

HYUNDAI PALISADE

AUS: AUGUST 2022 - ONWARDS
 NZ: JANUARY 2023 - ONWARDS
 AUSTRALIAN & NEW ZEALAND VARIANTS



TESTED
2022



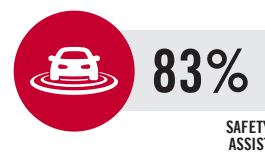
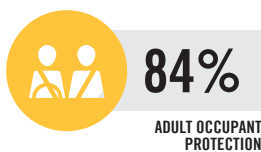
RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel + Petrol
BUILT FROM	Australia: May 2022 New Zealand: November 2022
ON SALE FROM	Australia: August 2022 New Zealand: January 2023
SERIES	LX2PE
AIRBAGS	Dual frontal, side chest, side head, centre



The Hyundai Palisade was introduced in Australia and New Zealand in November 2020. Hyundai upgraded Palisade safety specifications with a facelift to Australian vehicles built from May 2022 and New Zealand vehicles built from November 2022. This ANCAP safety rating is applicable to all Australian variants built from May 2022 and on sale from August 2022, and to all New Zealand variants built from November 2022 and on sale from January 2023. Separate 4 star ANCAP safety ratings apply to diesel Palisade vehicles sold in Australia before August 2022 and built before May 2022, and diesel Palisade models sold in New Zealand before January 2023 and built before November 2022.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is also available as standard.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User and Junction Assist) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard equipment.



RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Hyundai Palisade Elite	5 door SUV	3.8 litre petrol	2WD	✓	-
Hyundai Palisade Highlander	5 door SUV	3.8 litre petrol	2WD	✓	-
Hyundai Palisade Elite ◆	5 door SUV	2.2 litre diesel	AWD	✓	✓
Hyundai Palisade Highlander	5 door SUV	2.2 litre diesel	AWD	✓	-
Hyundai Palisade Calligraphy	5 door SUV	2.2 litre diesel	AWD	-	✓

ADULT OCCUPANT PROTECTION



84%

32.21 POINTS
OUT OF 38

The passenger compartment of the Hyundai Palisade remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions, while dummy readings for the passenger showed GOOD protection for all critical body areas.

The front structure of the Hyundai Palisade presented a high risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

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

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for both the vehicle-to-vehicle side impact scenario and the vehicle-to-pole scenario.

Hyundai chose not to conduct an additional side impact test to demonstrate occupant-to-occupant protection with the centre airbag. A default 1.00 point penalty was therefore applied.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is fitted as standard.

FRONTAL OFFSET (MPDB)#	5.43	(out of 8)
FULL WIDTH FRONTAL#	7.55	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.45	(out of 6)
WHIPLASH PROTECTION	2.77	(out of 4)
FAR SIDE IMPACT	3.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.08 pts
Upper legs:	4.00 pts
Lower legs:	3.78 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-4.00 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.74 pts
Upper legs:	4.00 pts
Deductions:	Nil

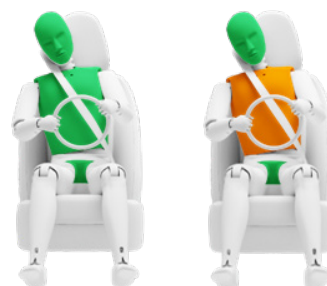
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.48 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	2.55 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	-1.00 pt (protection zone)
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.59 pts
Rear passenger:	0.19 pts



88%

43.24 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Hyundai Palisade is fitted with lower ISOFix anchorages on the second row outboard seats and third row left hand seat, and top tether anchorages for all second row seating positions and centre and left hand third row seating positions.

Installation of typical child restraints available in Australia showed all child restraints could be accommodated in the second row rear seating positions. However in the third row centre seat care is required to correctly install the Type F booster seat, and the Type E booster seat could not be correctly installed. In the third row left hand seat, the two selected convertible seats could not be correctly installed in forward or rearward-facing modes using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.24 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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	×	-	-	-	-

* Left hand third row seat only.

8 seat variants only.

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

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.



88%

43.24 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	✗	●	●	●	●	●	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	●	●	●	●	-
	TYPE A	Rearward facing with harness - convertible (Model B)	✗	●	●	●	●	●	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	●	●	●	●	-
	TYPE B	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	✗	●	-	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	-	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model B)	✗	●	-	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	-	●	●	-	-
	TYPE B	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.



62%

33.75 POINTS
OUT OF 54

The bonnet of the Hyundai Palisade provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some WEAK and POOR results recorded along the front of the bonnet and on the back corners. Protection of the pelvis was mixed, with GOOD and POOR results across the vehicle front. The bumper of the facelifted Palisade model offers a slightly lower level of pedestrian protection to the earlier model Palisade, with some MARGINAL and ADEQUATE results recorded for the lower legs.

An autonomous emergency braking (AEB) system is fitted as standard and reacts to potential impacts with pedestrians and cyclists. Testing of this system showed MARGINAL performance in both the pedestrian and cyclist test scenarios.

The upgraded AEB system fitted to facelifted Palisade models reacts to vulnerable road users in reverse (AEB Backover) and turning scenarios, however additional tests were not conducted to assess the functionality for the facelift. Overall, the system's effectiveness for vulnerable road user protection therefore continues to be rated as MARGINAL.

HEAD IMPACTS	17.19 (out of 24)
UPPER LEG IMPACTS	4.40 (out of 6)
LOWER LEG IMPACTS	5.42 (out of 6)
AEB - Pedestrian (forward)	3.74 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	3.00 (out of 9)

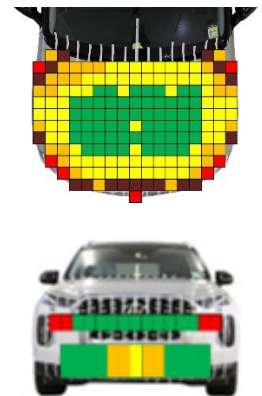
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision Avoidance (FCA)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-100 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	NOT TESTED	GOOD	MARGINAL	GOOD	MARGINAL	MARGINAL	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED
MARGINAL														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	NOT TESTED	GOOD	NOT TESTED	NOT TESTED
MARGINAL					

PEDESTRIAN IMPACT TEST (40 KM/H)





83%

13.41 POINTS
OUT OF 16

The Hyundai Palisade is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all test scenarios. The upgraded AEB system fitted to this facelifted Palisade reacts when turning across the path of an oncoming vehicle (AEB Junction Assist). Performance of this system was assessed as GOOD, with full points awarded.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall LSS performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and outboard rear seating positions, however the seatbelt reminder system is not available for the centre seating positions in the second or third rows. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.33 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS

2.58 (out of 3)

LANE SUPPORT SYSTEMS

3.00 (out of 4)

AEB - Car-to-Car

3.50 (out of 4)

AEB - Junction Assist

2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist (LKA)
OPERATIONAL FROM: 60-200 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				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD	NOT TESTED	NOT TESTED	NOT TESTED	NOT TESTED	POOR	MARGINAL	GOOD	GOOD	GOOD	GOOD
ADEQUATE											

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	[NOT FITTED]
	Blind Spot Monitoring (BSM)	PASS



83%

13.41 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Avoidance (FCA)
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-180 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Driving towards a stationary car					Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET	TARGET VEHICLE SPEED		
						30 KM/H	45 KM/H	55 KM/H
						10 KM/H		
						15 KM/H		
						20 KM/H		
AEB (10-50 km/h)						GOOD		
FCW (30-80 km/h)								
PERFORMANCE	GOOD							

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●*
Seat Belt Reminder (Visual)	●	●	●*
Seat Belt Reminder (Audible)	●	●	●*
Driver Monitoring	●	-	-

* Outboard seats only.

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera and map
Speed Limitation Function	System advised

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 - centre	●	●
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Hyundai Palisade RHD
TESTED VEHICLE(S) BUILT	2021 & 2022
TESTED BODY TYPE	Large SUV
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	August 2022
RATING UPDATED	November 2023

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.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Outboard seating positions only.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS