TOYOTA YARIS CROSS

NOVEMBER 2020 - ONWARDS
ALL VARIANTS EXCLUDING GR SPORT

ANCAP SAFETY

TESTED 2021 ★ ★ ★ ★ ★

RATING YEAR	2021
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol / Hybrid
BUILT FROM	August 2020
ON SALE FROM	November 2020
SERIES	XPB1
AIRBAGS	Dual frontal, side chest, side head, centre

The Toyota Yaris Cross was introduced in Australia and New Zealand in November 2020. This ANCAP safety rating applies to all variants excluding the GR Sport.

Dual frontal, side chest, and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as 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.

86%	86%	78%	82%
ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	VULNERABLE ROAD USER PROTECTION	SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota Yaris Cross GX	5 door SUV	1.5 litre petrol	FWD	✓	✓
Toyota Yaris Cross GX ◆	5 door SUV	1.5 litre hybrid	FWD	✓	✓
Toyota Yaris Cross GX	5 door SUV	1.5 litre hybrid	AWD	✓	-
Toyota Yaris Cross GXL	5 door SUV	1.5L litre petrol	FWD	✓	-
Toyota Yaris Cross GXL	5 door SUV	1.5 litre hybrid	FWD	✓	-
Toyota Yaris Cross GXL	5 door SUV	1.5 litre hybrid	AWD	✓	-
Toyota Yaris Cross Urban	5 door SUV	1.5L litre petrol	FWD	✓	-
Toyota Yaris Cross Urban	5 door SUV	1.5 litre hybrid	FWD	✓	-
Toyota Yaris Cross Urban	5 door SUV	1.5 litre hybrid	AWD	✓	-
Toyota Yaris Cross GR Sport	5 door SUV	1.5 litre hybrid	FWD	✗	-
Toyota Yaris Cross Limited	5 door SUV	1.5 litre hybrid	FWD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

86%
32.98 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and legs. Protection provided for the front passenger dummy was ADEQUATE for the neck and MARGINAL for the legs. The front structure of the Toyota Yaris Cross presented a low risk to the occupants of an oncoming vehicle in this test (which evaluates vehicle-to-vehicle compatibility), and a 0.34 point penalty was applied. The MPDB test was conducted on a left-hand-drive (LHD) vehicle. Toyota provided test data to ANCAP to show that similar performance can be expected with a right-hand-drive (RHD) car.

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

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Toyota Yaris Cross scored maximum points in these tests. The centre airbags prevented contact between the dummies in the side impact test.

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.

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

FRONTAL OFFSET (MPDB)#	4.27 (out of 8)
FULL WIDTH FRONTAL#	7.71 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	6.00 (out of 6)
WHIPLASH PROTECTION	4.00 (out of 4)
FAR SIDE IMPACT	3.00 (out of 4)
RESCUE & EXTRICATION	2.00 (out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.13 pts
Upper legs:	2.00 pts
Lower legs:	1.78 pts
Deductions:	-1.00 pt (variable contact)
	-1.00 pt (concentrated load)

FRONT PASSENGER

Head / neck:	2.98 pts
Chest:	4.00 pts
Upper legs:	2.00 pts
Lower legs:	1.96 pts
Deductions:	-1.00 pt (variable contact)
	-1.00 pt (concentrated load)

COMPATIBILITY

Deductions: -0.34 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.55 pts
Upper legs:	4.00 pts
Deductions:	Nil

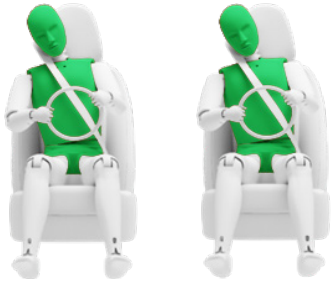
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.30 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

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

SIDE IMPACT OBLIQUE POLE



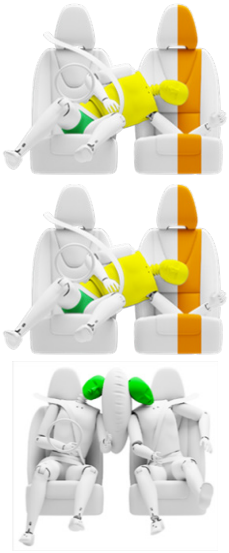
SIDE IMPACT - MDB (60km/h)

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: No penalty

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	3.00 pts
Rear passenger:	1.00 pts

CHILD OCCUPANT PROTECTION

86%
42.29 POINTS
OUT OF 49

In the frontal offset test, protection was ADEQUATE for the head of the 6 year dummy and the neck of both the 10 year and 6 year dummies, while the protection offered to all other critical body regions was GOOD.

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

The Toyota Yaris 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 rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	14.29	(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 MPDB test was conducted using child restraint systems available in Europe. Performance with Australian Standard child restraints is expected to be similar, however 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.

86%
42.29 POINTS
OUT OF 49

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	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

78%
42.57 POINTS
OUT OF 54

The bonnet of the Toyota Yaris Cross provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

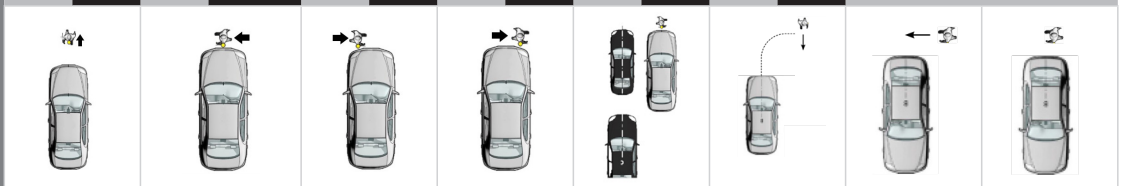
The AEB system showed GOOD performance in testing of pedestrian scenarios. An AEB system designed to react to vulnerable road users in reverse (AEB Backover) is fitted as standard on vehicles built from March 2025, but was not standard prior to this date and was therefore not tested.

HEAD IMPACTS	17.16	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	6.78	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	6.64	(out of 9)

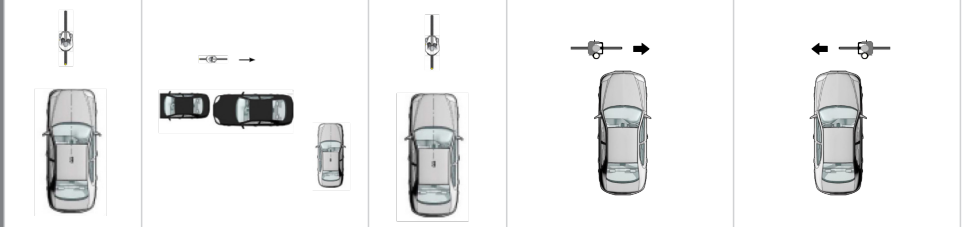
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Toyota Safety Sense
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: System functions in the daytime and night

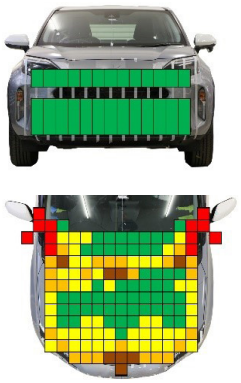
AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	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		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO													
PERFORMANCE			–						–		–		
	GOOD												

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	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
TEST SCENARIO					
PERFORMANCE					
	ADEQUATE				

PEDESTRIAN IMPACT TEST (40 KM/H)



GOOD ADEQUATE MARGINAL WEAK POOR

82%
13.22 POINTS
OUT OF 16

The Toyota Yaris Cross is fitted as standard with a range of safety assist features including an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

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

Tests of the LSS functionality showed GOOD performance in LKA tests, with ADEQUATE performance in the ELK test scenarios. Overall performance classified as ADEQUATE.

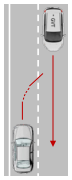
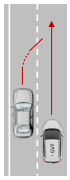
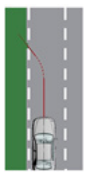
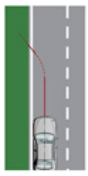
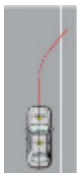
A speed assistance system (SAS) is also standard on the Toyota Yaris Cross. This system identifies the local speed limit and allows the driver to set the speed accordingly. A driver drowsiness monitor system is fitted as standard. A seatbelt reminder system with occupancy detection is fitted to all seating positions.

OCCUPANT STATUS	
- Seat belt reminders	2.00 (out of 2)
- Driver monitoring	1.00 (out of 1)
SPEED ASSISTANCE SYSTEMS	2.65 (out of 3)
LANE SUPPORT SYSTEMS	2.75 (out of 4)
AEB - Car-to-Car	3.48 (out of 4)
AEB - Junction Assist	1.33 (out of 2)

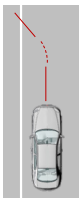
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Toyota Safety Sense
OPERATIONAL FROM: 10-180 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	ADEQUATE										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

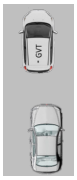
82%
13.22 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Toyota Safety Sense
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-180 km/h
DESCRIPTION: Defaults ON for every journey

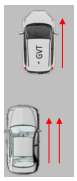
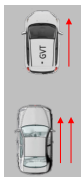
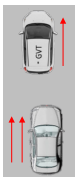
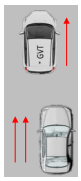
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
					
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	ADEQUATE		

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

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	● / ●*	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	● / ●*	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic 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	Toyota Yaris Cross GX
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	Small SUV
TESTED VEHICLE ENGINE	1.5 litre hybrid
RATING PUBLISHED	September 2021
RATING UPDATED	June 2025

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 March 2025.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

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