



Toyota New Corolla + 7 Airbags



29.41 max. 34.00 - Adult Occupant



45.00 max. 49.00 - Child Occupant



FRONTAL 11.41 Points (max. 16.00)

SIDE 16.00 Points (max. 16.00)

 CAR DETAILS

Tested model: Toyota New Corolla

Year of publication: 2019

Made in: Brazil

Body type: 4 door sedan

Crash test weight: 1681 kg

Test valid for: Latin NCAP market

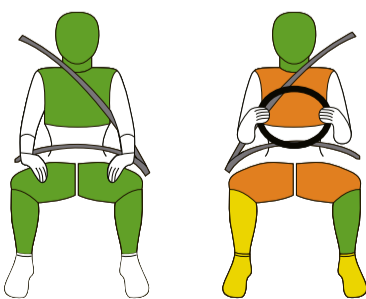
 SAFETY EQUIPMENT

Driver frontal airbag	YES	Front seatbelt pretensioners	YES
Front passenger frontal airbag	YES	Front seatbelt pretensioners pass	YES
Side head airbags DRIVER	YES	SBR	YES
Side head airbags PASSENGER	YES	ISOFIX anchorages	YES
Side body airbags DRIVER	Chest-Pelvis	ABS (4 channel)	YES
Side body airbags PASSENGER	Chest-Pelvis	ESC (UN13 or GTR8)	YES
Driver knee airbag	YES	Side Curtain airbags	YES



ADULT OCCUPANT PROTECTION

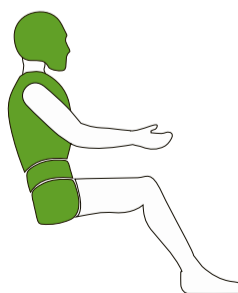
ODB FRONTAL



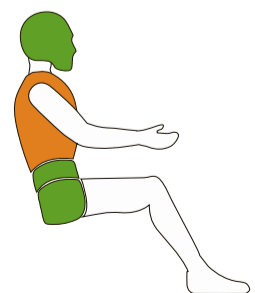
FRONT PASSENGER

DRIVER

MBD SIDE



POLE SIDE



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY ■ STABLE

SIDE IMPACT PROTECTION (STRUCTURAL) ■ YES

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest showed marginal protection and passenger chest showed good protection. Driver knees showed marginal protection and although the knee airbag can protect the driver knees, hard structures were found behind the airbag that could cause problems with a larger dummy or different seating position. Passenger knees showed good protection. Driver tibias showed adequate to good protection, and Passenger's tibias showed good protection. Footwell area was rated as unstable. The body shell was rated as stable and it is capable of withstanding further loadings. **Side impact:** Head, thorax, abdomen and pelvis showed good protection. **Side Pole Impact:** showed good protection for the head, abdomen and pelvis, and marginal protection for the chest. **ESC:** The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers SBR in all seating positions. All of the above explain the five stars for Adult Occupant Protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
24.00 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
9.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joyson Takata Midi	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF
3 year old child	Joyson Takata Midi	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST	2ND ROW				
	RIGHT	LEFT	CENTER	RIGHT	
Group 0+	Peg Perego Viaggio Switchable	Exempt	Pass	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Pass	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Pass	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Pass	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Pass	Pass	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Pass	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joyson Takata Midi	Exempt	Pass	Exempt	Pass
Q3	Joyson Takata Midi	Exempt	Pass	Exempt	Pass

COMMENTS

Child occupant: - The child seat for the 3-year-old child was installed rearward facing using the ISOFIX anchorages and a support leg and offered good protection during the frontal impact beyond. The Q1.5 was installed rearward facing using ISOFIX anchorages and a support leg while it offered good protection during the frontal impact. Side impact: both child dummies were well protected in the side impact. Frontal and side impact protection was rated with full points. All CRSs that were assessed for installation passed. The marking and instructions in the car in relation to CRS use met Latin NCAP requirements. ISOFIX marking also met Latin NCAP requirements. The passenger airbag disabling is standard in all model range. The car offers 3-point belts in all seating positions as standard and all of them meeting technical international standards. It also offers ISOFIX anchorages with top tether in both rear outboard seating positions as standard. All the above explains the five stars for Child Occupant Protection.



Latin NCAP

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