

Toyota Urban Cruiser

Toyota Urban Cruiser 1.33 petrol, RHD

2009



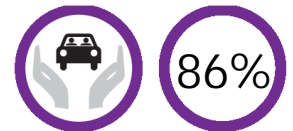
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 21 pts | 58%

FRONTAL IMPACT

12 pts



Driver



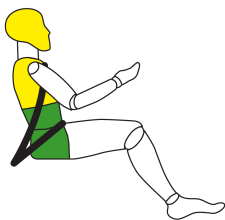
Passenger

SIDE IMPACT CAR

7 pts

SIDE IMPACT POLE

0 pts



Car



Pole

REAR IMPACT (WHIPLASH)

1,9 pts



FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 20mm

Steering wheel rearward none

Steering wheel upward 10mm

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard yes: steering column and lock mechanism; facia bracket; facia in area of glovebox

Concentrated loads on knees yes: steering column and lock mechanism; facia bracket; facia in area of glovebox

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement accelerator - 82mm

Upward pedal movement none

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard cloth, 6 way manual adjust

Head restraint type Reactive

Geometric assessment -0,1 pts

TESTS

- High severity 1,8 pts

- Medium severity 1,9 pts

- Low severity	1,8 pts
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CHILD OCCUPANT

Total 35 pts | 71%

18 MONTH OLD CHILD

Restraint Britax Romer Baby Safe
Group 0, 0+
Facing rearward
Installation Adult seatbelt



PERFORMANCE **6,9 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Romer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages



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

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

7 pts

Airbag warning Label

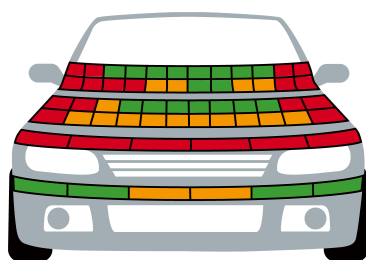
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 19 pts | 53%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
 MARGINAL
 POOR

HEAD 13,1 pts
 PELVIS 0 pts
 LEG 5,9 pts

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

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Toyota Urban Cruiser 1.33 petrol, RHD
Body type	5 door MPV
Year of publication	2009
Kerb weight	1150kg
VIN from which rating applies	from JTKKH16440J012088

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 in the frontal impact. However, despite the presence of a knee airbag, the driver dummy's left knee made contact with the dashboard and recorded high values. Structures in the dashboard presented a risk of injury to the knees and femurs of both the driver and passenger. In the side pole test, the head curtain airbag failed to prevent a hard contact of the head. Although only the protection of the head was compromised, under such circumstances Euro NCAP does not award any points for this test as robust airbag performance is considered essential for predictable protection in real world accidents. Owing to the unintended airbag performance in the pole test, the same airbag was penalised in the side barrier test, reflected by a lowered score for the driver's head. Protection against whiplash injuries in a rear impact was rated as marginal.

Child occupant

Forward movement of the head of the 3 year dummy was not excessive in the frontal impact (the 18 month dummy was sat in a rearward facing restraint). Both dummies were properly contained by the sell of their restraints in the side barrier impact. The passenger airbag can be deactivated to allow a rearward facing child restraint to be used in that seating position. Cars with serial numbers from JTKKH16440J012088 have a clearly marked switch and the system gives unambiguous information to the driver regarding the status of the airbag. The airbag cut-off switch of earlier cars is not so clearly marked and would not have received the 2 points awarded, although the car's overall star rating would be the same. Toyota have also recently updated the owner's handbook to make clear that, in those cases where the rear seat is adjustable, it should be set to its rearmost position when being used to transport children.

Pedestrian

The front edge of the bonnet scored no points for the protection it offered to pedestrians' legs. However, the bumper offered good protection in most areas. The bonnet provided good protection in some areas likely to be struck by an adult's head or a child's, but was predominantly marginal or poor.

Safety assist

The Urban Cruiser has electronic stability control as standard equipment on all variant throughout Europe. A seatbelt reminder covering all seating positions is also standard.