

Toyota Auris

Toyota Auris 1.6 mid grade, RHD

2013



92%

ADULT OCCUPANT



84%

CHILD OCCUPANT



68%

PEDESTRIAN



66%

SAFETY ASSIST

ADULT OCCUPANT

Total 33 pts | 92%

FRONTAL IMPACT

15 pts



Driver



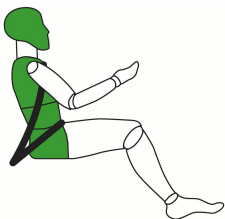
Passenger

SIDE IMPACT CAR

7,5 pts

SIDE IMPACT POLE

7,5 pts



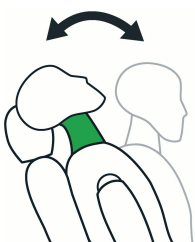
Car



Pole

REAR IMPACT (WHIPLASH)

3,3 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	none
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Clutch - 45.3mm
Upward pedal movement	Clutch - 25.5mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	'Sporty', cloth, 6 way manual adjust
Head restraint type	Passive
Geometric assessment	2 pts

TESTS

- High severity	2,2 pts
- Medium severity	2,3 pts
- Low severity	2,7 pts

CHILD OCCUPANT

Total 42 pts | 84%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Takata MINI
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Roemer Duo Plus
Facing forward facing
Installation ISOFIX and TopTether



PERFORMANCE

11,6 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

Safety features score 6 pts
Installation check score 12 pts

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Takata Mini (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

PEDESTRIAN

Total 25 pts | 68%



GOOD
ADEQUATE
MARGINAL
WEAK
POOR

HEAD	16,8 pts
PELVIS	2 pts
LEG	6 pts

SAFETY ASSIST

Total 6 pts | 66%

SPEED ASSISTANCE SYSTEM

0 pts

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- VSC Pass

Yaw rate ratio (1.00s) 2,91 %

Yaw rate ratio (1.75s) 2,63 %

Lateral displacement (1.07s) 3,21 m

SEATBELT REMINDER

3 pts

- driver and passenger Pass

- rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Toyota Auris 1.6 mid grade, RHD
Body type	5 door hatchback
Year of publication	2013
Kerb weight	1300kg
VIN from which rating applies	applies to all Auris of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	
Side body airbags	
Side head airbags	
Driver knee airbag	
Electronic Stability Control	
Seatbelt Reminder	

COMMENTS

Based on data reviewed by Euro NCAP, it is expected that a similar level of safety could be expected from the Toyota Auris Wagon

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both front seat occupants. Toyota showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the side barrier test, dummy readings indicated good protection of all body regions. However, the rear driver's side door opened during the impact. Such door opening could be hazardous for rear seat occupants and the car was penalised. In the side pole test, protection of the driver's chest was adequate and that of other body regions was good. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

Child occupant

For 2013, Euro NCAP is using improved child dummies and applying a broader assessment of CRS to vehicle compatibility. Based on dummy readings, the Auris scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. All child restraints for which the car is designed could be installed without problem. The 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.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. The front edge of the bonnet provided good protection to the pelvis towards the centre of the car but was poor at the outer edges. Similarly, the bonnet provided good protection to the head of struck pedestrian in some areas but protection was poor for an adult's head around the windscreen pillars.

Safety assist

Electronic stability control is standard equipment on all Aurises, and passed Euro NCAP's test requirements. A seatbelt reminder is also standard for the driver, passenger and rear seats. A speed limitation device is available as an option but is not expected to be sold in sufficient numbers to qualify for inclusion in Euro NCAP's assessment.