TOYOTA YARIS

AUGUST 2020 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2020 ★★★★★

RATING YEAR	2020
VEHICLE TYPE	Light Car
ENGINE TYPE	Petrol & Hybrid EV
AIRBAGS	Dual frontal, centre, side chest, side head

The Toyota Yaris was introduced in Australia and New Zealand in August 2020. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW), emergency lane keeping (ELK) and an advanced speed assistance system (SAS) are fitted as standard equipment on all variants.

86% ADULT OCCUPANT PROTECTION

87% CHILD OCCUPANT PROTECTION

78% VULNERABLE ROAD USER PROTECTION

87% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
TOYOTA YARIS ASCENT SPORT	5 door hatch	1.5 litre petrol	FWD	✓	✓
TOYOTA YARIS SX	5 door hatch	1.5 litre petrol	FWD	✓	-
TOYOTA YARIS SX ◆	5 door hatch	1.5 litre hybrid	FWD	✓	-
TOYOTA YARIS ZR	5 door hatch	1.5 litre petrol	FWD	✓	✓
TOYOTA YARIS ZR	5 door hatch	1.5 litre hybrid	FWD	✓	✓
TOYOTA YARIS GX	5 door hatch	1.5 litre hybrid	FWD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

86%
32.97 POINTS
OUT OF 38

The passenger compartment of the Toyota Yaris remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and upper legs, and ADEQUATE protection for the lower legs. Protection of the driver's feet was WEAK due to rearward displacement of the pedals. The passenger's legs were rated as MARGINAL. Protection of all other critical body regions was GOOD.

The MPDB test provides an insight into vehicle compatibility (the risk presented to other vehicles in a frontal crash). The front structure of the Toyota Yaris did not pose a high risk to the occupants of an oncoming vehicle in this test.

In the full width frontal test, protection was ADEQUATE for the neck and chest of the rear passenger and the chest of the driver, and GOOD for all other critical body regions.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Toyota Yaris scored maximum points in these tests.

The centre airbag prevented contact between the occupants' heads in the side impact test. Prevention of excursion in the farside test was assessed as MARGINAL.

A Rescue Sheet, providing information for first responders in the event of a crash, is available for all rated variants of the Yaris.

FRONTAL OFFSET (MPDB)#	4.28 (out of 8)
FULL WIDTH FRONTAL#	7.69 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	6.00 (out of 6)
WHIPLASH PROTECTION	4.00 (out of 4)
FAR SIDE IMPACT	3.00 (out of 4)
RESCUE & EXTRICATION	2.00 (out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.31 pts
Upper legs:	1.46 pts
Lower legs:	1.30 pts
Deductions:	-1.00 pts (variable contact)
	-1.00 pts (concentrated load)
	-0.53 pts (pedal blocking)

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	1.76 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions: -0.51 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.09 pts
Upper legs:	4.00 pts
Deductions:	Nil

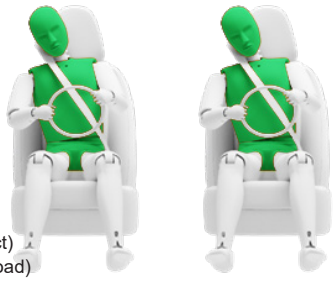
REAR PASSENGER

Head:	4.00 pts
Neck:	3.98 pts
Chest:	3.70 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Multi-Collision Braking	✓
Rescue Sheet	✓

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT - MDB (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT

SIDE IMPACT - MDB

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: No penalty

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 3.00 pts
Rear passenger: 1.00 pts

CHILD OCCUPANT PROTECTION

87%
42.97 POINTS
OUT OF 49

In the frontal offset (MPDB) test, protection of the neck and chest of the 6 year dummy and the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Toyota Yaris is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	14.97 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✕	●	✕	-	-
Integrated child restraints	✕	✕	✕	-	-
Top tether anchorage	✕	●	●	-	-
Airbag disabling	✕	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

87%
42.97 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●		●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●		●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●		●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●		●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●		●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

78%
42.29 POINTS
OUT OF 54

The bonnet of the Toyota Yaris provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with WEAK performance at the centre and GOOD on the outer edges.

The bumper provided GOOD protection to pedestrians' lower legs.

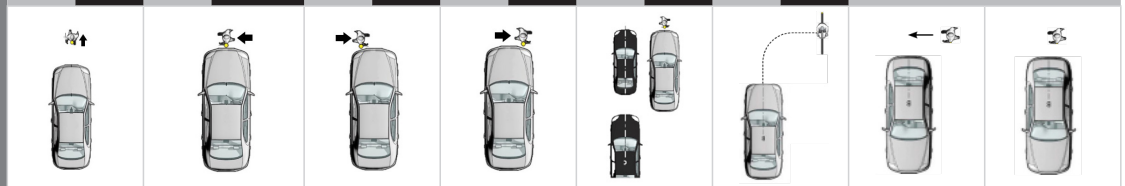
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed ADEQUATE performance in forward pedestrian test scenarios and ADEQUATE performance in cyclist test scenarios. The AEB system does not react to vulnerable road users when the vehicle is reversing.

HEAD IMPACTS	18.71	(out of 24)
UPPER LEG IMPACTS	5.16	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	6.75	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	5.68	(out of 9)

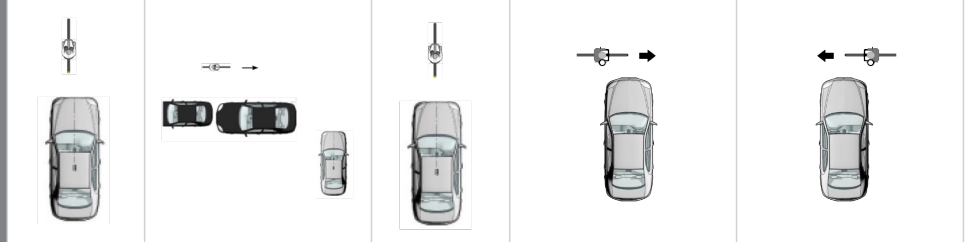
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Toyota Safety Sense
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	FCW	FORWARD					BACKOVER	
	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road, vehicle turning	Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY	DAY
TEST SCENARIO								
PERFORMANCE								
	ADEQUATE							

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	ADEQUATE				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

87%
13.95 POINTS
OUT OF 16

The Toyota Yaris is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB Car-to-Car system showed GOOD performance, with collisions avoided or mitigated in all scenarios. The vehicle prevented collision with an oncoming vehicle (turning across path) in some speed scenarios. Overall, effectiveness of the AEB Car-to-Car system performance was rated as GOOD.

A lane support system is standard on all models. Tests of LKA functionality showed GOOD performance and ELK was GOOD, with overall performance classified as GOOD.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A speed assistance system (SAS) is also standard on the Yaris. This system identifies the local speed limit which can be applied through the speed limiter. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS	
- Seat belt reminders	2.00 (out of 2)
- Driver monitoring	1.00 (out of 1)
SPEED ASSISTANCE SYSTEMS	2.65 (out of 3)
LANE SUPPORT SYSTEMS	3.50 (out of 4)
AEB - Car-to-Car	3.47 (out of 4)
AEB - Junction Assist	1.33 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Toyota Safety Sense
OPERATIONAL FROM: 50-180 km/h

EMERGENCY LANE KEEPING (ELK)

TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD										

LANE KEEP ASSIST (LKA)

TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION		
	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

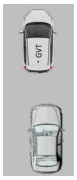
87%
13.95 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Toyota Safety Sense
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey

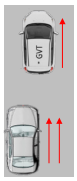
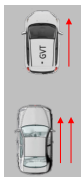
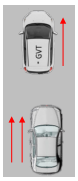
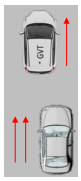
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
					
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H	-	-	-
15 KM/H			
20 KM/H			

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
									
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera only
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Toyota Yaris
TESTE VEHICLE(S) BUILT	2020
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	1.5 litre Hybrid EV
RATING PUBLISHED	September 2020
RATING UPDATED	N/A

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	●	●
Airbag - knee (driver)	✕	✕
Airbag - knee (front passenger)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Head restraints for all seats	●	●
Active bonnet	✕	✕
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✕	✕
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	✕	✕
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS