

EUROPEAN NEW CAR  
 ASSESSMENT PROGRAMME  
**Toyota Urban Cruiser**



**2009**

	Adult Occupant	Child Occupant	Pedestrian	Safety Assist	
Score	20.879	34.720	18.983	6.000	
Max Points available	36	49	36	7	
Normalised Score (%)	<b>58</b>	<b>71</b>	<b>53</b>	<b>86</b>	
Weighting (%)	50	20	20	10	TOTAL
Weighted Percentage Score	29.0	14.2	10.6	8.6	<b>62</b>

**Rating Requirements (2009)**

	Normalised Score (%)				TOTAL
★★★★★	75	70	25	60	70
★★★★	60	55	15	40	55
★★★	<b>30</b>	<b>30</b>	<b>10</b>	<b>25</b>	<b>45</b>
★★	25	25	5	15	35
★	15	15	0	5	20



Driver



Passenger



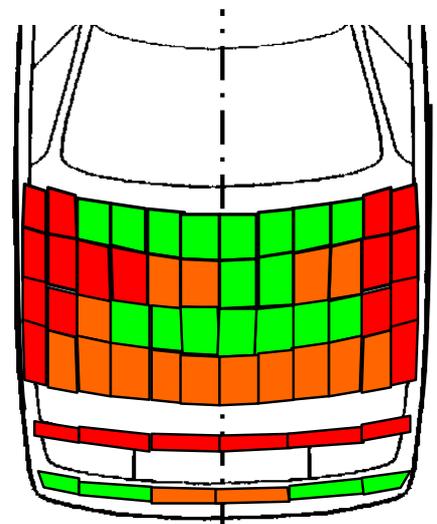
Rear Impact (Whiplash)



Side



Pole



<b>TEST RESULTS IN FULL</b>	
<b>FRONTAL IMPACT HEAD</b>	
Driver airbag contact	stable
Passenger airbag contact	stable
<b>Steering Wheel</b>	
rearward displacement	none
upward displacement	10mm
lateral displacement	15mm to the right
<b>FRONTAL IMPACT CHEST</b>	
Contact with steering wheel	none
Screen pillar rearward	20mm
Passenger compartment integrity	stable
<b>FRONTAL IMPACT UPPER LEGS, KNEES AND PELVIS</b>	
Stiffer structures present	yes: steering column and lock mechanism; facia bracket; facia in area of glovebox
Concentrated knee loading	yes: steering column and lock mechanism; facia bracket; facia in area of glovebox
<b>FRONTAL IMPACT LOWER LEGS, FEET AND ANKLES</b>	
Rearward pedal displacement	accelerator - 82mm
Upward pedal displacement	none
Footwell rupture	none
<b>SIDE IMPACT AIRBAGS</b>	
Head protection airbag	yes
Torso protection airbag	yes
<b>CHILD PROTECTION</b>	
<b>Restraints used</b>	
18 month old	Toyota branded Britax Romer Baby Safe, rearward facing using adult seatbelt
3 year old	Toyota branded Britax Romer Duo Plus, forward facing using ISOFIX anchorages and top tether.
<b>CHILD RESTRAINTS FRONTAL IMPACT</b>	
Airbag disabling/warning label	Text and pictogram warning label permanently attached to both sides of the passenger sun visor
Forward head movement 18 mth old (behind passenger) 3 year old (behind driver)	protected protected
<b>Chest Protection</b>	
18 mth old: total load	fair
vertical load	fair
3-year-old: total load	fair
vertical load	good
<b>CHILD RESTRAINTS SIDE IMPACT</b>	
<b>Head protection</b>	
18 mth old (struck side)	protected
3 year old (non-struck side)	protected
<b>Head acceleration</b>	
18 mth old	good
3 year old	good

## CAR TESTED



<b>Make, model and hand of drive</b>	Toyota Urban Cruiser, 1.33 petrol, RHD
<b>Body type</b>	5 door MPV
<b>Year tested</b>	2009
<b>Kerb weight</b>	1150kg
<b>Chassis number from which Euro NCAP rating applies</b>	from JTKKH16440J012088
<b>Safety Equipment</b>	Driver and passenger single stage frontal airbags; side impact chest airbag; side impact head airbag; driver knee airbag; front seatbelt pretensioners; ISOFIX and top tether anchorage sin rear outboard seats; electronic stability control; seatbelt reminder system for driver, front passenger and rear seats.



<b>COMMENTS</b>	
<b>ADULT OCCUPANT</b>	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.
<b>CHILD PROTECTION</b>	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.
<b>PEDESTRIAN PROTECTION</b>	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.
<b>SAFETY ASSIST</b>	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.

**Euro NCAP's rating applies fully only to the model with the specifications detailed here. Some equipment may not be fitted as standard to all versions in all countries. You should ensure that your car is fitted with the safety equipment you require.**

