

TOYOTA COROLLA CROSS

OCTOBER 2022 - ONWARDS
ALL VARIANTS EXC. GR SPORT



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol / Hybrid
BUILT FROM	July 2022
ON SALE FROM	October 2022
SERIES	XG1TJ
AIRBAGS	Dual frontal, side chest, side head, centre, driver knee



The Toyota Corolla Cross was introduced in Australia and New Zealand in October 2022. This ANCAP safety rating applies to all variants excluding the GR Sport, which is unrated.

Dual frontal, side chest-protecting, and side head-protecting (curtain) airbags, as well as a driver knee airbag, are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist), a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) and an advanced speed assistance system (SAS) are standard on all variants.



85%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



87%

VULNERABLE ROAD USER
PROTECTION



83%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota Corolla Cross GX	5 door SUV	2.0 litre petrol	2WD	✓	-
Toyota Corolla Cross GXL	5 door SUV	2.0 litre petrol	2WD	✓	-
Toyota Corolla Cross Atmos	5 door SUV	2.0 litre petrol	2WD	✓	-
Toyota Corolla Cross GX	5 door SUV	2.0 litre hybrid	2WD	✓	✓
Toyota Corolla Cross GXL	5 door SUV	2.0 litre hybrid	2WD	✓	✓
Toyota Corolla Cross Atmos	5 door SUV	2.0 litre hybrid	2WD	✓	-
Toyota Corolla Cross GXL	5 door SUV	2.0 litre hybrid	AWD	✓	✓
Toyota Corolla Cross Atmos	5 door SUV	2.0 litre hybrid	AWD	✓	-
Toyota Corolla Cross Limited	5 door SUV	2.0 litre hybrid	2WD	-	✓
Toyota Corolla Cross Limited	5 door SUV	2.0 litre hybrid	AWD	-	✓
Toyota Corolla Cross GR Sport	5 door SUV	2.0 litre hybrid	AWD	✗	✗



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



85%

32.63 POINTS
OUT OF 38

The passenger compartment of the Toyota Corolla Cross remained stable in the frontal offset (MPDB) test. Dummy readings indicated WEAK protection for the driver's chest and ADEQUATE protection for the lower legs. Protection of the front passenger lower legs was also ADEQUATE. Protection was GOOD for all other critical body regions.

The front structure of the Toyota Corolla Cross presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.46 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and the rear passenger, and GOOD for all other critical body regions.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD and the vehicle scored maximum points in these tests.

The Toyota Corolla Cross is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection in the official test for the head of both front seat occupants, however the manufacturer did not provide the required additional information to demonstrate that the performance was robust for occupants of different sizes, and a penalty was applied. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as MARGINAL for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	1.06 pts
Upper legs:	4.00 pts
Lower legs:	3.08 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.94 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.46 pts
-------------	-----------

FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.62 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.73 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

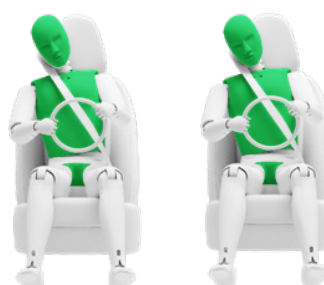
Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	5.34	(out of 8)
FULL WIDTH FRONTAL#	7.59	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.71	(out of 4)
FAR SIDE IMPACT	2.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	-1.00 pt (airbag coverage)
---------------	-------------------------------



WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.96 pts
Rear passenger:	0.75 pts



88%

43.20 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy, which was rated as MARGINAL.

In the side impact test, protection of all critical body areas was GOOD for both dummies.

The Toyota Corolla Cross is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the second row seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.20 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

- NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-
	TYPE A	Rearward facing capsule	×	●	-	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



87%

46.98 POINTS
OUT OF 54

The bonnet of the Toyota Corolla Cross provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

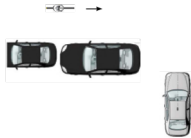
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian and cyclist test scenarios, in both daylight and low light. AEB Backover is standard on vehicles manufactured from May 2025, however this system was not fitted to the test vehicle and its performance has not been tested.

HEAD IMPACTS	19.26 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	7.00 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.73 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Pre-Collision System
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-130 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN												
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)



The Toyota Corolla Cross is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

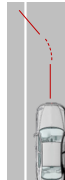
A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	1.15	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.75	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Trace Assist (LTA)
OPERATIONAL FROM: 0-180 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
										
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
				
	GOOD	GOOD	GOOD	GOOD
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



83%

13.40 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME:	Pre-Collision System
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-180 km/h
DESCRIPTION:	Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
	10 KM/H								
	15 KM/H								
AEB (10-50 km/h)						GOOD			
FCW (30-80 km/h)									
PERFORMANCE	GOOD								

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●/●*	●/●*
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	●	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	✗	✗
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Toyota Corolla Cross LHD
2022
5 door SUV
2.0 litre hybrid
November 2022
September 2026

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Standard on vehicles built from May 2025.

● STANDARD ● OPTIONAL ✗ NOT AVAILABLE
● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS