

2019





Adult Occupant



96%





85%

Vulnerable Road Users



82%



Safety Assist

77%

SPECIFICATION

Tested Model	Lexus UX 250h, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1580kg
VIN From Which Rating Applies	- all UX
Class	Small Off-Road 4x4

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



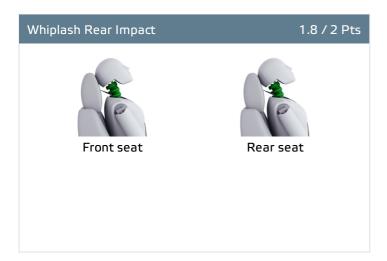


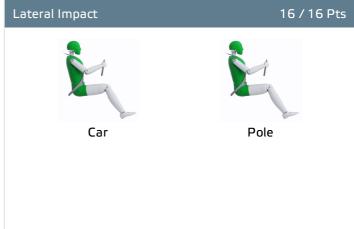
Total 36.7 Pts / 96%













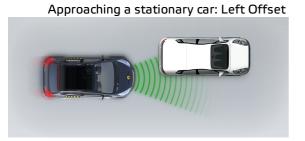


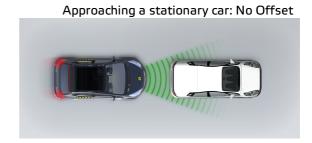
Total 36.7 Pts / 96%

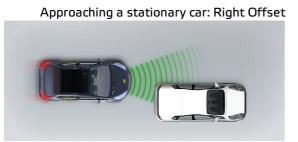


AEB City

4 / 4 Pts









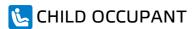


Total 36.7 Pts / 96%

Comments

The passenger compartment of the UX remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for 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. In the full-width rigid barrier test, protection was good or adequate for both the driver and rear seat passenger. In both the side barrier and the more severe side pole tests, maximum points were scored, with good protection of all critical body regions. 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 system scored full points in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided at all test speeds and overlaps.





Total 42.1 Pts / 85%



Crash Test Performance based on 6 & 10 year old children

23.1 / 24 Pts





Restraint for 6 year old child: *Römer KidFix XP* 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

O 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









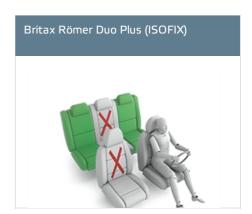


Total 42.1 Pts / 85%

ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS







Britax Römer KidFix XP (Belt)





Total 42.1 Pts / 85%

	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)	0	•		•
Britax Römer Duo Plus (ISOFIX)	0	•		•
Britax Römer KidFix XP (ISOFIX)	0	•		•
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

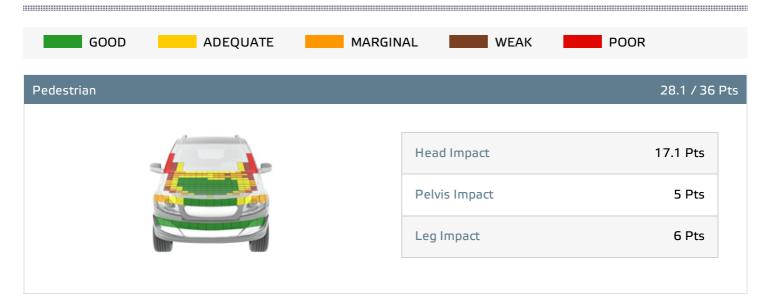
Comments

In the frontal offset test, protection of the 6 and 10 year dummies was good apart from the neck, protection of which was adequate. In the side barrier test, full points were scored with good protection of all critical parts of the body. 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 UX is designed could be properly installed and accommodated.





Total 39.4 Pts / 82%



Vulnerable Road Users		11.3 / 12 Pts
System Name	Pre Crash System as part of Lexus Safety System +	
Туре	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate. The bumper provided good protection to pedestrians' legs at all test locations, and scored maximum points. Protection of the pelvis was more mixed but was largely good or adequate. The AEB system of the UX can detect vulnerable road users, as well as other vehicles. The system scored maximum points in tests of its performance in reacting to pedestrians with collisions avoided in all scenarios, and it performed well in tests of its cyclist detection.



Total 39.4 Pts / 82%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

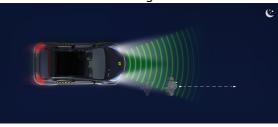


Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

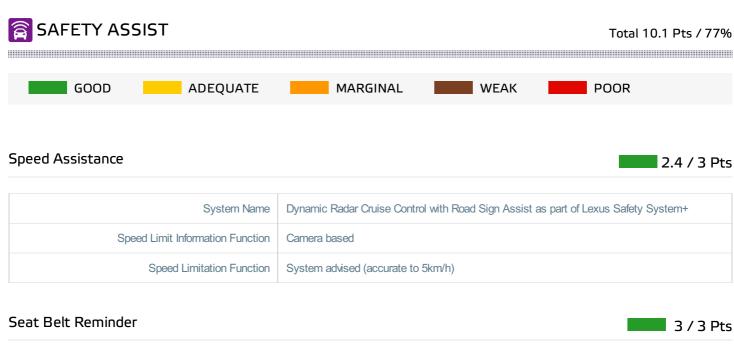
Cyclist crossing



Cyclist along the roadside







Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•
Occupant detection	_	•	•

PassFailNot available

Lane Support 2.3 / 4 Pts

System Name	Lane Departure Alert with steering control as part of Lexus Safety System +
Туре	LKA
Operational From	50 km/h
PERFORMANCE	
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE





Total 10.1 Pts / 77%

AEB Interurban

2.4 / 3 Pts

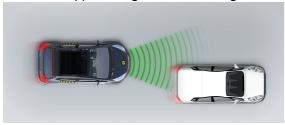
System Name	Pre-crash System as part of Lexus Safety System +
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h

Comments

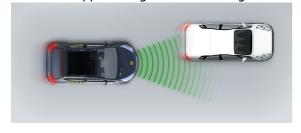
The AEB system performed well in tests of its reaction to other vehicles at highway speeds. The lane support system helps to prevent inadvertent drifting out of lane but does not intervene in more critical situations, as do the systems of some other vehicles. The speed assistance system uses a camera to determine the local speed limit. The limit is presented to the driver and offers the opportunity to set the limiter to the speed shown. There is a seatbelt reminder for the front and rear seats.

Autobrake function only

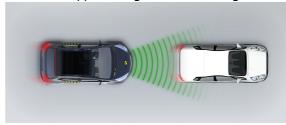
Approaching a slower moving car



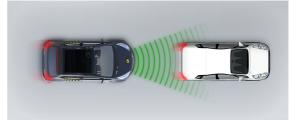
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



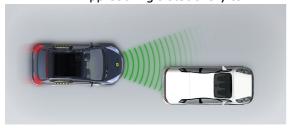




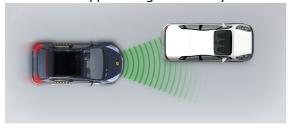
Total 10.1 Pts / 77%

Driver reacts to warning

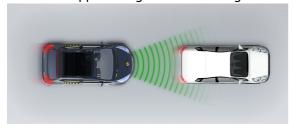
Approaching a stationary car



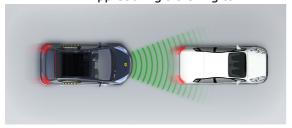
Approaching a stationary car



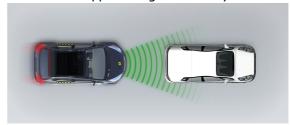
Approaching a slower moving car



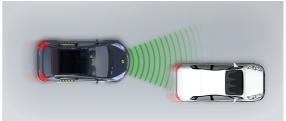
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
				✓	
				•	
5 door SUV	2.0 Hybrid	UX 250h*	4 x 2		✓
5 door SUV	2.0 Hybrid	UX 250h e-Four	4 x 4	✓	✓
5 door SUV	2.0 Petrol	UX 200	4 x 2	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2019	Rating Published	2019 * * * * *	✓