

# ANCAP Safety Rating

## TOYOTA PRIUS C (From 2012)



### Test Vehicle(s).

|                         |                |
|-------------------------|----------------|
| Test Variant:           | Toyota Prius C |
| Kerb Mass:              | 1120 kg        |
| Built:                  | 2014           |
| Engine:                 | 1.5 hybrid     |
| Category:               | Small Car      |
| Variant Applicability*: | All variants   |



Frontal offset test at 64 km/h

| Airbags                      | ESC      | Frontal Offset    | Side Impact       | Pole         | Whiplash | Pedestrian | Seat Belt Reminders | Overall Score     | ANCAP Safety Rating |
|------------------------------|----------|-------------------|-------------------|--------------|----------|------------|---------------------|-------------------|---------------------|
| Frontal + Side + Head + Knee | Standard | 14.59 (out of 16) | 15.79 (out of 16) | 2 (out of 2) | GOOD     | ACCEPTABLE | 2 (out of 3)        | 34.38 (out of 37) | ★★★★★               |

The tested model of Toyota Prius C was introduced in Australia and New Zealand in 2012. This ANCAP safety rating applies to all variants.

Dual frontal, side chest and side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest protection was marginal and passenger chest protection was acceptable. In the side impact crash test, driver chest protection was acceptable. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

|              |             |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest:       | 2.59 points |
| Upper legs:  | 4.00 points |
| Lower legs:  | 4.00 points |

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash, all doors could be opened with normal effort.

### Side Impact Test.

Each body region is scored out of 4 points

|          |             |
|----------|-------------|
| Head:    | 4.00 points |
| Chest:   | 3.79 points |
| Abdomen: | 4.00 points |
| Pelvis:  | 4.00 points |

Mostly good protection was provided in the side impact test. Chest protection was acceptable.

### Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

|                          |      |
|--------------------------|------|
| Geometric test:          | Good |
| Dynamic test:            | Good |
| Overall whiplash rating: | Good |

### Injury Outcomes.

Frontal Offset  
Driver

Passenger

Side Impact & Pole  
Driver



Whiplash



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## PEDESTRIAN PROTECTION

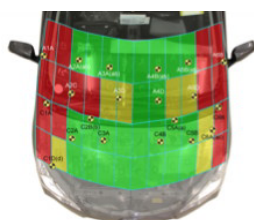
### Pedestrian Test.

**ACCEPTABLE** - Scored 20.86 out of 36 points

Child head impacts: 8.59 points  
Adult head impacts: 6.27 points  
Upper leg impacts: 0.00 points  
Lower leg impacts: 6.00 points

Points have been gained in the central area of the bonnet and windscreen. The bumper structure performed well. There were no points scored for the upper leg tests. (v5.3)

#### Child and adult head impact



#### Adult leg impact (upper and full legforms)



Toyota Prius C

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

| Safety Assist Technology (SAT)                      | Availability |
|-----------------------------------------------------|--------------|
| Front airbag - driver                               | S            |
| Front airbag - passenger                            | S            |
| Side airbags (chest protection) - front seats       | S            |
| Side airbags (head protection) - front seats        | S            |
| Side airbags (head protection) - 2nd row seats      | S            |
| Knee airbag - driver                                | S            |
| Three-point seat belts for all forward facing seats | S            |
| Seat belt pretensioners (front / rear outboard)     | S / X        |
| Intelligent seat belt reminder - driver             | S            |
| Intelligent seat belt reminder - front passenger    | S            |
| Intelligent seat belt reminder - 2nd row seats      | X            |
| Head restraints for all seats                       | S            |
| Antilock brakes (ABS)                               | S            |
| Electronic brake distribution (EBD)                 | S            |
| Emergency brake assist (EBA)                        | S            |
| Electronic stability control (ESC)                  | S            |
| Adaptive cruise control (ACC)                       | X            |
| Autonomous emergency braking (AEB)                  | X            |
| Lane support system                                 | X            |
| Hill launch assist                                  | S            |
| Reversing collision avoidance (camera)              | S            |

S = Standard on all variants.  
O = Optional on base variant. May be standard on higher variants.  
V = Not available on base variant but standard or optional on higher variants.  
X = Not available on any variant.  
E = Available in Europe but not available on any Australasian variant.

### INJURY MEASUREMENTS

| Body Region                  | Frontal offset test at 64 km/h (v5.1) |             | Side impact test at 50 km/h (v5.1) |
|------------------------------|---------------------------------------|-------------|------------------------------------|
|                              | Driver                                | Passenger   | Driver                             |
| <b>Head</b>                  |                                       |             |                                    |
| HIC                          | 496.00                                | 206.00      | 91.00                              |
| Acceleration (g for 3ms)     | 54.50                                 | 36.20       |                                    |
| <b>Neck</b>                  |                                       |             |                                    |
| Shear (kN)                   | 0.51                                  | 0.84        | -                                  |
| Tension (kN)                 | 1.72                                  | 1.13        | -                                  |
| Extension (Nm)               | 16.40                                 | 16.20       | -                                  |
| <b>Chest</b>                 |                                       |             |                                    |
| Acceleration (g for 3ms)     | 41.70                                 | 34.60       | -                                  |
| Compression (mm)             | 31.90                                 | 27.10       | 19.80                              |
| Viscous criterion (m/s)      | 0.17                                  | 0.14        | 0.11                               |
| <b>Abdomen</b>               |                                       |             |                                    |
| Force (kN)                   | -                                     | -           | 0.77                               |
| <b>Pelvis</b>                |                                       |             |                                    |
| Force (kN)                   | -                                     | -           | 1.48                               |
| <b>Upper legs</b>            |                                       |             |                                    |
| Femur force left (kN)        | 1.79                                  | 0.44        |                                    |
| Femur force right (kN)       | 1.39                                  | 1.09        |                                    |
| Knee displacement left (mm)  | 3.38                                  | 1.28        |                                    |
| Knee displacement right (mm) | 1.73                                  | 5.55        |                                    |
| <b>Lower legs</b>            |                                       |             |                                    |
| Force left (kN)              | 1.88                                  | 1.46        |                                    |
| Force right (kN)             | 1.87                                  | 1.42        |                                    |
| Index (upper / lower) left   | 0.27 / 0.28                           | 0.18 / 0.26 |                                    |
| Index (upper / lower) right  | 0.30 / 0.24                           | 0.36 / 0.20 |                                    |

### INTRUSION MEASUREMENTS

#### Steering Column

|           |     |
|-----------|-----|
| Forwards: | 6mm |
| Upwards:  | 6mm |
| Sideways: | 6mm |

#### Pedals

|                          |      |
|--------------------------|------|
| Accelerator (rearwards): | 90mm |
| Accelerator (downwards): | 5mm  |

|                       |      |
|-----------------------|------|
| A-Pillar (rearwards): | 37mm |
|-----------------------|------|

### SCORE DEDUCTIONS

#### Deductions from frontal offset test scores

No deductions for frontal offset test.

Note: Steering column and pedal movements are measured relative to the driver's seat.

#### Deductions from side impact test score

Excessive backplate load: 0.207 point from chest score

#### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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