



Toyota Yaris + 2 Airbags



	ADULT OCCUPANT	41%
	CHILD OCCUPANT	64%
	PEDESTRIAN PROTECTION	62%
	SAFETY ASSIST	42%

SPECIFICATIONS

Tested model	Toyota Yaris
Body type	5 door Hatchback / Sedan
Year of publication	2021
Crash test weight (KG)	1387
VIN from which Rating applies	
Made in	Thailand & Brazil
Test valid for	Latin NCAP market

SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NO-JUST OPTIONAL	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NO-JUST OPTIONAL	NO-JUST OPTIONAL	NO-JUST OPTIONAL
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	NO-JUST OPTIONAL	NO-JUST OPTIONAL	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut-off switch	NOT APPLICABLE	NO	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	NOT AVAILABLE
OTHER SAFETY SYSTEMS			
ESC standard		YES STANDARD	
GTR 9 - UN 127 Pedestrian protection		DOES NOT MEET	
AEB Pedestrian		NOT AVAILABLE	
AEB City		NOT AVAILABLE	
AEB inter-Urban		NOT AVAILABLE	
Speed Assist System		NOT AVAILABLE	
Lane Assist system		NOT AVAILABLE	



FRONTAL OFFSET DEFORMABLE BARRIER 11 p

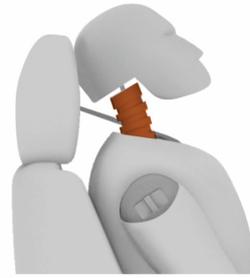


FRONTAL DRIVER

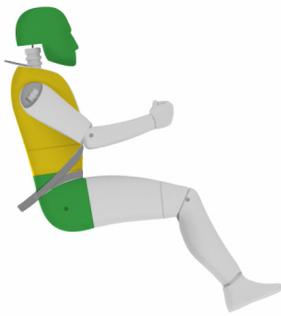


FRONTAL PASSENGER

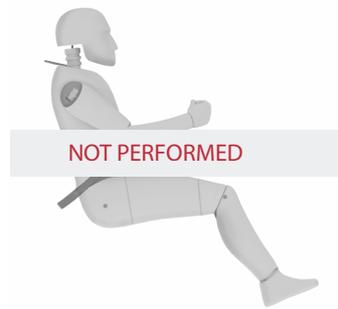
WHIPLASH REAR IMPACT 2.16 p



SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 6.38 p



SIDE POLE IMPACT TEST (Pole) NO TEST



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

UN R32 (max 1 point)	1
AEB City (max 3 points)	NO TEST
Rescue Sheet (max 1 point)	0

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION NO

Adult Occupant

16.57 points 41.43 %

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver's chest showed marginal protection while passenger's chest showed good protection. Driver and passenger's knees showed marginal protection as they can impact with dangerous structures behind the fascia. Driver's tibias showed good and adequate protection and passenger's tibias showed good protection. Footwell area was rated as unstable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. Side impact: Head and pelvis protection was good while chest and abdomen protection was adequate. Side impact showed door opening. Side Pole Impact: was not performed as the car does not offer side head protection as standard. Whiplash: the seat showed marginal protection to the adult neck. UN R32: the car meets the rear impact structure requirements. AEB City: the car does not offer optional AEB city. Rescue sheet availability is not meeting Latin NCAP requirements.



CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

31.29 points 63.85 %

CHILD RESTRAINT SYSTEM

Dynamic score:
24.00 (max 24)

Installation score:
3.29 (max 12)

Vehicle assessment score:
4.00 (max 13)

	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

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

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

● Pass

✗ Fail

○ Exempt

*Fail only due to failed marking



child Occupant

31.29 points 63.85 %



COMMENTS

Child occupant: The child seat for the 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and frontal crash protection was good. Side impact protection was good. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg, it was capable of preventing head exposure and frontal crash protection was good. Side impact protection was good. Some of the CRSs tested for installation pass. Airbag warning when a rearward CRS is installed in the passenger seat was according to Latin NCAP requirements. Passenger airbag could not be disconnected in the case that a rearward facing CRS is installed in the front passenger seat.

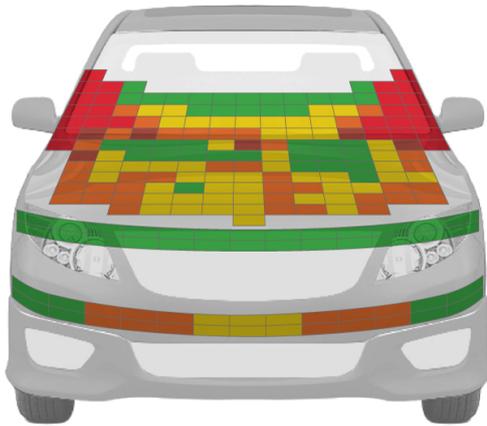


PEDESTRIAN PROTECTION (pasive)

29.58 points

El vehículo no cumple con las regulaciones de la ONU de protección de peatones

15.00%



	Points	max score
Head impact	15.06	24
Upper Leg impact (Pelvis)	6.00	6
Lower Leg impact (Leg)	4.66	6

AEB PEDESTRIAN

NO TEST

Balance factor for Pedestrian protection (until 2021)

15%

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-
Type of dummy used	-
Dummy speed	-
Obstruction scenario used	-

PERFORMANCE

Test Speed (km/h)	Test Speed (km/h)	CONTACT AVOIDED?
20km/h to 30km/h	—	SI
30km/h to 40km/h	—	SI
More than 40km/h	—	SI

● Pass

✗ Fail

— NOT AVAILABLE



PEDESTRIAN PROTECTION

29.58 points 61.63 %



COMMENTS

PEDESTRIAN PROTECTION: The car manufacturer did not prove that the car meets Pedestrian protection UN regulations for the Brazilian or Thai version. The car showed majority of areas with adequate to marginal protection levels. AEB VRU: not available in the market for this model.



SPEED ASSISTENCE **NO TEST**
(this feature scores only if it is standard in all versions)

SEAT BELT REMINDER **3.00 points**
(this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✓	✗	✗
Audible	✓	✗	✗

LANE SUPPORT SYSTEMS **NO TEST**

LDW is not available
LKA is not available

System Name	-
Functionality	-
Operational from (km/h)	-
Warning	-

PERFORMANCE

LKA Test	Fail
LDW Test	Fail

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required) **NO TEST**

RED did not confirm operation by Validation

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required) **NO TEST**

BSD could not be confirmed by Validation

ESC **NO TEST**

ESC is STANDARD IN ALL VERSIONS
ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)	85
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MOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h)	75
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AEB Interurban **NO TEST**

System Name	-
Functionality	-
Operational from (km/h)	-

PERFORMANCE

	AEB		Driver Reacts to warning	
Operational Speed (km/h) Min Max	-	-	-	-
Approaching a slower moving car	-	-	-	-

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Failed	Failed
Car in front brakes harshly	Failed	Failed

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Failed	Failed
Car in front brakes harshly	Failed	Failed

SAFETY ASSIST

18.00 points 41.86 %

COMMENTS

ESC: The car offers ESC as standard. Moose test max speed was 85 for the ADAC Moose scenario and 75km.h for the Consumer testing scenario. SBR: the car offers front passengers SBR but passenger side SBR did not detect certain passengers being rated as a fail. SA: the car does not offer a speed limitation device. BSD: The car does not offer BSD as standard. LSS and RED: the car does not offer these technologies. AEB Interurban: The car does not have AEB inter urban.

