

Toyota Raize + 2 Airbags



| | |
|-----------------------|-----|
| ADULT OCCUPANT | 41% |
| CHILD OCCUPANT | 72% |
| PEDESTRIAN PROTECTION | 59% |
| SAFETY ASSIST | 58% |

SPECIFICATIONS

| | |
|-------------------------------|-------------------|
| Tested model | Toyota Raize |
| Body type | 5 door SUV |
| Year of publication | 2024 |
| Crash test weight (KG) | 1232 |
| VIN from which Rating applies | |
| Made in | Indonesia |
| 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 | NOT AVAILABLE | 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 | NO - JUST OPTIONAL | NO - JUST OPTIONAL | NOT AVAILABLE |
| CHILD PROTECTION | | | |
| ISOFIX | NOT APPLICABLE | NOT AVAILABLE | YES OUTBOARD SEATS |
| Integrated CRS | NOT APPLICABLE | NOT AVAILABLE | NO |
| Airbag cut out switch | NOT APPLICABLE | NO | NOT APPLICABLE |
| SAFETY ASSIST | | | |
| Seat Belt Reminder (SBR) | YES STANDARD | YES STANDARD | YES STANDARD |
| OTHER SAFETY SYSTEMS | | | |
| ESC standard | | YES STANDARD | |
| GTR 9 - UN 127 Pedestrian protection | | UN 127 STANDARD | |
| 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 11.6 p

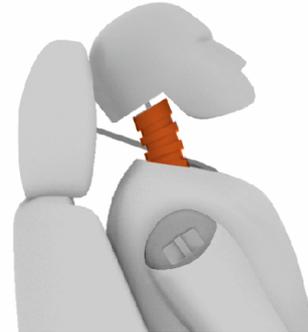
WHIPLASH REAR IMPACT 1.62 p



FRONTAL DRIVER

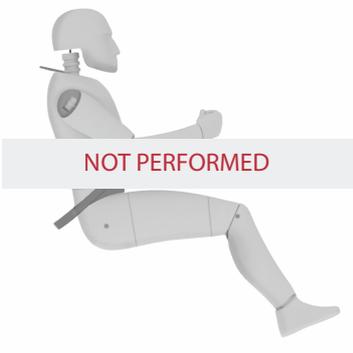
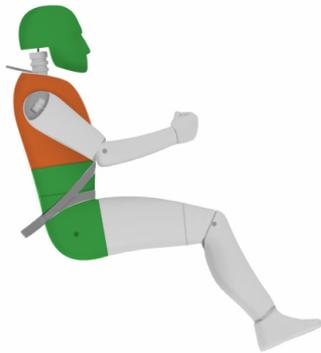


FRONTAL PASSENGER



SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 7 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) | 1 |

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION NO

Adult Occupant

16.22 points 40.54%

COMMENTS

Frontal impact: The protection offered to the driver and passenger head and neck was good, driver's chest was marginal and passenger chest was adequate. Driver's knees showed marginal protection as they can impact dangerous structures behind the fascia. Passenger knee's showed good protection. Driver and passenger's tibias showed good protection. Footwell area was rated as stable. The bodysell was rated as unstable and it is not capable of withstanding further loadings. Side impact: Head, abdomen and pelvis protection was good while chest protection was marginal. Side Pole Impact: Side pole impact was not performed as side head protection is not 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 AEB City. Rescue sheet: available according to Latin NCAP criteria.



CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

35.07 points 71.57%

CHILD RESTRAINT SYSTEM

Dynamic score:
24.00 (max 24)

Installation score:
5.07 (max 12)

Vehicle assessment score:
6.00 (max 13)

| | CHILD RESTRAINT | DYNAMIC SCORE | CRS TYPE | ADJUST | POSITION |
|--------------------|----------------------|---|----------|------------|----------|
| 18 month old child | Joyson (Takata) MIDI | Front 8.00 (8 max) Side 4.00 (4 max) | I-SIZE | ISOFIX/LEG | RWF |
| 3 year old child | Joyson (Takata) MIDI | Front 8.00 (8 max) Side 4.00 (4 max) | I-SIZE | ISOFIX/LEG | RWF |

| | Front Passenger | 2nd row outboard | 2nd row centre |
|----------------|-----------------|------------------|----------------|
| ISOFIX | NOT AVAILABLE | YES STANDARD | NOT AVAILABLE |
| I-Size | NOT AVAILABLE | YES STANDARD | 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 Streey 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

35.07 points 71.57%

COMMENTS

Child Occupant - The child seat for the 3-year-old child was installed rearward facing using I-Size anchorages and support leg. It was capable of preventing head exposure and offered full protection. The Q1.5 was installed rearward facing using I-Size anchorages and support leg, the CRS prevented the head exposure offering full protection.

Side Impact: Both CRSs offered full protection. Most of the CRSs tested for installation passed. The car has I-size anchorages as standard. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car does not offer passenger airbag disconnection.



PEDESTRIAN PROTECTION (pasive)

28.17 points

The car meet regulation UN127 for pedestrian protection



| | Points | max score |
|---------------------------|--------|-----------|
| Head impact | 18.89 | 24 |
| Upper Leg impact (Pelvis) | 3.29 | 6 |
| Lowe Leg impact (Leg) | 6.00 | 6 |

AEB PEDESTRIAN

NO TEST

Balance factor for Pedestrian protection (until 2022)

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 | - | - |
| 30km/h to 40km/h | - | - |
| More than 40km/h | - | - |

● Pass

✗ Fail

— NOT AVAILABLE



PEDESTRIAN PROTECTION

28.17 points 58.70 %

COMMENTS

The car proved to meet Pedestrian Protection UN127 regulations. The car showed majority of head impact areas with good and adequate protection. Some areas towards the border and windshield showed weak protection and towards the A-pillar showed poor protection. Upper leg performance was mostly weak and poor, lower leg performance showed good protection. AEB VRU: the car does not offer AEB VRU.



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

SEAT BELT REMINDER **10.00 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 according to Latin NCAP requirements
LKA is not available according to Latin NCAP requirements

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

PERFORMANCE

| | |
|----------|---|
| LKA Test | - |
| LDW Test | - |

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 **15 points**

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) | 90 |
|--|----|

MOOSE TEST: CONSUMER TESTING

| | |
|--|----|
| Max Speed Achieved in test without failures (km/h) | 90 |
|--|----|

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 | - | - |
| Car in front brakes harshly | - | - |

FOLLOWING A CAR AT LONG DISTANCE

| | AEB | Driver Reacts to warning |
|-----------------------------|-----|--------------------------|
| Car in front brakes gently | - | - |
| Car in front brakes harshly | - | - |

SAFETY ASSIST

25.00 points 58.14%

COMMENTS

SBR: The car offers SBR in all seating positions. ESC: The car offers ESC as standard. The Moose test performance reached a maximum of 90 km/h under ADAC Moose test and also 90 km/h under Consumer magazine Moose test.
SA: the car does not offer a speed limitation device. BSD: The car does not offer BSD. LSS and RED: The car does not offer LSS and RED.
AEB Interurban: The car does not offer AEB Interurban.

