



Toyota Avensis Large Family Car

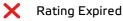




Adult OccupantChild Occupant93%Image: Comparison of the second second

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			٠
Belt loadlimiter			•
Knee airbag		×	
SIDE CRASH PROTECTION			
Side head airbag	•		٠
Side chest airbag	•		×
Side pelvis airbag	×	×	×

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•		

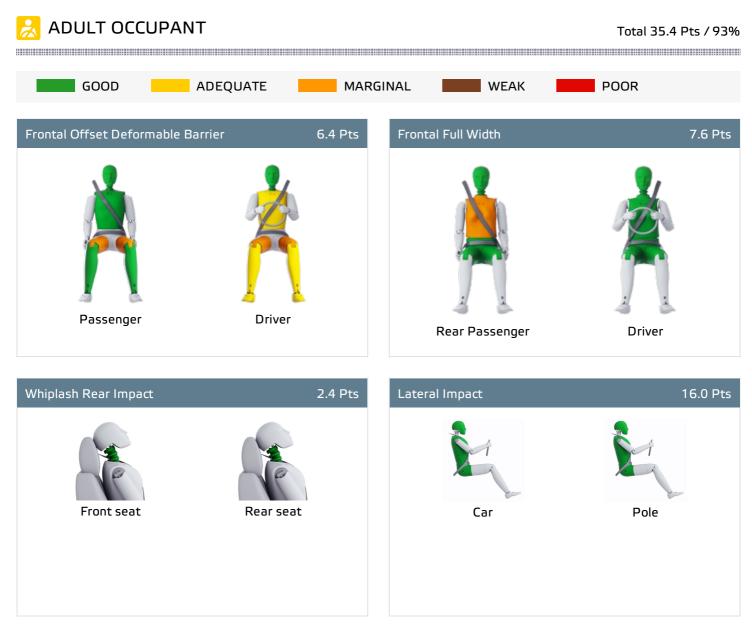
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	0
Lane Assist System	0

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- 🚫 Not fitted to the test vehicle but available as option 🛛 🗙 Not Available 🛛 Not Applicable

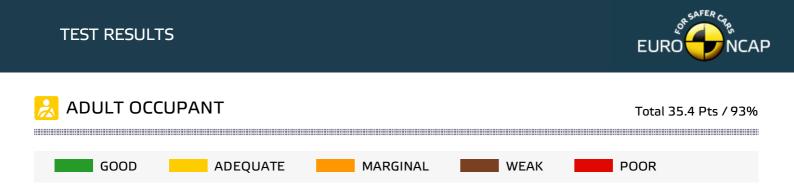
Fitted to the vehicle as option







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≳ ADULT OCCUPANT

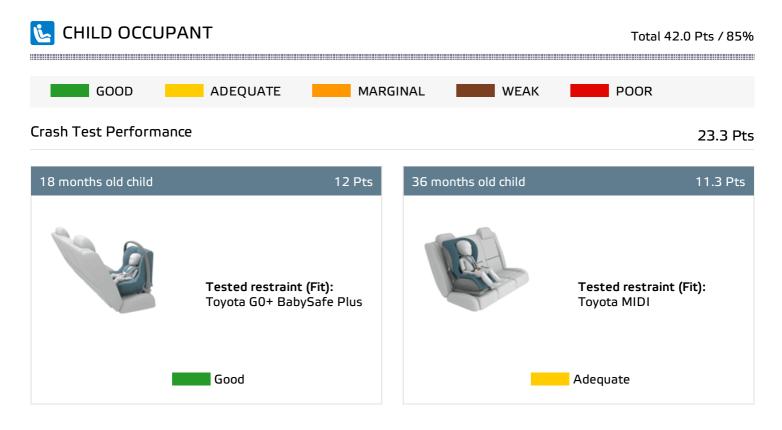
Total 35.4 Pts / 93%

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.

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Safety Features

7.0 Pts

		Front Passenger	2nd row outboard	2nd row center
	Isofix	×	•	×
	i-Size	×	•	×
Inte	egrated CRS	×	×	×
Fitted to test car as standard O Not on test car but available as op	tion 🗙 N	Not available		
CRS Installation Check				11.7 Pt
Install without problem	problem 🔰	🕻 Installation n	ot allowed	
Infants up to 13 kg				
Maxi Cosi Cabriofix (Belt) Maxi Cosi Cabriofix & EasyFix	(Belt)	Maxi Cosi C	abriofix & Easy	Fix (ISOFIX)
			X	A A A





Total 42.0 Pts / 85%

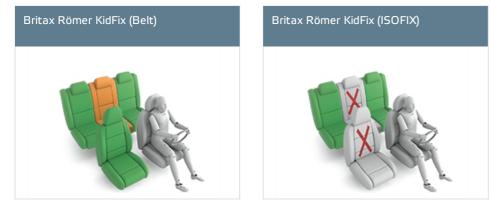
Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Toddlers over 18 kg







Total 42.0 Pts / 85%

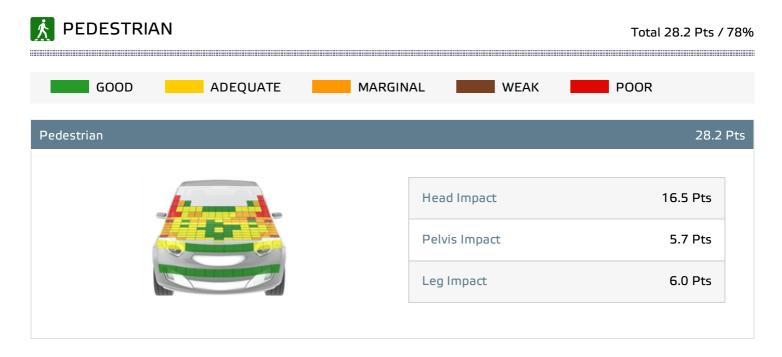
		Seat Position			
	Front	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi Cabriofix (Belt)		•	•	•	
Britax Römer King Plus (Belt)		•	•		
Britax Römer Duo Plus (ISOFIX)	*	•	*		
Britax Römer KidFix (Belt)	•	•	•		
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	•		
Maxi Cosi Cabriofix & EasyFix (ISOFIX)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

Not available

Comments

The Avensis scored maximum points for its protection of the 11/2 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.





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.







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

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	٠	•	•
Audible	٠	•	•

Lane Support

Pass

🛑 Fail

Not available

1.0 Pts

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



🛜 SAFETY ASSIST

Total 10.6 Pts / 81%

AEB Inter-Urban

2.3 Pts

System Name	Pre-Collision System				
Туре	Forward Collision Warning with Auto-Brake				
Operational From	10 km/h				
Additional Information	Defa	ult 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.			
FOL	LOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance	Avoidance			
Car in front brakes harshly	Mitigation	Mitigation			
FO	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

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2015	Rating Published	2015 ★ ★ ★ ★	✓
September 2016	Annual Review	2015 🚖 🚖 🚖 🚖	~
January 2022	Rating Expired	2015 🚖 🚖 🚖 🚖	×