



**Toyota Yaris**  
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



83%

Child Occupant



80%

Pedestrian



63%

Safety Assist



57%

## SPECIFICATION

Tested Model	Toyota Yaris Hybrid
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1155kg
VIN From Which Rating Applies	-
Class	Supermini

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 230318

## 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)	✗
AEB Pedestrian	✗
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	○
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 31.7 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6 Pts

Passenger                      Driver

**Frontal Full Width** 5.8 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.6 Pts

Front seat                      Rear seat

**Lateral Impact** 14.3 Pts

Car                      Pole

**AEB City** 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 31.7 Pts / 83%

## Comments

The passenger compartment of the Yaris remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. However, structures in the dashboard were thought to present a risk to occupants of different sizes and to those sat in different positions, and protection of this body region was rated as marginal. Protection of the driver's chest was also rated as marginal, based on dummy readings of chest compression. In the full-width rigid barrier test, protection of the driver was good or adequate. However, the pelvis of the rear passenger dummy slipped under the lap section of the seatbelt and protection of the pelvis was rated as poor. In addition, the head moved further forward in the impact than recommended and its protection was rated as marginal even though dummy injury values were not excessive. In the side barrier test, protection of all critical body areas was good and the Yaris scored maximum points. However, in the more severe side pole test, dummy readings indicated marginal protection of the chest and abdomen. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Yaris has, as standard, an autonomous emergency braking system. In tests of its functionality at the low speeds at which many whiplash injuries occur, the system demonstrated good performance, with collisions avoided or mitigated at all test speeds.

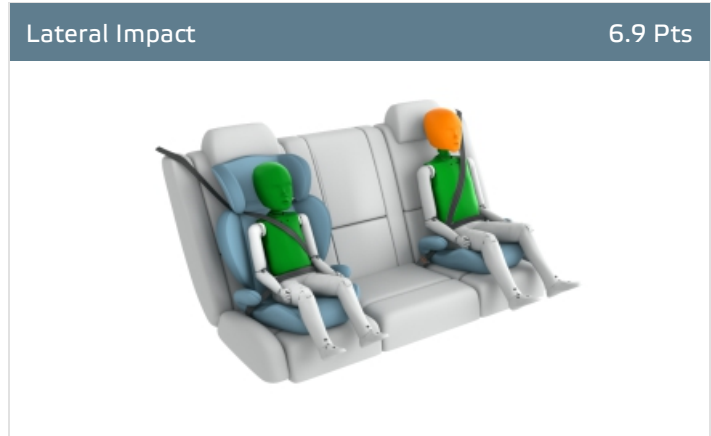
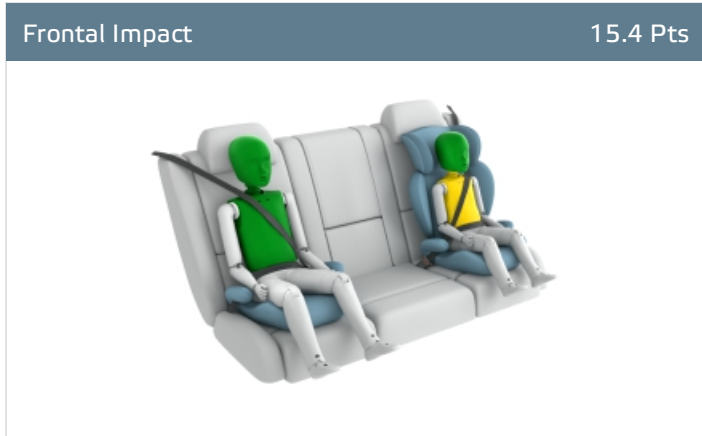
**CHILD OCCUPANT**

Total 39.5 Pts / 80%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.3 Pts



Restraint for 6 year old child: *Römer KidFix XP*  
 Restraint for 10 year old child: *Graco Junior*

**Safety Features**

6 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**

11.3 Pts

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

■ **i-Size CRS**



**CHILD OCCUPANT**

Total 39.5 Pts / 80%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 39.5 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

## Comments

In the frontal offset test, protection of both child dummies was good or adequate. In the side barrier test, the curtain airbag did not cover the area needed to provide protection for the head of the 10 year dummy, sat on the struck side. The head contacted the interior trim and recorded deceleration which demonstrated marginal protection for this critical body area. Protection of other critical body areas was good for both child dummies. 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. Installation of the rearward-facing Group 0+ universal restraint in the rear centre seating position was not possible owing to insufficient length of webbing to pass around the shell and buckle the belt. Otherwise, restraints could be properly installed and accommodated in the car.

PEDESTRIAN PROTECTION

Total 26.7 Pts / 63%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	26.7 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.7 Pts	Pelvis Impact	4 Pts	Leg Impact	6 Pts
Head Impact	16.7 Pts						
Pelvis Impact	4 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	0 Pts
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**Comments**

The protection provided to the head of a struck pedestrian was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars. The protection offered to pedestrians' legs was good in all areas tested while that offered to the pelvis was good in some areas and weak in others. The autonomous emergency braking system detects other vehicles but cannot detect vulnerable road users such as pedestrians or cyclists.



SAFETY ASSIST

Total 6.9 Pts / 57%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

0 Pts

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.5 Pts

System Name	Lane departure Alert as part of Toyota Safety Sense
Type	Lane Departure Warning
Operational From	50 km/h
Warning	Audible
PERFORMANCE	
LDW Confirmation Test	Pass


 SAFETY ASSIST

Total 6.9 Pts / 57%

AEB Interurban

2.4 Pts

System Name	Pre-collision System as part of Toyota Safety Sense
Type	Forward Collision Warning with Auto-Brake
Operational From	10 Km/h
Additional Information	Default 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 60km/h. Crash speed reduced up to 65km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation

Comments

The Yaris has a seatbelt reminder for the front and rear seats. The standard-fit autonomous emergency braking system performed well in tests at highway speeds, with collisions avoided or mitigated in most scenarios. A lane departure warning system is also standard equipment on the Yaris.

## RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
3 door hatchback	1.0 petrol	4 x 2	✓	✓
3 door hatchback	1.5 petrol	4 x 2	✓	✓
3 door hatchback	1.4 diesel	4 x 2	✓	✓
5 door hatchback	1.0 petrol	4 x 2	✓	✓
5 door hatchback	1.5 petrol	4 x 2	✓	✓
5 door hatchback	1.4 diesel	4 x 2	✓	✓
5 door hatchback	1.5 petrol hybrid*	4 x 2	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2017	Rating Published	2017 ★★★★★ ✓