



SsangYong Korando
Standard Safety Equipment

2019



Adult Occupant



88%

Child Occupant



85%

Vulnerable Road Users



68%

Safety Assist



74%



SPECIFICATION

Tested Model	SsangYong Korando 1.6 diesel, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1728kg
VIN From Which Rating Applies	- all Korandos
Class	Small 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



ADULT OCCUPANT

Total 33.8 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Offset Deformable Barrier

6.9 / 8 Pts



Passenger



Driver

Frontal Full Width

6.4 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact

15.1 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 33.8 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



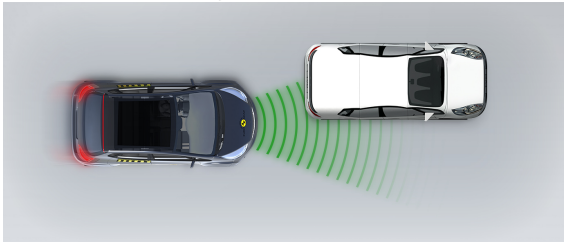
POOR

AEB City

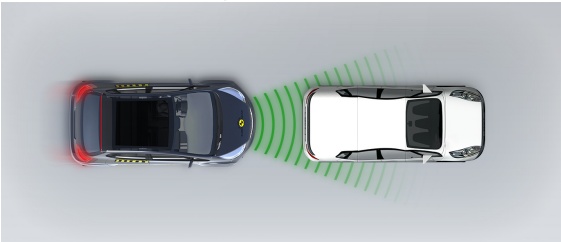


4 / 4 Pts

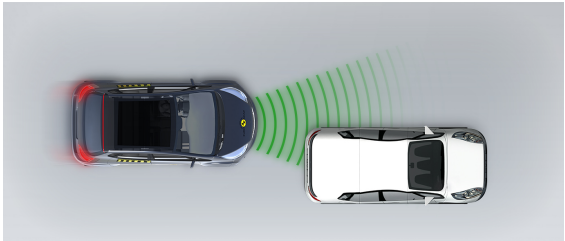
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 33.8 Pts / 88%

Comments

The passenger compartment of the Korando remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for both driver and passenger. SsangYong 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 of the driver dummy was good or adequate. For the rear dummy, readings indicated a drop in the iliac force, indicating that the pelvis had slipped underneath the lap section of the seatbelt, a phenomenon known as 'submarining'. Although dummy readings did not indicate a high risk of injury, the car was penalised and protection of the pelvis rated as poor. In the side barrier test, protection of all critical body areas was good and the Korando scored maximum points. In the more severe side pole impact, dummy readings of rib deflection indicated marginal protection of the chest, while that of other critical body areas was good. 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 indicated marginal 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 car-to-car collisions avoided in all test scenarios.


CHILD OCCUPANT

Total 41.8 Pts / 85%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

22.8 / 24 Pts

Frontal Impact

14.8 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KIDFIX II XP SICT*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)



BeSafe iZi Flex FIT i-Size (iSize)



CHILD OCCUPANT

Total 41.8 Pts / 85%

■ **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)




CHILD OCCUPANT

Total 41.8 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)	□	●	□	●
BeSafe iZi Flex FIT 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, protection of the six-year dummy was good for all critical body areas. For the ten-year-old, dummy readings of neck tension indicated marginal protection for this body region, but protection elsewhere was good. In the side barrier test, protection of all critical parts of the body was good for both child dummies. 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 restraint types for which the Korando is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 33.1 Pts / 68%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Pedestrian

26 / 36 Pts



Head Impact 17.1 Pts

Pelvis Impact 2.9 Pts

Leg Impact 6 Pts

Vulnerable Road Users

7 / 12 Pts

System Name

Autonomous Emergency Braking

Type

Auto-Brake with Forward Collision Warning

Operational From

8 km/h

Comments

The protection provided to the head of a struck pedestrian was good or adequate over most of the bonnet surface, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of pedestrians' legs was good at all test locations but protection of the pelvis was mixed. The AEB system of the Korando can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. The system's reaction to cyclists was rated as marginal.



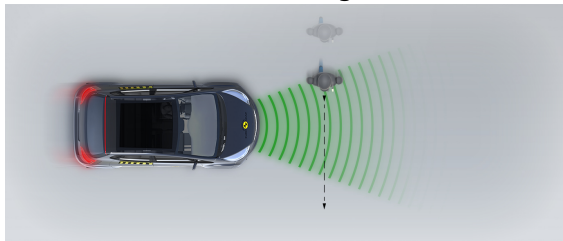
VULNERABLE ROAD USERS

Total 33.1 Pts / 68%

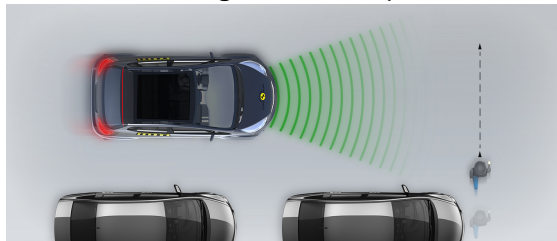
AEB Pedestrian

Day time

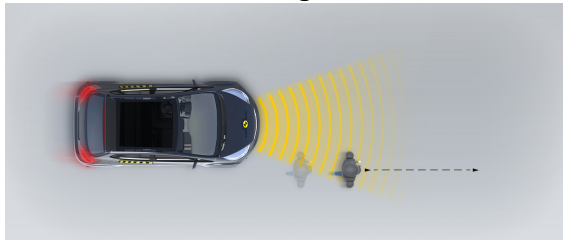
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

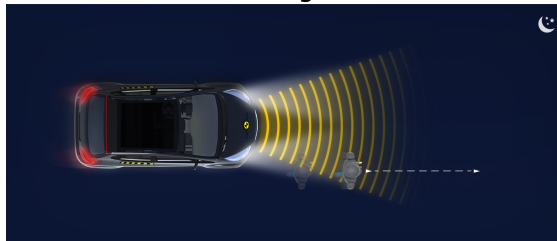


Night time

Adult crossing the road

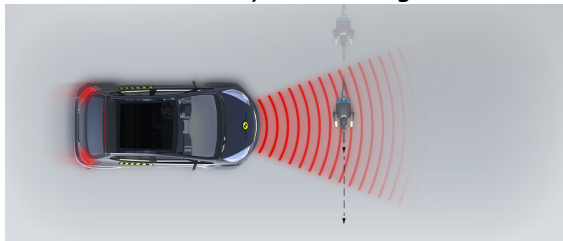


Adult along the roadside

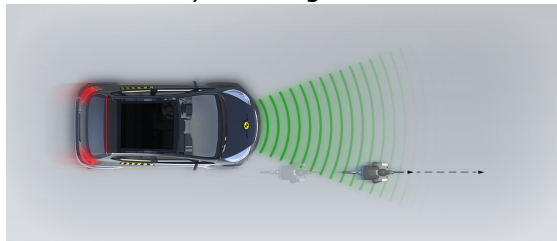


AEB Cyclist

Cyclist crossing



Cyclist along the roadside





SAFETY ASSIST

Total 9.7 Pts / 74%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance

1.6 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

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

Pass
 Fail
 — Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Support System
Type	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE



SAFETY ASSIST

Total 9.7 Pts / 74%

AEB Inter-Urban

2.4 / 3 Pts

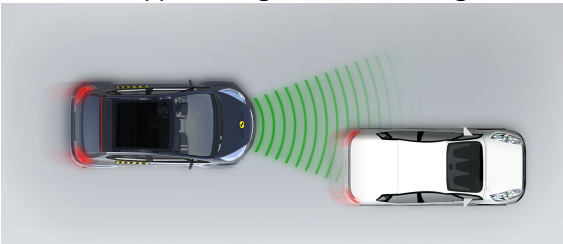
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h

Comments

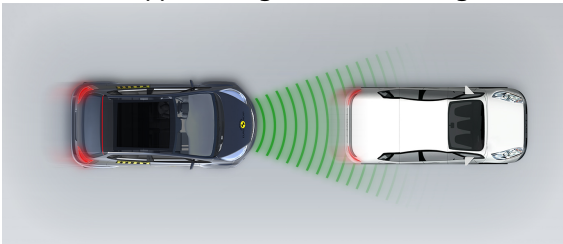
The AEB system performed well in tests of its response to other vehicles at highway speeds, with collisions avoided in almost all test scenarios. A seatbelt reminder system is standard for the front and rear seats. A camera-based speed limit recognition system presents the information the driver, allowing the speed limiter to be set appropriately. The lane support system helps to prevent inadvertent drifting out of lane and also intervenes more aggressively in certain critical situations.

■ Autobrake function only

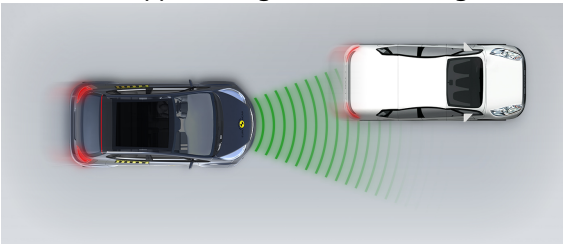
Approaching a slower moving car



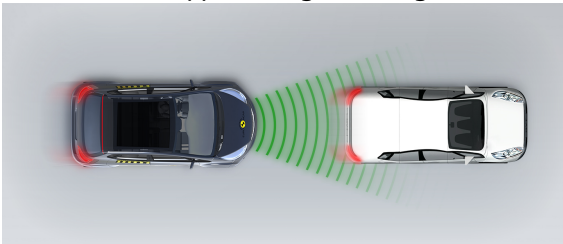
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

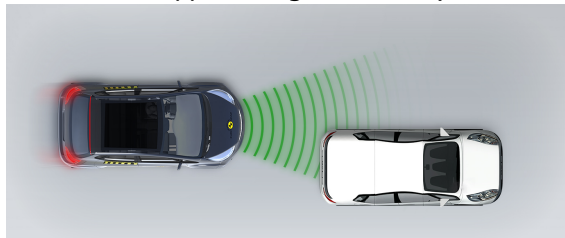


 SAFETY ASSIST

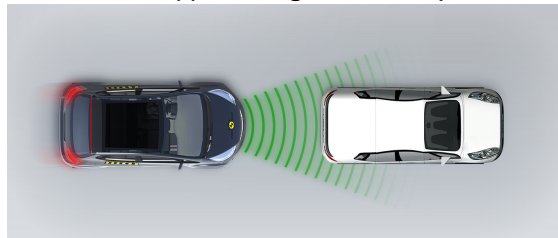
Total 9.7 Pts / 74%

■ Driver reacts to warning

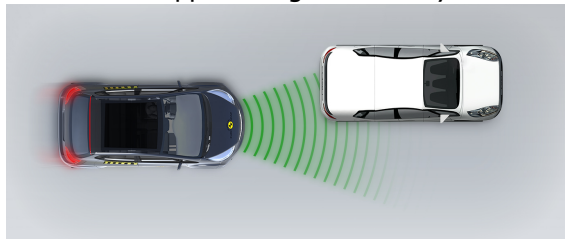
Approaching a stationary car



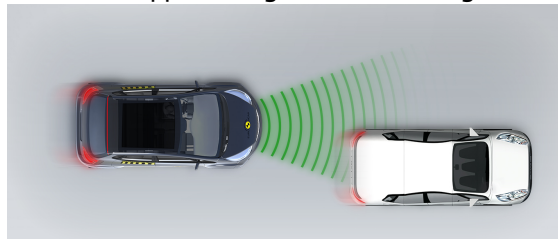
Approaching a stationary car



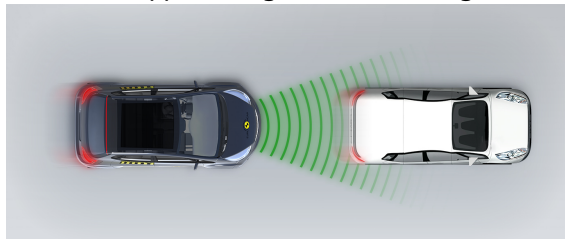
Approaching a stationary car



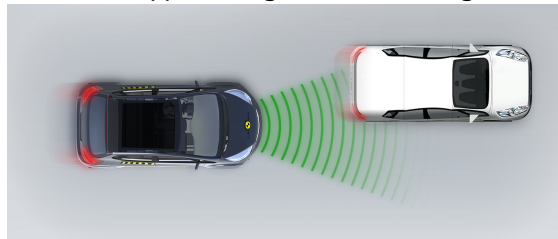
Approaching a slower moving car



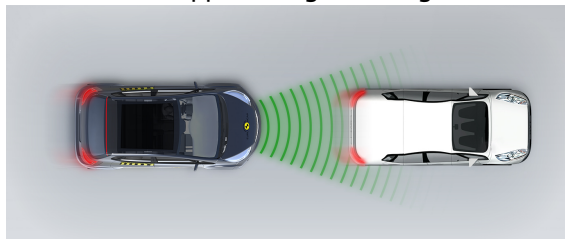
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.6 diesel	4 x 2	✓	✓
5 door SUV	1.6 diesel*	4 x 4	✓	✓
5 door SUV	1.5 petrol	4 x 2	✓	✓
5 door SUV	1.5 petrol	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2019	Rating Published	2019 ★★★★★	✓