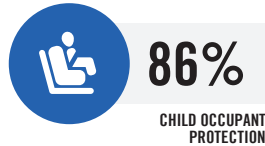
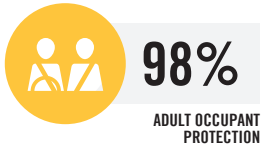


TESLA MODEL X

DECEMBER 2019 - ONWARDS
ALL VARIANTS



TESTED
2019



TESLA MODEL X

OVERVIEW

The tested model of the Tesla Model X was introduced in Australia and New Zealand in December 2019. This ANCAP safety rating applies to all variants on sale from December 2019 (built from October 2019).

Dual frontal, side chest-protecting (1st & 2nd row) and side head-protecting (curtain) airbags 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

LARGE SUV

AIRBAGS

Dual frontal, side head, side chest (1st & 2nd row)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Tesla Model X Standard Range	5 door SUV	Electric Dual Motor	AWD	✓	✓
Tesla Model X Long Range	5 door SUV	Electric Dual Motor	AWD	✓	✓
Tesla Model X Performance	5 door SUV	Electric Dual Motor Performance	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION



98%

37.47 POINTS
OUT OF 38

The passenger compartment of the Tesla Model X remained stable in the frontal offset test. Protection was GOOD for all critical body regions of both the driver and front passenger except the passenger chest where protection was ADEQUATE.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas while protection was ADEQUATE for the neck and chest of the rear passenger. GOOD protection was seen for all other critical body areas.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Model X scored maximum points in these tests.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios typical of city driving and earned full points.

FRONTAL OFFSET#	7.97 (out of 8)
FULL WIDTH FRONTAL#	7.80 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.70 (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:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	3.94 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

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



Rear Passenger

Head:	4.00 pts
Neck:	3.88 pts
Chest:	3.32 pts
Upper legs:	4.00 pts
Deductions:	Nil

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



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)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.50 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%

42.23 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 both child dummies was GOOD for all critical body areas.

The Tesla Model X is fitted with lower ISOFix anchorages on the 2nd row outboard seats and top tether anchorages for all 2nd and 3rd 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, although there is insufficient space to correctly install rearward facing restraints (capsule and both of the selected Type A convertible child restraints) in the 3rd row seats.

DYNAMIC TEST (FRONT)	14.91 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.31 (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%

42.23 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	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



72%

35.01 POINTS
OUT OF 48

The Tesla Model X has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. The vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection over most of the bonnet surface, with MARGINAL and POOR results recorded at the base of the windscreen, on the stiff windscreen pillars and on the front edge of the bonnet surface.

Protection of the pelvis area was POOR, while the bumper showed GOOD results for leg impacts.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds. The system's overall performance was classified as GOOD.

HEAD IMPACTS	17.35	(out of 24)
UPPER LEG IMPACTS	0.07	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	5.59	(out of 6)
AEB - Cyclist	6.00	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-150 km/h
DESCRIPTION: System functions in the daytime and night

TEST SCENARIO	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		Adult walking along road		FORWARD COLLISION WARNING	Cyclist crossing from kerb		FORWARD COLLISION WARNING	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY			
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



94%

12.32 POINTS
OUT OF 13

The Tesla Model X 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) and emergency lane keeping (ELK) functionality.

Tests of the AEB system in highway speed scenarios showed GOOD performance with collisions avoided or mitigated in all scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated GOOD.

Tests of LSS functionality showed GOOD performance, including all of the more critical emergency lane keeping test scenarios and overall performance of the lane support system was classified as GOOD.

A map-based speed assistance system (SAS) is also standard, which identifies the local speed limit and allows the driver to set the speed of the adaptive cruise control accordingly. A speed limiter is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS	2.93 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	4.00 (out of 4)
AEB - Interurban	2.40 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 40-145 km/h

		EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	PERFORMANCE	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge			
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
		GOOD								

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	PERFORMANCE	Dashed Line				Solid Line				Road Edge	
		GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



94%

12.32 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Collision Avoidance Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-150 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)															
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>NOT FITTED</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>NOT FITTED</td> </tr> </table>	Supplementary warning	NOT FITTED	Restraint activation / dynamic retractors	NOT FITTED										
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	<table border="1"> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
	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 Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Map-based
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

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

● 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)	●	●
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)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
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)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
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)	●	●
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 ○ 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	Tesla Model X Long Range LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Electric
RATING PUBLISHED	December 2019
RATING UPDATED	N/A