



Toyota Avensis
Large Family Car

2015



Adult Occupant



93%

Child Occupant



85%

Pedestrian



78%

Safety Assist



81%

SPECIFICATION

Tested Model	Toyota Avensis 1.6 D-4D Touring Sports, LHD
Body Type	- 5 door wagon
Year Of Publication	2015
Kerb Weight	1550kg
VIN From Which Rating Applies	- all Avensis Sedan and Avensis Touring Sport, petrol and diesel, with the safety equipment fitted to test car
Class	Large 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	✗	✗	✗

Version 120318

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)	✗
ESC	●
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 option
○ Not fitted to the test vehicle but available as option
 ✗ Not Available
 — Not Applicable

ADULT OCCUPANT

Total 35.4 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.4 Pts

Passenger Driver

Frontal Full Width 7.6 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.4 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 35.4 Pts / 93%

Comments

The passenger compartment of the Avensis remained stable in the frontal offset test. A knee airbag is standard for the driver's seating position. However, deployment of the airbag in the offset test resulted in dummy knee readings which indicated some risk of injury. As a result, Toyota were not allowed to demonstrate that structures in the dashboard - airbag support bracket, ignition barrel, steering column and adjuster - would not also be injurious. The results for the knee/femur/pelvis body region were penalised and protection was rated as marginal. Otherwise, protection was rated as good or adequate. In the full-width frontal impact, protection was good for all critical body areas of the driver. For the rear passenger, protection of the chest was rated as marginal while that of all other parts of the body was good. The Avensis scored maximum points in the side barrier impact, with good protection of all critical body areas. Likewise, in the more severe side pole test, protection was good. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear impact and a geometric assessment of the front seats also indicated good whiplash protection. A standard-fit autonomous braking system operates from the low speeds, typical of city driving, at which many whiplash injuries are caused, and its performance was rated as good.

CHILD OCCUPANT


Total 42.0 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.3 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Toyota GO+ BabySafe Plus

■ Good

36 months old child 11.3 Pts



Tested restraint (Fit):
Toyota MIDI

■ Adequate

Safety Features

7 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

11.7 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 42.0 Pts / 85%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 42.0 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Römer King Plus (Belt)	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

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


Comments

The Avensis scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive although the neck recorded marginally elevated tensile forces. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. 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 child restraints for which the Avensis is designed could be properly installed and accommodated in the car except for the large, Group II/III restraint which was unstable in the rear centre seat.

 PEDESTRIAN PROTECTION

Total 28.2 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	28.2 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.5 Pts	Pelvis Impact	5.7 Pts	Leg Impact	6 Pts
Head Impact	16.5 Pts						
Pelvis Impact	5.7 Pts						
Leg Impact	6 Pts						

Comments

The bumper scored maximum points, providing good protection to pedestrians' legs in all areas tested. The Avensis provided protection to the pelvic region that was at least adequate. The bonnet was predominantly adequate with some good areas, and poor results being recorded only on the stiff windscreen pillars.

SAFETY ASSIST

Total 10.6 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	Vehicle Stability Control	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	2.8%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.7%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.38 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	Lane Departure Alert
Type	Lane Departure Warning
Operational From	50 km/h
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Pass

SAFETY ASSIST

Total 10.6 Pts / 81%

AEB Interurban

2.3 Pts

System Name	Pre-Collision System
Type	Forward Collision Warning with Auto-Brake
Operational From	10 Km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	10-80 Km/h	15-140 Km/h
Approaching a stationary car	See AEB City	Crash avoided up to 65km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 65km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation

Comments

Electronic stability control is standard equipment, as is a seatbelt reminder for front and rear seating positions. A driver-set speed limitation system is available as an option, as is a lane departure warning system. Autonomous emergency braking is standard and its performance at speeds typical of highway driving was rated as good. The auto-brake system was tested against a stationary car as part of 'AEB City' in Adult Occupant Protection and its performance in those tests is reported there.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2015	Rating Published	2015 ★ ★ ★ ★ ★	✓
September 2016	Annual Review	2015	