Toyota Urban Cruiser

Standard Safety Equipment

2025

Adult Occupant 77%

Child Occupant 85%

Vulnerable Road Users 79%

Safety Assist 72%

SPECIFICATION

Tested Model	Suzuki e VITARA 61kWh GLX, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1799kg
VIN From Which Rating Applies	- all Toyota Urban Cruisers
Class	Small SUV

General comments

The 2025 Toyota Urban Cruiser is a twin to the Suzuki e VITARA. Both have identical safety equipment and performance, and the results of the Suzuki are used for this assessment.

SAFETY EQUIPMENT

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 31.0 Pts / 77%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 12.0 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 13.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 3.9 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 31.0 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. It was shown that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the head was rated as marginal for the rear passenger. Dummy readings did not indicate injurious values and the marginal rating is based on forward movement of the head. Chest compression indicated marginal protection of that body region. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and maximum points were scored 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 found to be marginal The Toyota Urban Cruiser does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Suzuki demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 42.0 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix Pro M*
Restraint for 10 year old child: *Osann Boost*

Safety Features 6.0 / 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		
			Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 42.0 Pts / 85%

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

CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas for the 6 and 10 year dummies, and the Urban Cruiser 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 Toyota Urban Cruiser is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the Suzuki e VITARA is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 50.3 Pts / 79%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

29.2 / 36 Pts

Pedestrian & Cyclist Head	12.4 Pts
Pelvis	3.3 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.0 / 27 Pts

System Name	Brake Support System
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

5.9 / 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 vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 50.3 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	

AEB Motorcyclist

5.3 / 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

2.0 / 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 largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was mixed. Protection of the femur was good at all test locations, while that of the knee and tibia was good at all test locations The autonomous emergency braking system of the Toyota Urban Cruiser responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately overall, but offers no protection to those to the rear of the car. The system performed well in tests of its reaction to cyclists, but no protection against 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

SAFETY ASSIST

Total 13.0 Pts / 72%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.1 / 3 Pts

System Name	Brake Support System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

1.5 / 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

0.5 / 2 Pts

System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness and Microsleep

SAFETY ASSIST

Total 13.0 Pts / 72%

Lane Support

2.5 / 3 Pts

System Name	Lane Departure Prevention
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

7.0 / 9 Pts

System Name	Brake Support 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 13.0 Pts / 72%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of 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. 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	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	BEV 61 kWh	61 kWh 2WD	4 x 2	✓	✓
5 door SUV	BEV 61 kWh	61 kWh 4WD	4 x 4	✓	✓
5 door SUV	BEV 49 kWh	49 kWh 2WD	4 x 2	✓	✓

* Tested variant: Suzuki e VITARA 61 kWh 4x2, LHD

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2025	Rating Published	2025 ★★★★☆	✓