

Lexus NX

Lexus NX 300h 'Executive', LHD

2014 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Lexus NX 300h 'Executive', LHD
Body type	5 door SUV
Year of publication	2014
Kerb weight	1809kg
VIN from which rating applies	JTJBJRBZ ... 2009745 (see comments)

SAFETY EQUIPMENT

Frontal airbags	Driver (Dual Stage), Passenger (Dual Stage)
Pre-tensioners	Driver (single), Passenger (single)
Load-limiters	Driver, Passenger
Knee airbags	Driver
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	None
ISOFIX anchorages	Rear outboard seats (iSize)
Integrated child restraint	None
Active Pedestrian Protection	None,
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	VSC, Standard, Manual Switch
Speed Assistance Systems	Driver-set speed limitation, Optional (meeting fitment requirements)
Lane Support	Optional (not meeting fitment requirements)
Autonomous Braking	Pre-Crash Safety System, Inter-Urban (Auto-Brake and Forward Collision Warning) system, Optional (meeting fitment requirements)
Other	Not applicable

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 31 pts | 82%

CRASH TEST PERFORMANCE

FRONT OFFSET

14,4 pts



Driver



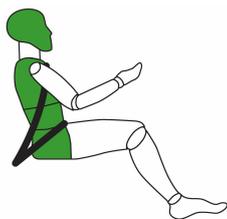
Passenger

SIDE CAR

8 pts

SIDE POLE

6,7 pts



Side car



Side pole

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	6mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Accelerator - 81.85mm
Upward pedal movement	Accelerator - 46.13mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,4 pts



Front seats



Rear seats

HEAD RESTRAINT

Seat description	Standard leather, 8 way electric
Head restraint type	Passive
Front geometric assessment	2 pts

TESTS

- High severity	2,2 pts
- Medium severity	2,4 pts
- Low severity	2,3 pts

AEB CITY

0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)



CHILD OCCUPANT

Total 40 pts | 82%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Lexus MINI
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **11,8 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Lexus MIDI
Facing forward facing
Installation ISOFIX and Supportleg



PERFORMANCE **10,5 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Safety features score **6 pts**
Installation check score **12 pts**

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Lexus MINI (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Lexus MIDI (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 9 pts | 71%

SPEED ASSISTANCE SYSTEM 1 pts

Optional (meeting fitment requirements)	
Speed Information	PASS
Speed Assistance (Manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- VSC	Meets requirements
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SEATBELT REMINDER 3 pts

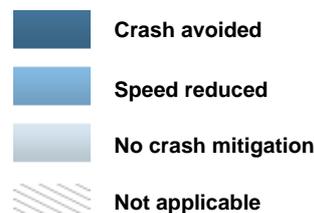
- driver and passenger	Pass
- rear	Pass

LANE SUPPORT SYSTEMS 0 pts

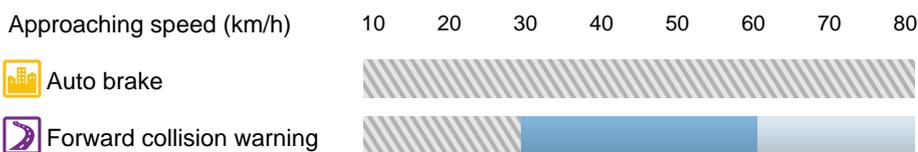
Optional (not meeting fitment requirements)	0
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AEB INTERURBAN SYSTEMS 2,3 pts

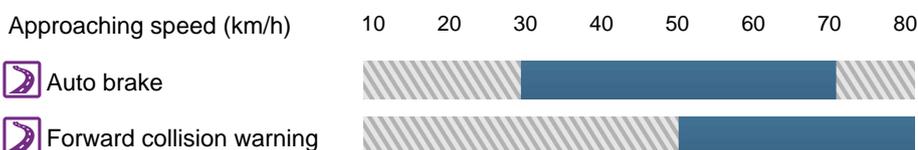
Pre-Crash Safety System	Optional (meeting fitment requirements)
Human machine interface	Default On
Performance	



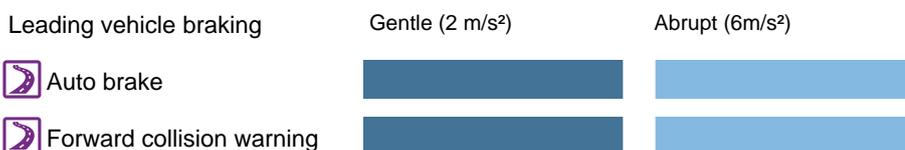
APPROACHING A STATIONARY VEHICLE



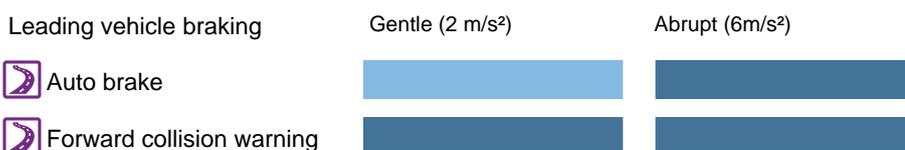
APPROACHING A SLOW MOVING VEHICLE



APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY



APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY



PEDESTRIAN

Total 25 pts | 69%



HEAD	18,8 pts
PELVIS	0,1 pts
LEG	6 pts



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and the passenger. Lexus showed that the same level of protection would be provided to occupants of different statures and to those sat in different positions, whose knees may contact the dashboard in a different place. The NX scored maximum points in the side impact barrier test, with good protection of all critical body areas. In the first side pole impact test, the frontal impact airbags deployed in a later phase of the test, after the side loading on the dummy was finished. Lexus investigated the cause of this airbag deployment and found that the airbag control module, which houses an acceleration sensor, could experience a significant fore/aft signal even in a side impact. The algorithms controlling the airbag deployment were changed to safely prevent deployment under such loading and a repeat test was allowed. In that test, protection of the chest was marginal and that of the abdomen was adequate, while that of the head and pelvis was good. Lexus do not believe that the airbag deployment in a later phase of the impact is a safety issue and have no plans to modify earlier cars. Accordingly, the star rating applies from VIN JTJBJRBZ**2009745 and is not valid for earlier cars. Tests on the front seats and head restraints, and a geometric assessment of the rear restraints, indicated good protection against whiplash injuries in the event of a rear-end collision. Lexus's 'Pre-Crash Safety System' is an autonomous braking system that operates from low, city-type speeds to higher speeds typical of inter-urban driving. As the system is not standard, its functionality at low speeds did not qualify for assessment.

Child occupant

In the frontal impact, chest accelerations of the 1½ year dummy were marginally high, despite the use of a rearward-facing restraint. Forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive although forces in the chest and neck were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of dangerous head contact with the vehicle interior. 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 car is designed could be properly installed and accommodated in the car.

Pedestrian

The bumper showed good or adequate protection to pedestrians' legs. However, the front edge of the bonnet scored no points, providing poor protection to the pelvis region. Tests results on the bonnet surface were predominantly good or adequate with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars.

Safety assist

TEST RESULTS

The NX has electronic stability control as standard equipment, together with a seatbelt reminder for the front and rear seats. A speed assistance system uses digital mapping to determine the relevant speed limit and this information is presented to the driver. The driver can then set the speed limiter to the appropriate speed. The system is an option that is expected to be fitted to most cars sold so it was included in the assessment and met Euro NCAP's requirements for systems of this type. A lane departure warning system is an option that is not expected to be fitted widely enough to qualify for assessment by Euro NCAP. However, the 'Pre-Crash Safety System', Lexus's autonomous emergency braking system, is expected to be on most cars sold so it was tested and demonstrated good performance.