SSANGYONG KORANDO

AUS: OCTOBER 2019 - ONWARDS
NZ: NOVEMBER 2019 - ONWARDS
ALL VARIANTS

ANCAP SAFETY
TESTED 2019 ★★★★★

88%
ADULT OCCUPANT PROTECTION

86%
CHILD OCCUPANT PROTECTION

68%
VULNERABLE ROAD USER PROTECTION

72%
SAFETY ASSIST

SSANGYONG KORANDO

OVERVIEW

The SsangYong Korando was introduced in Australia in October 2019 and New Zealand in November 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are standard.

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	MEDIUM SUV
AIRBAGS	Dual frontal, side chest, side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
SsangYong Korando EX	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando ELX	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando ELX	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Korando ELX LE	5 door SUV	1.6 litre diesel	2WD	✓	✗
SsangYong Korando Ultimate	5 door SUV	1.5 litre petrol	2WD	✓	✓
SsangYong Korando Ultimate	5 door SUV	1.6 litre diesel	2WD	✓	✓
SsangYong Korando Ultimate LE	5 door SUV	1.6 litre diesel	AWD	✓	✗
SsangYong Korando Ultimate	5 door SUV	1.6 litre diesel	AWD	✓	✓
SsangYong Korando Ultimate	5 door SUV	1.5 litre petrol	AWD	✓	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION

88%

33.77 POINTS
OUT OF 38

The passenger compartment of the SsangYong Korando remained stable in the frontal offset test. Dummy readings indicated protection of the driver's chest was ADEQUATE and the driver's lower legs was MARGINAL. Protection of the front passenger lower legs was also ADEQUATE. Dummy readings for all other critical body regions for the driver and front passenger were GOOD.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection was ADEQUATE for the neck and chest of the rear passenger and POOR for the pelvis area. The pelvis slipped beneath the lap section of the seatbelt and was not restrained properly during the crash.

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.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	6.93	(out of 8)
FULL WIDTH FRONTAL#	6.38	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE#	7.08	(out of 8)
WHIPLASH PROTECTION	1.39	(out of 2)
AEB - City	4.00	(out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)

Driver

Head / neck:	4.00 pts
Chest:	3.77 pts
Upper legs:	4.00 pts
Lower legs:	2.09 pts
Deductions:	Nil

Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.56 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)

Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.77 pts
Upper legs:	4.00 pts
Deductions:	Nil

Rear Passenger

Head:	4.00 pts
Neck:	3.80 pts
Chest:	2.93 pts
Upper legs:	0.00 pts
Deductions:	-4.00 pts (submarining)

SIDE IMPACT TEST (50 KM/H)

Driver

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

OBLIQUE POLE TEST (32 KM/H)

Driver

Head:	4.00 points
Chest:	2.16 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

Rear Passenger

Rear:	0.19 points
Front:	1.20 points

Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

86%

42.61 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as MARGINAL.

In the side impact test protection of all critical body areas was GOOD for both child dummies.

The SsangYong Korando is fitted with lower ISOFix anchorages for second row outboard seats and top tether anchorages for all second row seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	14.80	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.81	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET TEST (64 KM/H)

6 year old 10 year old

SIDE IMPACT TEST (50 KM/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	×	-	-	-	-

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

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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

86%

42.61 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		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	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

68%

33.07 POINTS
OUT OF 48

The bonnet of the SsangYong Korando provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper showed GOOD results for leg impacts.

The AEB system showed ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios and ADEQUATE performance in night-time scenarios.

In cyclist test scenarios, the AEB system offered MARGINAL performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	17.11	(out of 24)
UPPER LEG IMPACTS	2.91	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	4.37	(out of 6)
AEB - Cyclist	2.67	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Autonomous Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-40 km/h
DESCRIPTION: System functions in the daytime and night

	AEB - Pedestrian												AEB - Cyclist			
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING Cyclist travelling along road (25%)	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
TEST SCENARIO																
PERFORMANCE		–						–								
	ADEQUATE												MARGINAL			

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

72%

9.43 POINTS
OUT OF 13

The SsangYong Korando is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in all test scenarios.

Tests of lane support system functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard equipment.

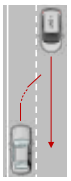
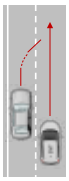
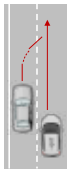
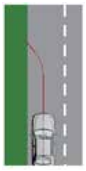
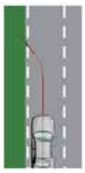
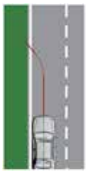
A seatbelt reminder system is fitted for all front and rear seating positions.

SPEED ASSISTANCE SYSTEMS	1.30 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Interurban	2.38 (out of 3)

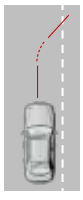
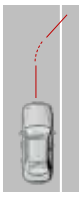
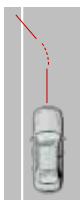
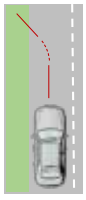
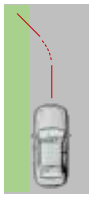
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Support System
OPERATIONAL FROM: 60-180 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		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
								
PERFORMANCE		-	-	-	-			
	GOOD							

LANE KEEP ASSIST (LKA)

TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
										
PERFORMANCE										-
	GOOD									

HUMAN MACHINE INTERFACE (HMI)

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

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

72%

9.43 POINTS
OUT OF 13

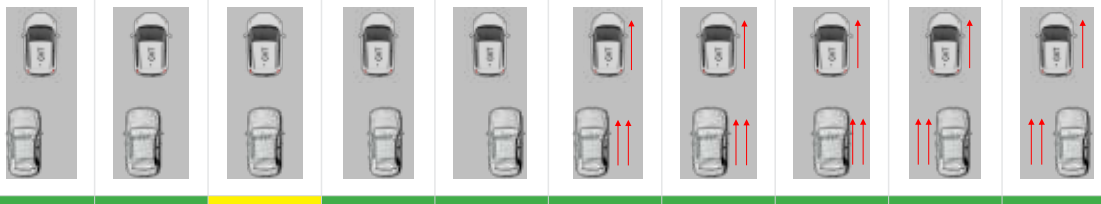
AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Autonomous Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-170 km/h
DESCRIPTION: Defaults ON for every journey

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

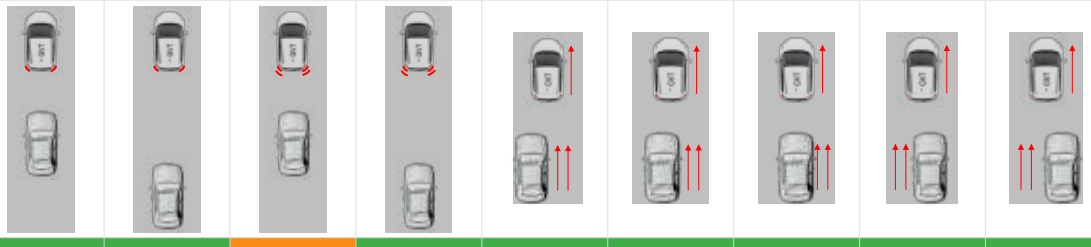
FORWARD COLLISION WARNING (FCW)

TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
PERFORMANCE										
	GOOD									



AUTONOMOUS EMERGENCY BRAKING - Interurban

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
PERFORMANCE									
	GOOD								



SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Assistance System

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

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 - 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)	O	O
Adaptive headlights	✕	✕
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✕	✕
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	O	O
Child presence alert	✕	✕
Daytime running lights (DRL)	O	O
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✕	✕
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✕	✕
Fatigue detection	✕	✕
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✕	✕
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	O	O
Reversing collision avoidance (camera)	✕	✕
Reversing collision avoidance (auto brake)	O	O
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	●	●
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	O	O
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

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

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS O OPTIONAL ✕ NOT AVAILABLE

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.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	SsangYong Korando LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.6 litre diesel
RATING PUBLISHED	October 2019
RATING UPDATED	n/a