Toyota C-HR

Standard Safety Equipment

2024

Adult Occupant 85%

Child Occupant 86%

Vulnerable Road Users 86%

Safety Assist 79%

SPECIFICATION

Tested Model	New Toyota C-HR
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1463kg
VIN From Which Rating Applies	- all C-HRs
Class	Small SUV

Version 040424

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	●	●	✖
Centre Airbag	●	●	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	✖	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	●	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 34.0 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 11.6 / 16 Pts

Mobile Progressive Deformable Barrier

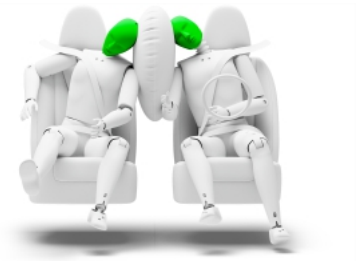
Full Width Rigid Barrier

Lateral Impact — 16.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 34.0 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the C-HR remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Toyota showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Dummy readings of compression indicated marginal protection for the driver's chest. All other critical body regions were well or adequately protected, for both driver and passenger. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the C-HR would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of protection of the chest was rated as marginal both for the driver and the rear passenger. Moreover, post-test analysis revealed that the abdomen of the rear passenger dummy had slipped underneath the lap section of the seatbelt, a phenomenon known as 'submarining'. A penalty was applied and protection of this body region rated as poor. In both the side barrier test and the more severe side pole impact, dummy readings indicated good protection of all critical body areas and the C-HR scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The C-HR has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. 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 C-HR has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Toyota demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost and that electric windows would remain functional long enough to allow occupants to escape.

CHILD OCCUPANT

Total 42.6 Pts / 86%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 23.6 / 24 Pts

Frontal Impact — 15.6 Pts

Lateral Impact — 8 Pts

Restraint for 6 year old child: *Kidfix i-Size*
Restraint for 10 year old child: *Graco Booster*

Safety Features — 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖
Top tether	✖	●	✖
Child Presence Detection	●	●	●

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check — 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	✖	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 42.6 Pts / 86%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●
	✖	✖	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 42.6 Pts / 86%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Toyota C-HR scored maximum points in this part of the assessment. 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. The C-HR is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the C-HR is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 54.4 Pts / 86%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

30.3 / 36 Pts

Pedestrian & Cyclist Head	12.3 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

24.1 / 27 Pts

System Name	Pre-Collision System with Pedestrian Detection as part of Toyota Safety Sense
Type	Auto-Brake with Forward Collision Warning
Operational From	50 km/h

PERFORMANCE |

AEB Pedestrian

6.5 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 54.4 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis, femur and the knee and tibia was good across the whole width of the car and the C-HR scored maximum points in this part of the assessment. The autonomous emergency braking (AEB) system of the Toyota can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians, performance was adequate and was good when tested in cyclist scenarios. Similarly, the AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed well in this regard.

SAFETY ASSIST

Total 14.3 Pts / 79%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.1 / 3 Pts

System Name	Road Sign Assist with Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 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

0.3 / 2 Pts

System Name	Driver Monitor
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 14.3 Pts / 79%

Lane Support

3.0 / 3 Pts

System Name	Lane Tracing Assist (LTA)
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.0 / 9 Pts

System Name	Pre-Collision System
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	Camera and Radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested

SAFETY ASSIST

Total 14.3 Pts / 79%

Comments

Overall, the autonomous emergency braking (AEB) system of the Toyota C-HR performed very well in tests of its reaction to other vehicles, including in the head-on test scenarios. In Euro NCAP's tests, collisions were avoided in almost all scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver fatigue, not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.8L Hybrid	Toyota C-HR Hybrid 140*	4 x 2	✓	✓
5 door SUV	2.0L Hybrid	Toyota C-HR Hybrid 200	4 x 2	✓	✓
5 door SUV	2.0L Hybrid AWD-i	Toyota C-HR Hybrid 200 AWD-i	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2024	Rating Published	2024 ★★★★★	✓