

# Toyota iQ

Toyota iQ 1.0, LHD

2009



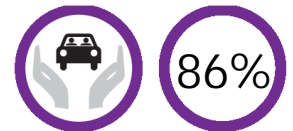
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 33 pts | 91%

### FRONTAL IMPACT

15,5 pts



Driver



Passenger

### SIDE IMPACT CAR

7,8 pts

### SIDE IMPACT POLE

6,8 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,7 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	20mm
Steering wheel rearward	1mm
Steering wheel upward	28mm
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 - 64mm
Upward pedal movement	clutch - 10mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard, cloth trim
Head restraint type	Passive
Geometric assessment	0,4 pts

#### TESTS

- High severity	1,7 pts
- Medium severity	2,1 pts
- Low severity	2,2 pts

## CHILD OCCUPANT

Total 35 pts | 71%

## 18 MONTH OLD CHILD

**Restraint** Britax Romer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



PERFORMANCE **10 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 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 Romer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



PERFORMANCE **7,8 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 pts**

## FRONTAL IMPACT

Head forward movement protected  
 Head acceleration good  
 Chest load fair

## SIDE IMPACT

Head containment vulnerable  
 Head acceleration good

## VEHICLE BASED ASSESSMENT

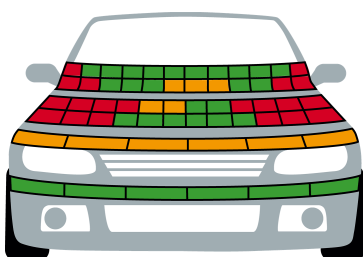
5 pts

## Airbag warning Label

Text and pictogram label permanently attached to both sides of the passenger sun visor.

## PEDESTRIAN

Total 19 pts | 54%



GOOD  
 MARGINAL  
 POOR

HEAD 11,8 pts  
 PELVIS 1,7 pts  
 LEG 6 pts

## SAFETY ASSIST

Total 6 pts | 86%

## SPEED LIMITATION ASSISTANCE

0 pts

- 0, not available

## ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- standard

## SEATBELT REMINDER

3 pts

- driver 1 pts  
 - passenger 1 pts  
 - rear 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Toyota iQ 1.0, LHD
Body type	3 door hatchback
Year of publication	2009
Kerb weight	886kg
VIN from which rating applies	applies to all iQs

### SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Driver knee airbag	

## COMMENTS

### Adult occupant

The passenger compartment remained stable during the frontal test. An airbag mounted under the steering wheel provides protection to the driver's knees and femurs. The passenger is restrained from forward movement by an underseat airbag as well by the conventional seatbelt. Both systems worked effectively, readings from the dummies' knees indicating good protection. Toyota showed that a similar level of protection would also be provided to occupants of different sizes and those sat in different positions. The car scored maximum points for protection of the passenger. In the pole test, rib deflections measured by the dummy led to the chest protection being rated as marginal. Marginal protection was provided against whiplash injuries.

### Child occupant

In the first side barrier test, part of the ISOFIX attachment broke on the child restraint containing the 3 year infant, although the car's anchorages remained intact. Toyota identified the problem as a change of material by Britax-Römer. Duo Plus child restraints ordered through Toyota dealers will now have an improved material specification. Toyota will contact the owners of all iQs and offer them a replacement restraint if they have already bought a Duo Plus for use in their car. On the basis of this action, Euro NCAP allowed a retest. In that re-test, Toyota's counter-measure proved effective and the child restraint remained properly attached to the ISOFIX anchorages. However, the head of the 3 year old was not contained by the side of the restraint and made contact with the seat of the 1½ year old.

Britax-Römer have improved the user's manual and labels of all Duo Plus child restraints to avoid the risk of adverse loading on the ISOFIX attachments as a result of incorrect child seat installation.

The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag did not meet Euro NCAP's requirements. However, there is a clear warning given of the dangers of using a rearward facing restraint in that position without first disabling the airbag. The presence of ISOFIX anchorages in the rear outboard seats is not clearly marked.

### Pedestrian

The iQ scored maximum points for the protection offered to pedestrians' legs by the bumper. The bonnet provided mostly good protection in the areas likely to be struck by an adult's head but was predominantly poor for protection of a child's head.

### Safety assist

Electronic stability control is standard equipment in all European countries. A seatbelt reminder system covering front and rear seats is also fitted as standard.