



Lexus NX  
Standard Safety Equipment

2022



Adult Occupant



83%

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	●	—	—

Version 010322



## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
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 31.6 Pts / 83%



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 31.6 Pts / 83%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

-1.0 / 2 Pts

Rescue Sheet	Available, not 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 &amp; 10 year old children

23.9 / 24 Pts

Frontal Impact

15.9 Pts



Lateral Impact

8 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
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

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



## CRS Installation Check

12.0 / 12 Pts

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

## ■ i-Size CRS

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



Maxi Cosi 2way Pearl &amp; 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

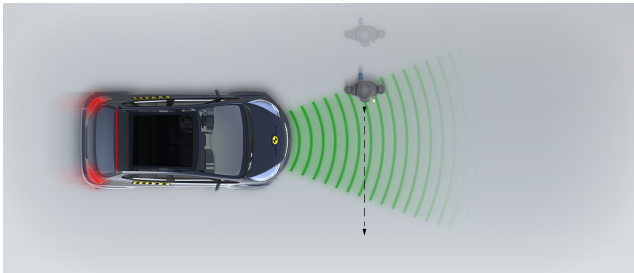
Vehicle reversing into standing pedestrian



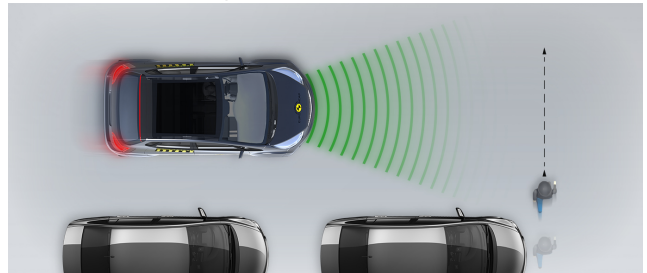
Pedestrian crossing a road into which a car is turning



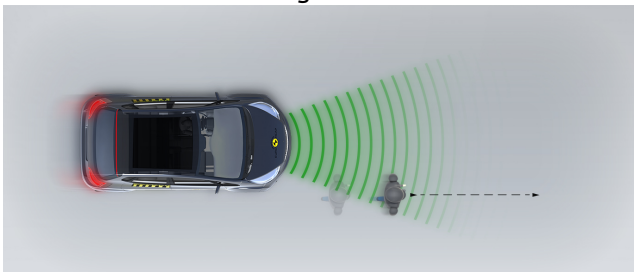
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

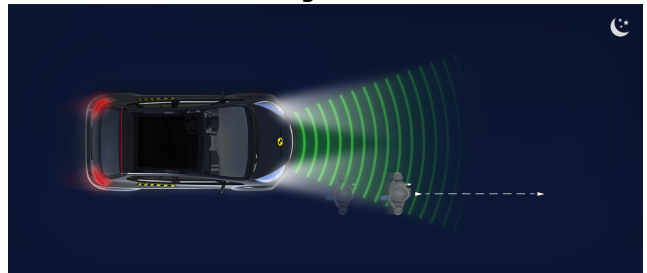


■ Night time

Adult crossing the road



Adult along the roadside







## VULNERABLE ROAD USERS

Total 45.2 Pts / 83%

## AEB Cyclist

8.7 / 9 Pts

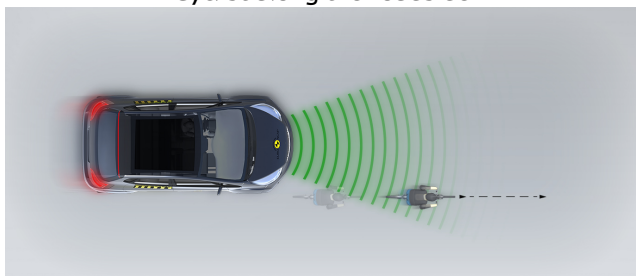
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## 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


## &gt; Seatbelt Reminder

 2.0 / 2 Pts

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

 Pass
  Fail
  Not available

## &gt; 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	<div><div></div></div>	GOOD	
Lane Keep Assist	<div><div></div></div>	GOOD	
Human Machine Interface	<div><div></div></div>	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

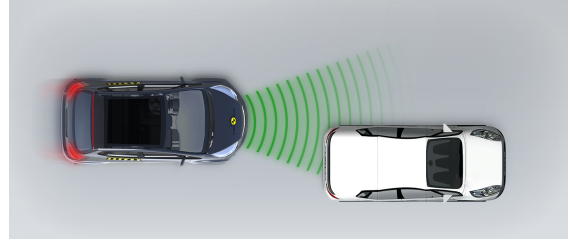
Total 14.7 Pts / 91%

## ■ Autobrake function only

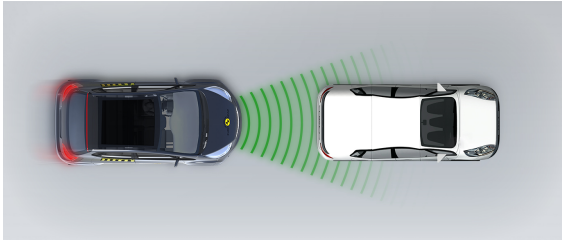
Test car turns across the path of an approaching car



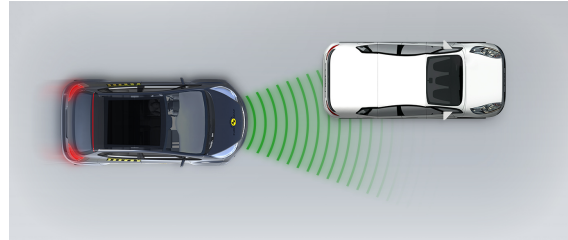
Approaching a stationary car



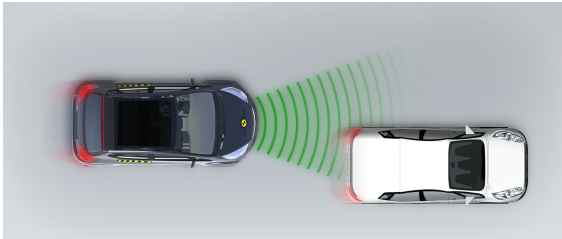
Approaching a stationary car



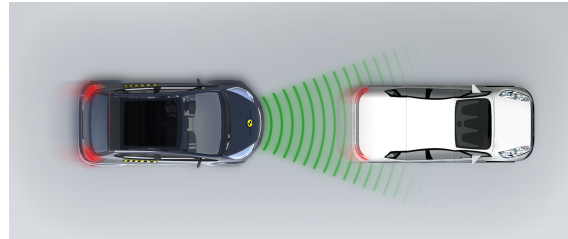
Approaching a stationary car



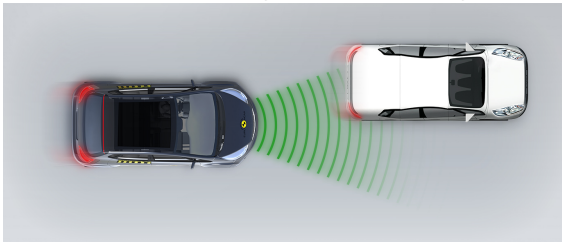
Approaching a slower moving car



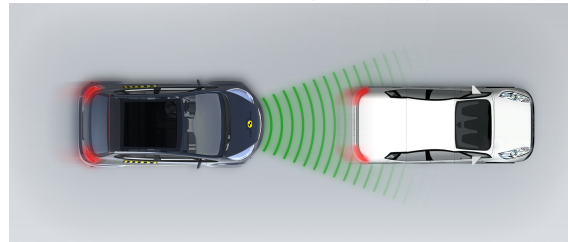
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





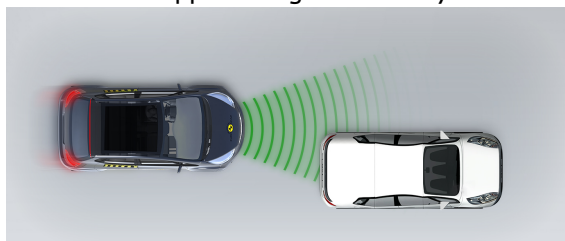


## SAFETY ASSIST

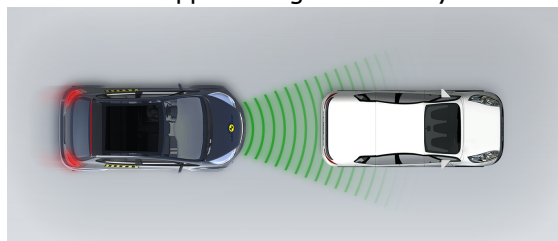
Total 14.7 Pts / 91%

## ■ Driver reacts to warning

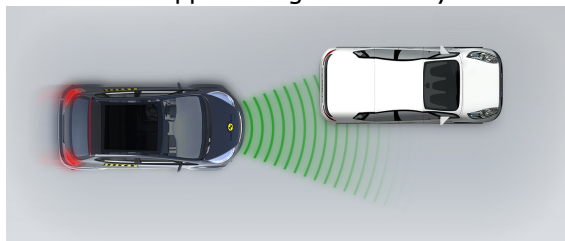
Approaching a stationary car



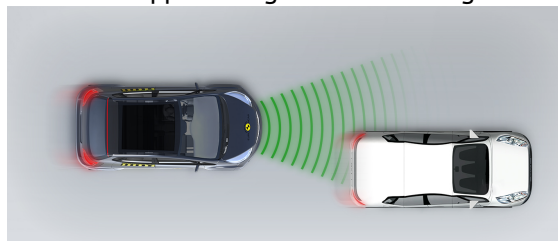
Approaching a stationary car



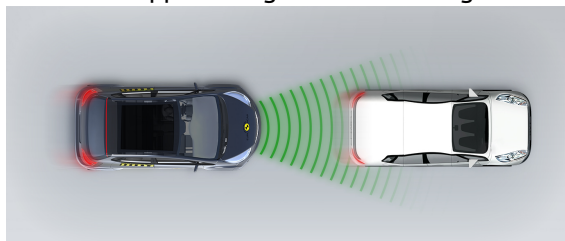
Approaching a stationary car



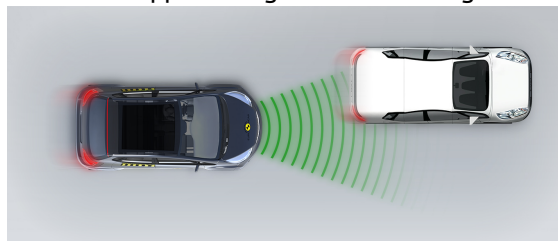
Approaching a slower moving car



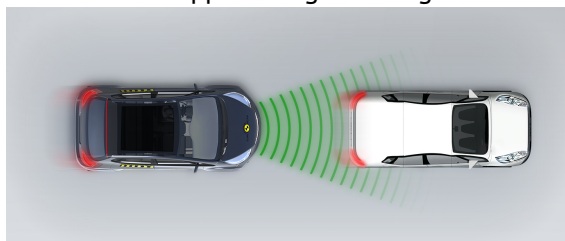
Approaching a slower moving car



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 ★ ★ ★ ★ ★	✓