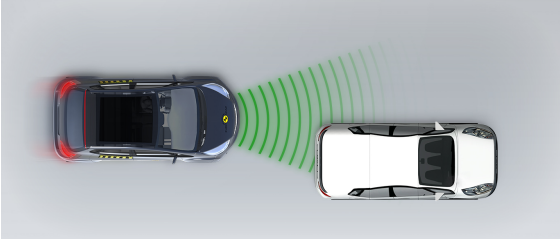


 SAFETY ASSIST

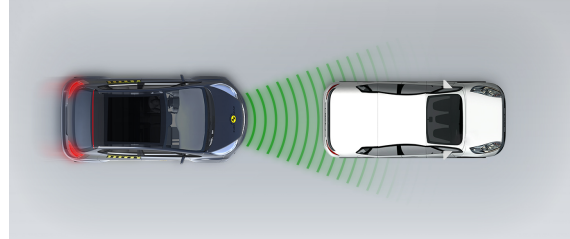
Total 14.7 Pts / 91%

■ Driver reacts to warning

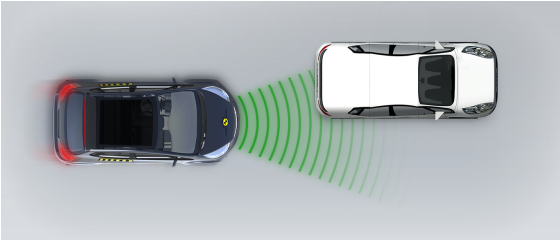
Approaching a stationary car



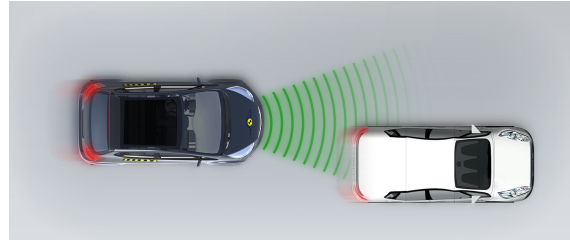
Approaching a stationary car



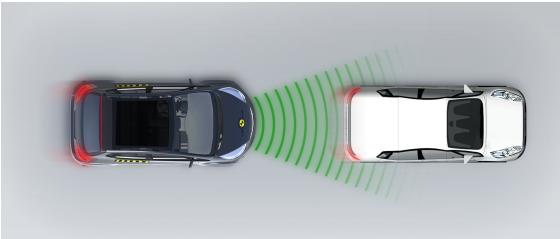
Approaching a stationary car



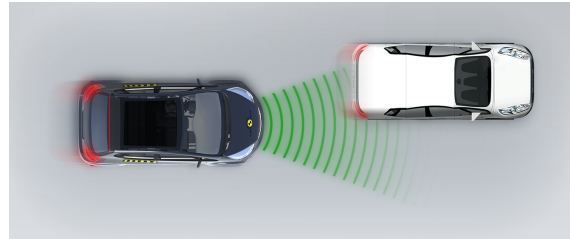
Approaching a slower moving car



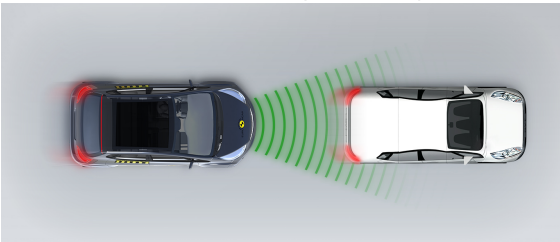
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.7 Pts / 91%

Comments

The autonomous emergency braking system performed well in tests of its response to other vehicles, with collisions avoided in nearly all cases, and mitigated in others. A lane support system gently steers corrects the vehicle's path if it is drifting out of lane and can also intervene in some more critical situations to avoid road departure. The speed assistance system detects the local speed limit and the driver can opt to allow the speed limiter to react as appropriate. A seat belt reminder is standard for all seating positions.

RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Model Name/Code | Drivetrain | Rating Applies | |
|------------|---------------------------|-----------------|------------|----------------|-----|
| | | | | LHD | RHD |
| 5 door SUV | 2.5 petrol hybrid | 350h E-four* | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 2.5 petrol hybrid | 350h | 4 x 2 | ✓ | ✓ |
| 5 door SUV | 2.5 petrol plug-in hybrid | 450h+ E-four | 4 x 2 | ✓ | ✓ |

*Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|------------|------------------|--------------|
| March 2022 | Rating Published | 2022 ★★★★★ ✓ |