



Toyota Yaris Cross

Standard Safety Equipment

2021



Adult Occupant



86%

Child Occupant



84%

Vulnerable Road Users



78%

Safety Assist



81%

SPECIFICATION

Tested Model	Toyota Yaris Cross, 1.5 hybrid, 4x2, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1270kg
VIN From Which Rating Applies	- all Yaris Cross
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

Version 020322

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
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 33.0 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

12.0 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

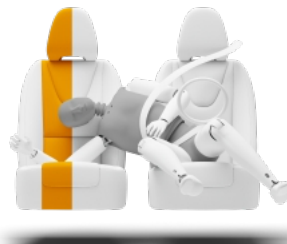
15.0 / 16 Pts



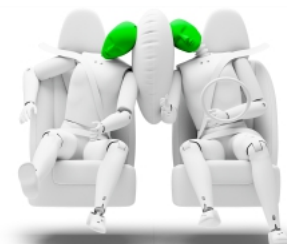
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 33.0 Pts / 86%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Yaris Cross remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Structures in the dashboard were considered a risk to the knees and femurs of occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on readings of compression during the test. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Yaris Cross would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and the more severe side pole impacts, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. The Yaris Cross has a centre-mounted airbag to mitigate occupant to occupant injuries in the event of a lateral collision. In Euro NCAP's test, the airbag worked well, with good protection of the dummies' heads. Limitation of the extent to which a body is thrown to the other side of the car in a side impact was rated as marginal. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Yaris Cross has, as standard, an advance emergency call system which alerts the emergency services in the event of a crash. The car also applies the brakes after a collision to prevent secondary impacts.



CHILD OCCUPANT

Total 41.3 Pts / 84%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

22.3 / 24 Pts

Frontal Impact

14.3 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *TOYOTA KIDFIX 2S*Restraint for 10 year old child: *TOYOTA MAXI PLUS*

Safety Features

7.0 / 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

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 41.3 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 41.3 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

Comments

In the both the frontal offset test and the side barrier impact, protection of both child dummies was good or adequate for all body regions. 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 restraint types for which the Yaris Cross is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 42.6 Pts / 78%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

29.2 / 36 Pts



Head Impact	17.2 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.4 / 18 Pts

Type	Auto-Brake with Forward Collision Warning
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VULNERABLE ROAD USERS

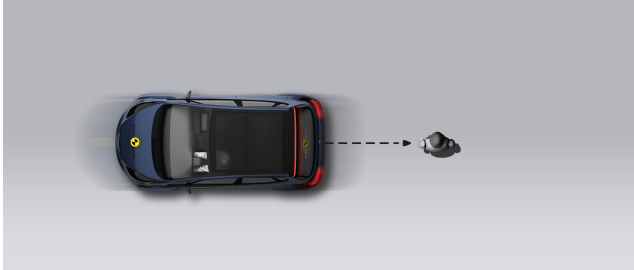
Total 42.6 Pts / 78%

AEB Pedestrian

6.8 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



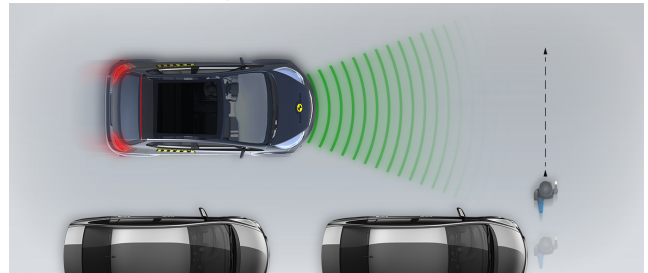
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

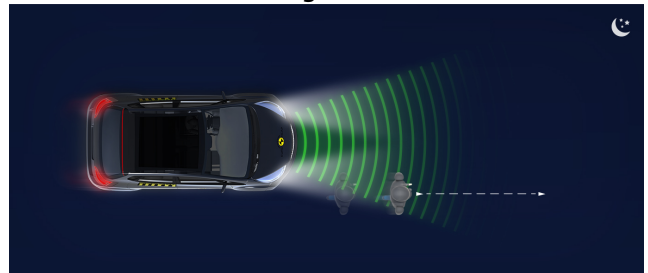


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 42.6 Pts / 78%

AEB Cyclist

6.6 / 9 Pts

Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The protection provided by the bonnet to the head of a struck pedestrian was mostly good or adequate. Poor results were recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations and protection of the pelvis was also good, the Yaris Cross scoring maximum points in these areas of assessment. The autonomous emergency braking system of the Yaris Cross detects vulnerable road users, as well as other vehicles. The system's response to pedestrians was good and its response to cyclists was adequate, with collisions avoided or mitigated in most test scenarios.



SAFETY ASSIST

Total 13.0 Pts / 81%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance

2.5 / 3 Pts

System Name	Toyota Safety Sense
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

3.0 / 3 Pts

> Seatbelt Reminder

2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

Pass
 Fail
 Not available

> Driver Monitoring

1.0 / 1 Pts

System Name	Sway Warning System
Type	Steering input
Operational From	50 km/h



SAFETY ASSIST

Total 13.0 Pts / 81%



Lane Support 2.8 / 4 Pts

Type	LKA and ELK
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	MARGINAL
Human Machine Interface	GOOD

AEB Car-to-Car 4.8 / 6 Pts

Type	Autonomous emergency braking and forward collision warning
Sensor Used	camera and radar

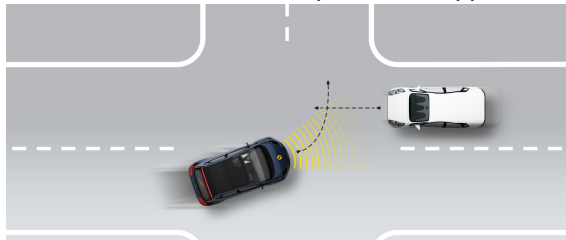


SAFETY ASSIST

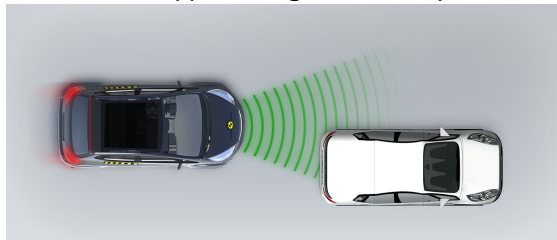
Total 13.0 Pts / 81%

■ Autobrake function only

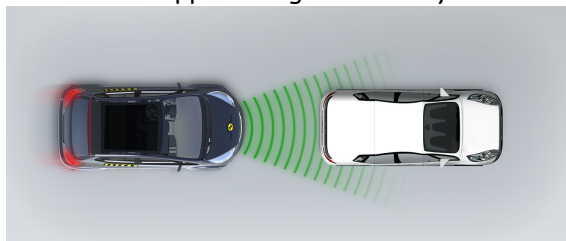
Test car turns across the path of an approaching car



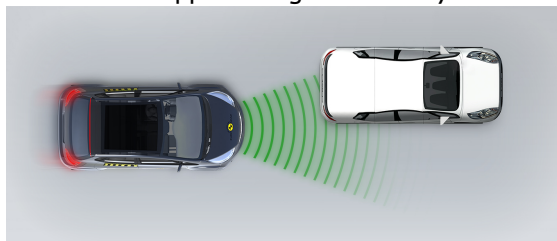
Approaching a stationary car



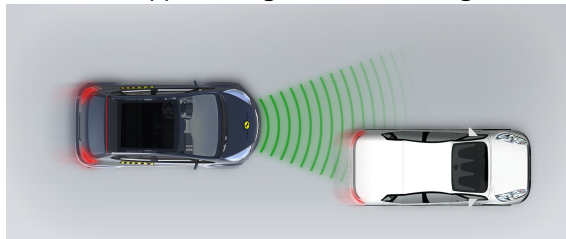
Approaching a stationary car



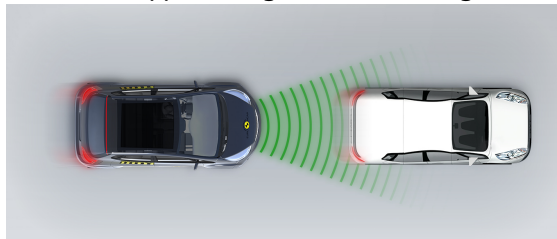
Approaching a stationary car



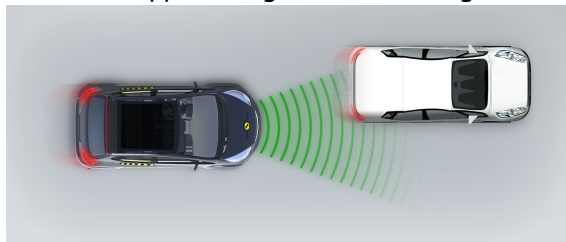
Approaching a slower moving car



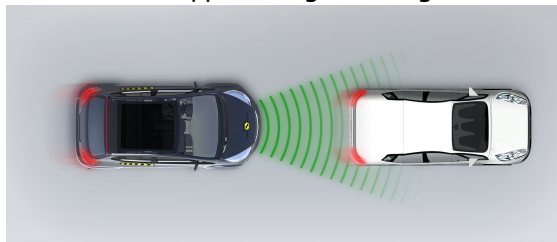
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



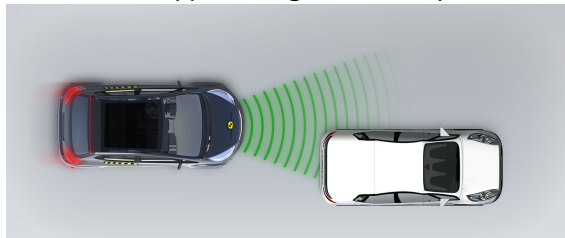


SAFETY ASSIST

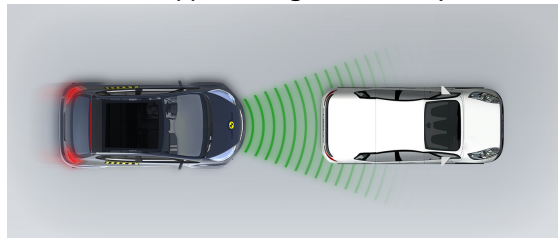
Total 13.0 Pts / 81%

■ Driver reacts to warning

Approaching a stationary car



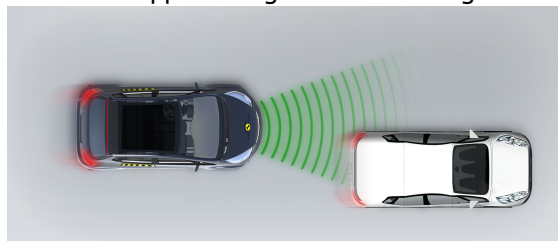
Approaching a stationary car



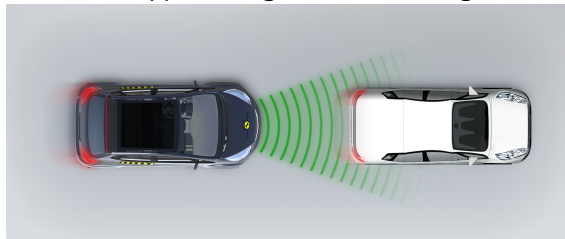
Approaching a stationary car



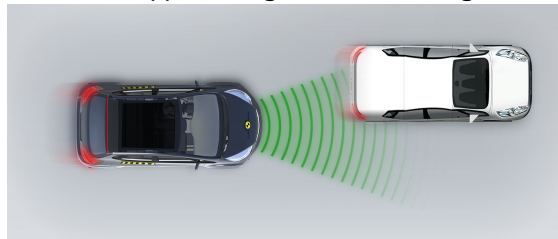
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.0 Pts / 81%

Comments

A seatbelt reminder is standard for the front and rear seats and a driver monitoring system monitors steering inputs for signs of fatigued driving. The autonomous emergency braking system showed good performance in tests of its reaction to other vehicles. Speed assistance is provided by a system which informs the driver of the local limit, allowing the limiter to be set appropriately. A lane support system gently corrects the course of a car which is drifting out of lane and also intervenes in more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.5l HEV petrol*	4 x 2	✓	✓
5 door SUV	1.5l HEV petrol	4 x 4	✓	✓
5 door SUV	1.5 petrol	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2021	Rating Published	2021 ★ ★ ★ ★ ★	✓