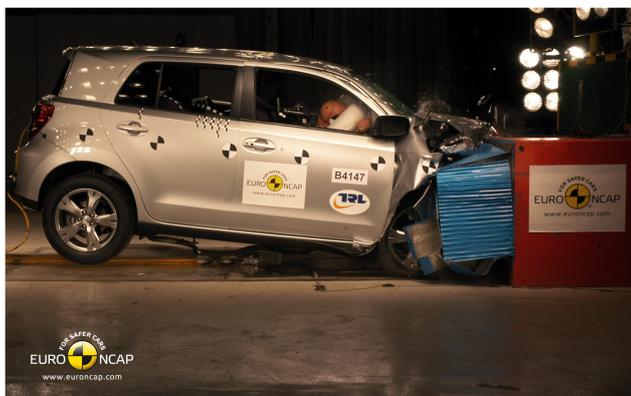


# Toyota Urban Cruiser

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



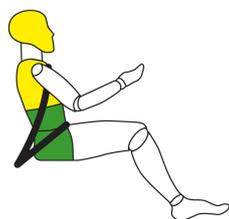
Passenger

### 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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# TEST RESULTS

## 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

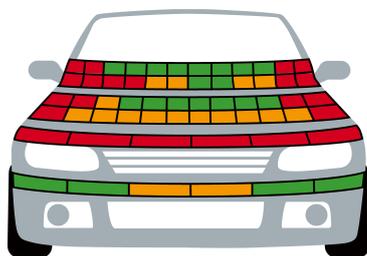
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

## 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

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

### SAFETY EQUIPMENT

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

## 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.