



Toyota C-HR
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



95%

Child Occupant



77%

Pedestrian



76%

Safety Assist



78%

SPECIFICATION

Tested Model	Toyota C-HR Hybrid
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1470kg
VIN From Which Rating Applies	- all C-HRs
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 200217

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
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 36.2 Pts / 95%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.6 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 36.2 Pts / 95%

Comments

The passenger compartment of the C-HR remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Toyota showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width frontal impact, protection of the driver and rear passenger small female dummies was good apart from the chest, protection of which was adequate. In both the side barrier test and the more severe side pole impact, the C-HR scored maximum points, with good protection of all body regions. Likewise, for whiplash protection in the event of a rear end collision, tests on the front seat and a geometric assessment of the rear seats indicated good protection. The C-HR has, as standard equipment, Toyota Safety Sense, which includes the "Pre-Collision System". This autonomous emergency braking system scored maximum points in tests of its performance at low, city speeds, with collisions being avoided at all test speeds.

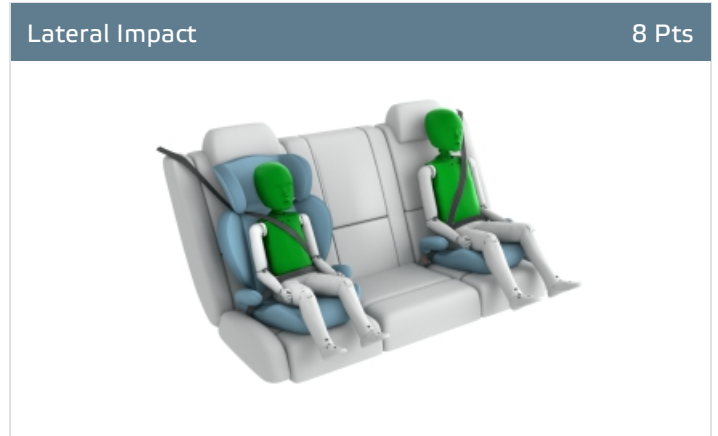
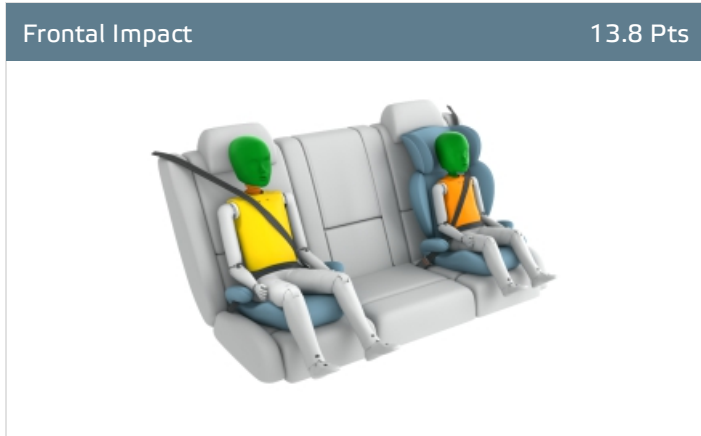
CHILD OCCUPANT

Total 38.0 Pts / 77%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.8 Pts



Restraint for 6 year old child: *Kidfix XP*
 Restraint for 10 year old child: *Safety 1st Manga*
Safety Features

5 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

11.3 Pts

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

■ **i-Size CRS**



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CHILD OCCUPANT

Total 38.0 Pts / 77%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 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 38.0 Pts / 77%

	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 X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 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, dummy readings of neck tension in the 10 year dummy and chest deceleration in the 6 year dummy indicated a marginal level of protection. Otherwise, protection was rated as adequate or good. In the side barrier test, maximum points were scored, with good protection of all critical body regions. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver and the system was rewarded. All of the child restraints for which the C-HR is designed could be properly installed and accommodated by the car, except in the rear centre seating position.

PEDESTRIAN PROTECTION

Total 32.2 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	32.2 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;">18.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3 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	18.4 Pts	Pelvis Impact	3 Pts	Leg Impact	6 Pts
Head Impact	18.4 Pts						
Pelvis Impact	3 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		4.8 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 ■	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 45 km/h	Impact mitigated up to 55 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 55 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 20 km/h	Impact mitigated up to 25 km/h

Comments

Tests of the protection offered by the bonnet to the head of a struck pedestrian showed good or adequate results in most locations. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis area was good in places but poor in others. The Pre-Collision System includes pedestrian detection and the system, part of Toyota Safety Sense, showed good performance in Euro NCAP's tests. At low speeds, collision with the pedestrian target was avoided in all test scenarios and, at higher speeds, the impact was avoided or mitigated in most situations.

SAFETY ASSIST

Total 9.4 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

System Name	Adjustable Speed Limiter as part of Toyota Safety Sense
Speed Limit Information Function	N/A
Warning Function	Active braking (no warning necessary)
Speed Limitation Function	Manually set (accurate to 10km/h)

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

2.5 Pts

System Name	Lane Departure Alert with steering control as part of Toyota Safety Sense
Type	Lane Keep Assist and Lane Departure Warning
Operational From	50 km/h
Warning	Audible

PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

 SAFETY ASSIST

Total 9.4 Pts / 78%

AEB Interurban

2.7 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	10-80 Km/h	15-140 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 65km/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	Avoidance	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

Tests of the Pre-Collision System with Pedestrian Detection (part of Toyota Safety Sense) at highway speeds revealed good performance. When approaching a slower-moving car, collision was avoided at all test speeds. Approaching a stationary car, or a decelerating car, collision was avoided in most cases and mitigated in others. The C-HR also has, as standard, a lane assistance system, as is a seatbelt reminder for the front and rear seating positions. A driver-set speed limiter is standard equipment and its score is included in this rating. A camera-based speed limitation information function is available as an option as part of Toyota Safety Sense and the additional points for this functionality are not included here.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.8 hybrid	Toyota C-HR Hybrid*	4x2		
5 door SUV	1.2 petrol	Toyota C-HR 1.2T MT	4x2		
5 door SUV	1.2 petrol	Toyota C-HR 1.2T CVT	4x2		
5 door SUV	1.2 petrol	Toyota C-HR 1.2T CVT 4WD	4x4		

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
March 2017	Rating Published	2017