EURO NCAP FOR SAFER CARS

Tesla Model 3
Standard Safety Equipment

2019 ★★★★★

Adult Occupant
96%

Child Occupant
86%

Vulnerable Road Users
74%

Safety Assist
94%

SPECIFICATION

Tested Model	Tesla Model 3 Long Range RWD, LHD
Body Type	- 4 door saloon
Year Of Publication	2019
Kerb Weight	1760kg
VIN From Which Rating Applies	- all Model 3
Class	Large Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✖
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	✖
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
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.
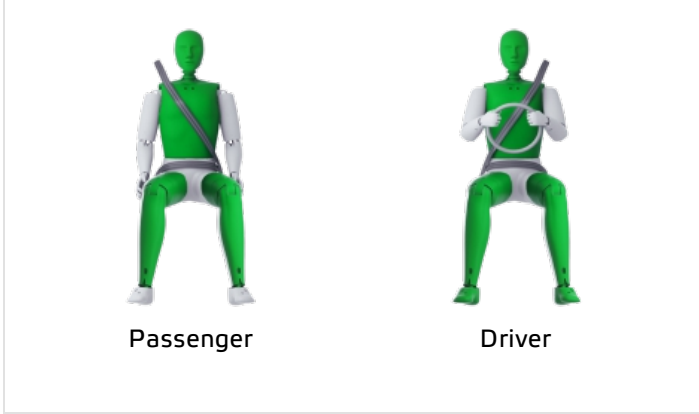
● Fitted to the vehicle as standard   ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack   ✖ Not available   — Not applicable

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ADULT OCCUPANT

Total 36.7 Pts / 96%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Frontal Offset Deformable Barrier	8 / 8 Pts

Passenger   Driver
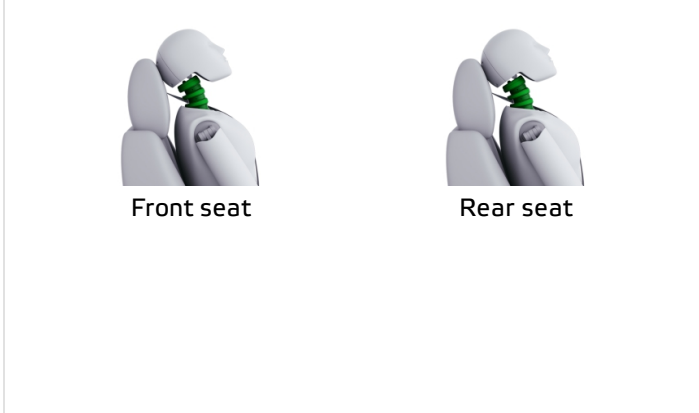
Frontal Full Width	7.7 / 8 Pts

Rear Passenger   Driver
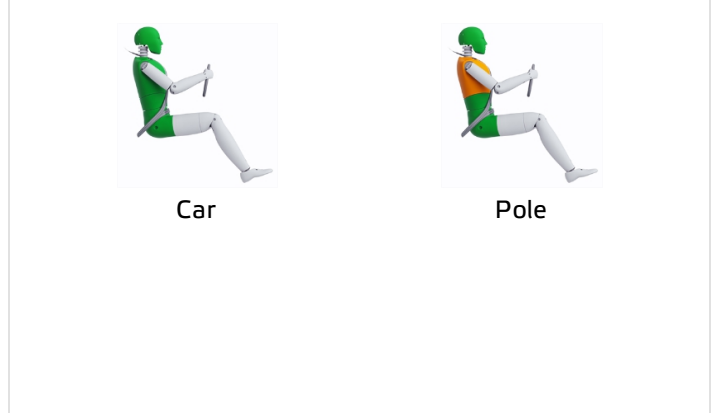
Whiplash Rear Impact	1.7 / 2 Pts

Front seat   Rear seat

Lateral Impact	15.3 / 16 Pts

Car   Pole

Version 280619

ADULT OCCUPANT

Total 36.7 Pts / 96%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

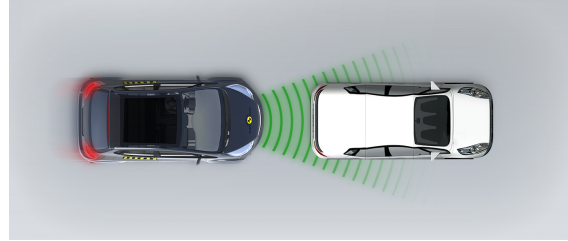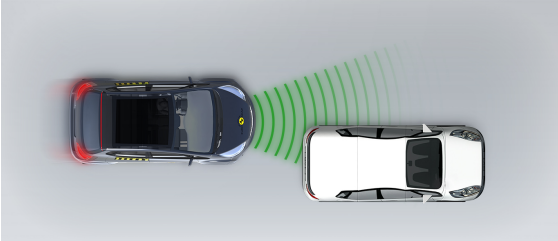### AEB City

4 / 4 Pts

Approaching a stationary car: Left Offset
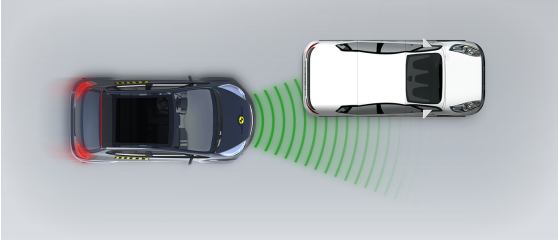
Approaching a stationary car: No Offset

Approaching a stationary car: Right Offset

ADULT OCCUPANT

Total 36.7 Pts / 96%

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 dummy. Tesla showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of both dummies was rated as good for all critical body areas and the Tesla 3 scored maximum points in the offset deformable test. In the full-width rigid barrier test, all body areas were well protected for both dummies with the exception of chest of the rear passenger, protection of which was adequate. In the side barrier test, protection of all critical body areas was good and the Tesla 3 scored maximum points. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of the chest, with all critical areas well protected. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system scored maximum points in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in all test scenarios.
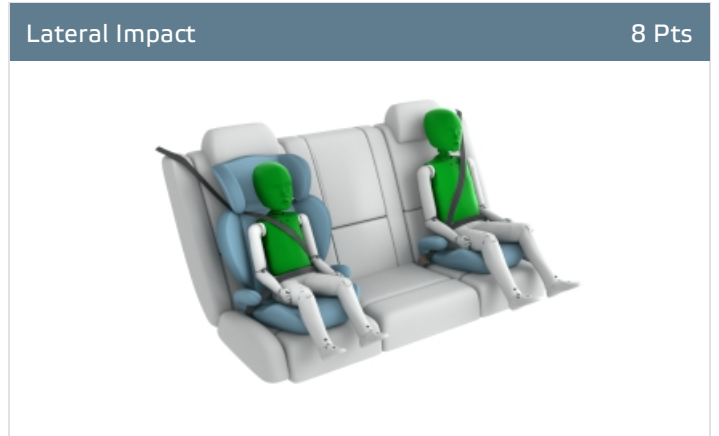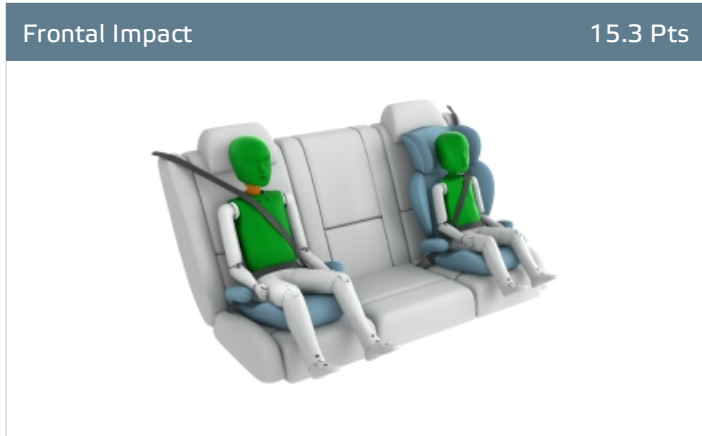
EURO NCAP
FOR SAFER CARS

CHILD OCCUPANT

Total 42.3 Pts / 86%

	GOOD		ADEQUATE		MARGINAL		WEAK		POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts

Frontal Impact	15.3 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer KidFix R*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖

● 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**

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi Kid X2 i-Size (iSize)

CHILD OCCUPANT

Total 42.3 Pts / 86%

■ 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)

Version 280619

CHILD OCCUPANT

Total 42.3 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	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, dummy readings of neck tension indicated marginal protection of this body region for the 10 year old. Otherwise, protection of both child dummies was good. In the side barrier test, protection of all critical body areas was good for both dummies and the Tesla 3 scored maximum points for this part of the assessment. 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 Tesla 3 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 35.7 Pts / 74%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Pedestrian

24.1 / 36 Pts

Head Impact	12.1 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users

11.6 / 12 Pts

System Name	Collision Avoidance Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was mixed. There were large areas where protection was adequate but poor performance was seen at the base of the windscreen and on the stiff windscreen pillars. However, the protection provided to pedestrians' legs and pelvis area was good at all test locations. The Tesla 3's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to pedestrians, the system performed well. In tests of its response to cyclists the system scored full points.

VULNERABLE ROAD USERS
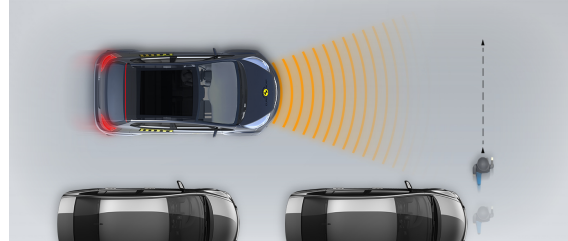
Total 35.7 Pts / 74%
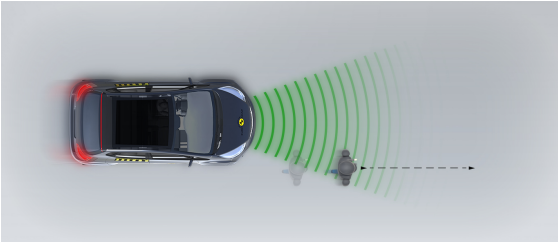
AEB Pedestrian

■ Day time

Adult crossing the road
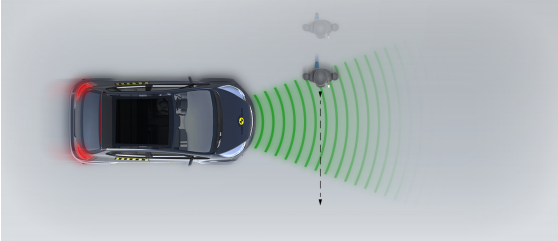
Child running from behind parked vehicles
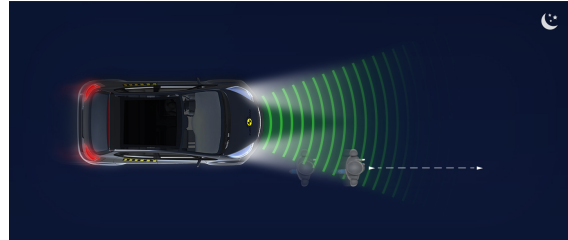
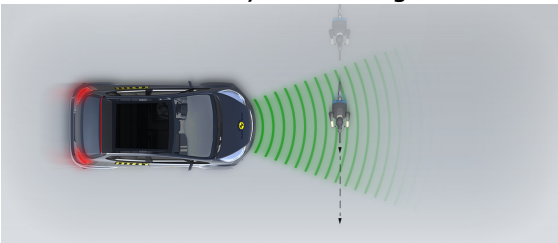Adult along the roadside

■ Night time
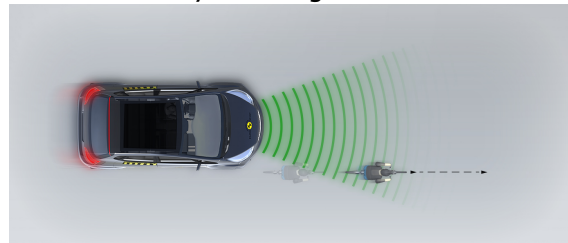
Adult crossing the road

Adult along the roadside

AEB Cyclist

Cyclist crossing

Cyclist along the roadside

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SAFETY ASSIST

Total 12.3 Pts / 94%

	GOOD		ADEQUATE		MARGINAL		WEAK		POOR

Speed Assistance

2.8 / 3 Pts

System Name	Speed Assist
Speed Limit Information Function	Map based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

3 / 3 Pts

	All Seats		
Applies To			
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	●	●	●

● Pass   ● Fail   — Not available

Lane Support

4 / 4 Pts

System Name	Lane Assist
Type	ELK + LKA
Operational From	40 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

SAFETY ASSIST

Total 12.3 Pts / 94%

AEB Interurban

2.5 / 3 Pts

|	
System Name	Collision Avoidance Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h

Comments

The AEB system performed well in tests of its response to other vehicles at highway speeds. The lane support system helps to prevent inadvertent drifting out of lane. The system can also intervene in some more critical situations. There is a seatbelt reminder for the front and rear seats. A speed assistance system uses digital mapping to identify the local speed limit and presents this information to the driver, allowing easy activation of the limiter to the appropriate speed.
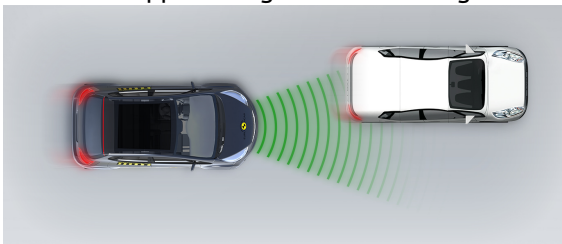
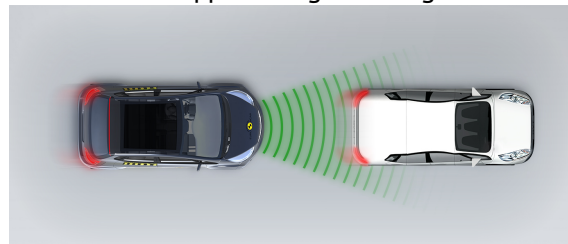■ **Autobrake function only**

Approaching a slower moving car
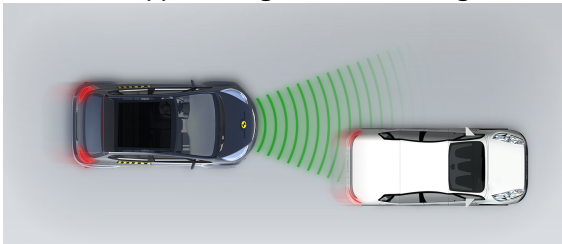
Approaching a slower moving car
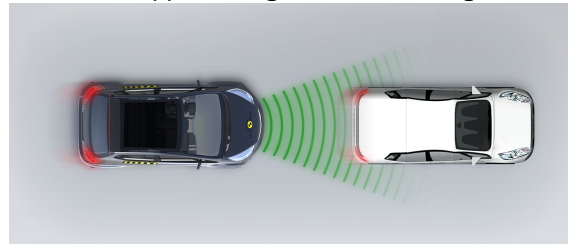
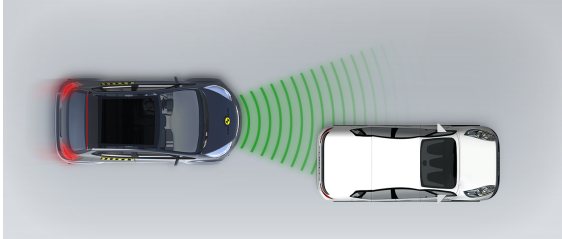Approaching a slower moving car
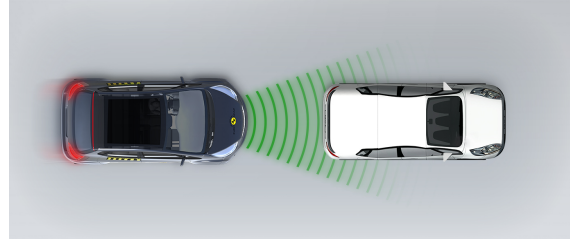

Approaching a braking car
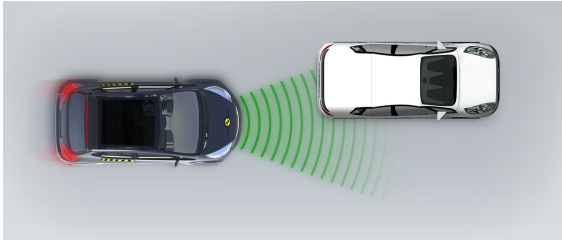
SAFETY ASSIST

- **Driver reacts to warning**

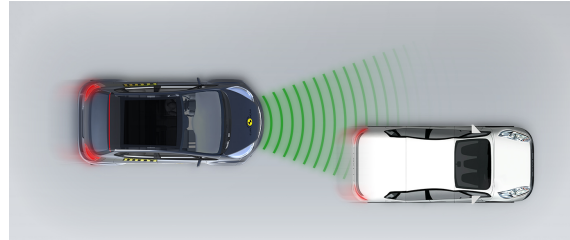### Approaching a stationary car
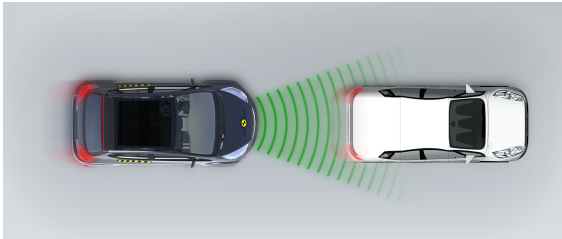
Approaching a stationary car
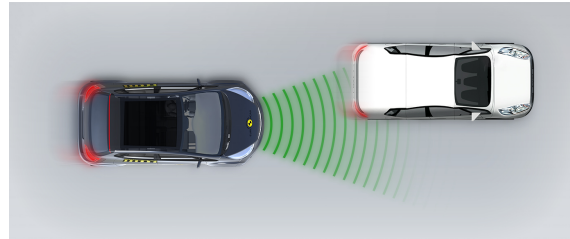
Approaching a stationary car

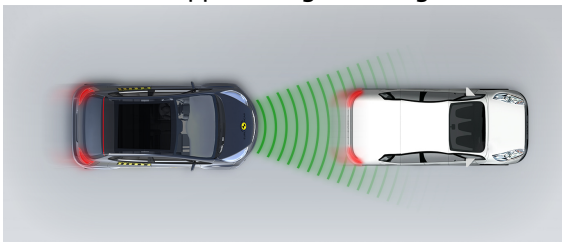### Approaching a slower moving car

Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	Rear Wheel Drive Electric*	Model 3	4 x 2	✔	✔
4 door saloon	Dual Motor All-Wheel-Drive Electric	Model 3 AWD	4 x 4	✔	✔
4 door saloon	Dual Motor All-Wheel-Drive Electric	Model 3 AWD 'Performance'	4 x 4	✔	✔

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2019	Rating Published	2019 ⭐⭐⭐⭐⭐	✔