



**Toyota Hilux**  
With Safety Pack

2016



Adult Occupant



93%

Child Occupant



82%

Pedestrian



83%

Safety Assist



63%

## SPECIFICATION

Tested Model	Toyota Hilux Double-Cab, 2.4 diesel 4x4, mid grade, LHD
Safety pack	Toyota Safety Sense
Body Type	- Pickup
Year Of Publication	2016
Kerb Weight	2050kg
VIN From Which Rating Applies	- Hilux double-cabs with optional 'Toyota Safety Sense'
Class	Pick-up

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB City	○
AEB Inter-Urban	○
Speed Assistance System	○
Lane Assist System	○

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**

- Fitted to the vehicle as standard      ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack      ✗ Not available      — Not applicable

**ADULT OCCUPANT**

Total 35.6 Pts / 93%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6.5 Pts



Passenger



Driver

**Frontal Full Width** 7.3 Pts




Rear Passenger




Driver

**Whiplash Rear Impact** 2.7 Pts

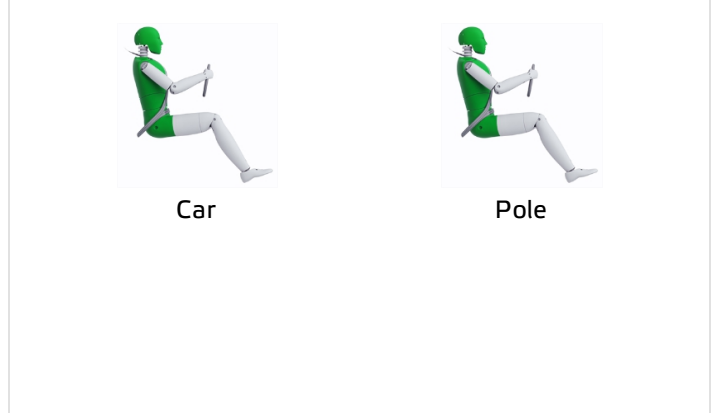


Front seat




Rear seat

**Lateral Impact** 16 Pts



Car



Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.6 Pts / 93%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Toyota showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. The driver's airbag was insufficiently inflated to prevent 'bottoming out', and the head contacted the steering wheel through the airbag material. Although dummy readings were not hazardous, the score was penalised and protection rated as adequate. Protection of the passenger dummy was good for all critical body areas. In the full width rigid barrier test, protection was good except for the chest of the front seat driver, protection of which was adequate and the chest of the rear seat passenger, protection of which was marginal. In both the side impact barrier test and the more severe side pole impact, the Hilux scored maximum points with good protection of all critical body regions. Likewise, tests showed that the whiplash protection provided by the front seats and head restraints was good in the event of a rear end collision and a geometric assessment of the rear seats indicated good protection there also. Increased whiplash protection is provided by an autonomous emergency braking system, available as part of the option pack. The system performed well in tests at the low speeds typical of city driving at which many whiplash accidents occur.

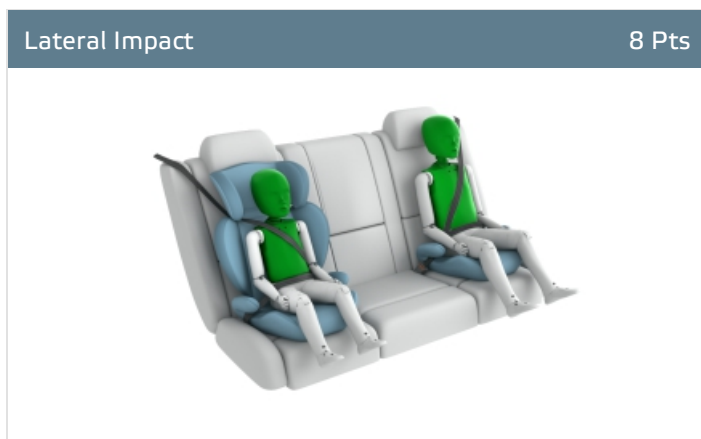
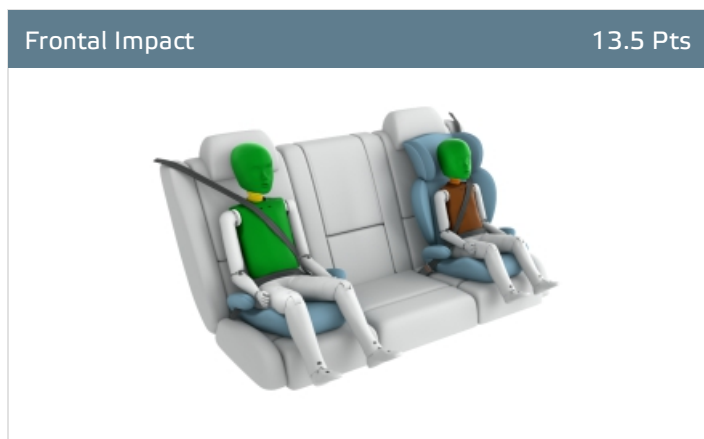
**CHILD OCCUPANT**

Total 40.3 Pts / 82%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.5 Pts



Restraint for 6 year old child: *Toyota KidFix XP SICT*

Restraint for 10 year old child: *Graco Junior*

**Safety Features**

8 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

10.8 Pts

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

**i-Size CRS**



**CHILD OCCUPANT**

Total 40.3 Pts / 82%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 40.3 Pts / 82%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	✗	●	✗	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	✗	●	✗	●
BeSafe iZi Kid X1 i-Size (iSize)	✗	●	✗	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	✗	●	✗	●
BeSafe iZi Kid X3 ISOFix (ISOFIX)	✗	●	✗	●
Römer Duo Plus (ISOFIX)	✗	●	✗	●
Römer KidFix XP (ISOFIX)	✗	●	✗	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✗	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

● Install without problem    
 ● Install with care    
 ● Safety critical problem    
 ✗ Installation not allowed

Comments

In the frontal offset test, neck tension and chest deceleration revealed, respectively, marginal and weak protection for those body areas in the 6 year dummy. Protection of the 10 year dummy was good, apart from adequate protection of the neck, and, in the side impact was good for all critical body areas for both child dummies. The Hilux has an automatic system for disabling the front passenger airbag when, for example, a rearward-facing child restrain is used in that position. The system met Euro NCAP's requirements and was rewarded. All child restraints for which the Hilux is designed could be accommodated. However, the group 1 ISOFIX seat needed care to ensure correct installation and the rear centre seat is deemed unsuitable for child restraints by Toyota, although restraints could be properly installed there.

**PEDESTRIAN PROTECTION**

Total 35.0 Pts / 83%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	30.9 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	18.9 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	18.9 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	4.1 Pts	
System Name	Pre-Collision System with Pedestrian Detection as part of Toyota Safety Sense	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 Km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
PERFORMANCE   <span style="color: green;">■</span>		
	Autobrake Function	
	<div style="width: 45%; text-align: center;">Avoidance</div> <div style="width: 45%; text-align: center;">Mitigation</div>	
Running Adult crossing from Farside	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 25 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	No crash avoidance	No crash mitigation

**Comments**

The bonnet provided good or adequate head protection over most of its surface, with some poorer results only along the front edge and on the stiff windscreen pillars. Protection provided by the bumper to pedestrians' legs, and the protection provided to the pelvis, was good at all points tested. An autonomous emergency braking system capable of detecting pedestrians is available as an option. Tests showed good performance, with impacts avoided or mitigated in many scenarios.



SAFETY ASSIST

Total 7.6 Pts / 63%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

0.5 Pts

System Name	Road Sign Assist as part of Toyota Safety Sense
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	Speed limit information only
Speed Limitation Function	Speed limit information only

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support

1.5 Pts

System Name	Lane Departure Alert as part of Toyota Safety Sense
Type	Lane Departure Warning
Operational From	50 km/h
Warning	Audible

PERFORMANCE	
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 7.6 Pts / 63%

## AEB Interurban

2.6 Pts

System Name	Pre-Collision System with Pedestrian Detection as part of Toyota Safety Sense	
Type	Forward Collision Warning with Auto-Brake	
Operational From	10 Km/h	
Additional Information	Default On	

PERFORMANCE | 

Operational Speed	10-180 Km/h	10-180 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 55km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

## Comments

The Hilux has a seatbelt reminder system as standard, covering the front and rear seats. All other items relevant to Safety Assist are provided in the optional safety pack. A lane assistance system warns the driver when the car is drifting over a lane marking. A camera-based speed assistance system recognises speed signs, including subsigns indicating speed limits for certain conditions (e.g. poor weather) and indicates the limit to the driver. The autonomous emergency braking system works at highway speeds and performed well in Euro NCAP's tests, with complete impact avoidance in some of the test scenarios.