

Comparabile

Hyundai Santa Fe

Hyundai Santa Fe 2.2 diesel, 5 seat 'Comfort', LHD

TEST 2012



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 34 punti | 96%



Conducente Passeggero

IMPATTO FRONTALE 15.6 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 8.0 punti

IMPATTO LATERALE CONTRO PALO 7.8 punti



TAMPONAMENTO (COLPO DI FRUSTA) 3.0 punti



Totale 43 punti | 89%



RESTAZIONI 11.9 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 2.0 punti

Bambino di 18 mesi

Seggiolino Britax-Römer Baby-Safe Plus

Gruppo 0, 1

Posizione All'indietro

Installazione Ancoraggi ISOFIX e intelaiatura supporto



RESTAZIONI 11.5 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 2.0 punti

Bambino di 3 anni

Seggiolino Britax-Römer Duo Plus

Gruppo 1

Posizione In avanti

Installazione Ancoraggi ISOFIX e punto d'aggancio

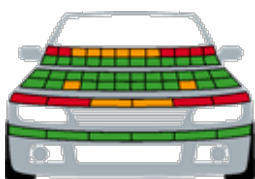
VALUTAZIONE BASATA SUL VEICOLO 8.0 punti

Totale 25 punti | 71%

TESTA 18.6 punti

BACINO 0.9 punti

GAMBA 6.0 punti



Totale 6 punti | 86%

DISPOSITIVI DI LIMITAZIONE VELOCITÀ 1.0 punti

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC) 3.0 punti

ESP Approvato

SISTEMA SBR 2.0 punti

conducente Approvato

passeggero Approvato

sedile posteriore Non valutato

[Vedi commenti](#)



Dettagli della vettura testata

Specifiche

Modello testato	Hyundai Santa Fe 2.2 diesel, 5 seat 'Comfort', LHD
Tipo carrozzeria	5 porte SUV
Anno di pubblicazione	2012
Peso	1910kg
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	Applicabile a tutte le applies Santa Fes testate
Classe	Large Off-Road 4x4.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore	
Limitatori di carico cinture di sicurezza anteriori	
Airbag anteriore conducente	
Airbag anteriore passeggero	
Airbag laterali	
Airbag laterale per la testa	
Airbag ginocchia conducente	
Dispositivi di limitazione velocità	
Controllo elettronico della stabilità	
Segnalazione di cintura di sicurezza non allacciata	Driver and front passenger

Commenti

Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both front seat occupants. Hyundai showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, the Santa Fe scored maximum points with good protection of all body regions. Even in the more severe side pole impact, protection of the chest was adequate while that of other body regions was good. The seat and head restraint provided marginal protection against whiplash injuries in the event of a rear-end collision.

Bambini

In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contacts with parts of the car's interior. The passenger airbag can be disabled to allow a rearward-facing 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. Clear information is provided in the car about the dangers of using a rearward-facing restraint in that seat without first disabling the airbag.

Pedoni

The Santa Fe scored maximum points for the protection provided by the bumper to pedestrians' legs. However, the front edge of the bonnet was predominantly poor or marginal. The car has an active 'pop-up' bonnet. Sensors in the bumper detect when a pedestrian has been struck and the bonnet is lifted to provide additional clearance to hard structures beneath. Hyundai showed that the system worked over a range of speeds and for different pedestrian statures so the bonnet was tested in the deployed position. In those areas likely to be struck by a child's head, protection was almost all good. In those areas where an adult's head would strike, protection was good on the bonnet surface but was marginal or poor along the bottom edge of the windscreen.

Dispositivi di sicurezza

The Santa Fe has electronic stability control as standard and the system met Euro NCAP's test requirements. A seatbelt reminder is also standard for driver and

front passenger seats but there is no system for the rear seats. The car's standard-fit driver-set speed limitation device met Euro NCAP's requirements.