

# TOYOTA RAV4

MAY 2019 - ONWARDS  
ALL VARIANTS



TESTED  
2019



TOYOTA RAV4

## OVERVIEW

The Toyota RAV4 was introduced in Australia and New Zealand in May 2019. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and a blind spot monitor (BSM) are standard equipment.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2019

**VEHICLE TYPE**

Medium SUV

**AIRBAGS**

Dual frontal, side chest, side head, driver knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota RAV4 GX	5 door SUV	2.0 litre petrol	2WD	✓	✓
Toyota RAV4 GX	5 door SUV	2.5 litre hybrid	2WD	✓	-
Toyota RAV4 GX	5 door SUV	2.5 litre hybrid	AWD	✓	✓
Toyota RAV4 Edge	5 door SUV	2.5 litre petrol	AWD	✓	✓
Toyota RAV4 GXL	5 door SUV	2.0 litre petrol	2WD	✓	✓
Toyota RAV4 GXL	5 door SUV	2.5 litre hybrid	2WD	✓	-
Toyota RAV4 GXL	5 door SUV	2.5 litre petrol	AWD	-	✓
Toyota RAV4 GXL ♦	5 door SUV	2.5 litre hybrid	AWD	✓	✓
Toyota RAV4 Cruiser	5 door SUV	2.0 litre petrol	2WD	✓	✓
Toyota RAV4 Cruiser	5 door SUV	2.5 litre hybrid	2WD	✓	-
Toyota RAV4 Cruiser	5 door SUV	2.5 litre hybrid	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**93%**  
35.66 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection of all other critical body regions was GOOD.

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

In the side impact test and the oblique pole test, protection of all critical body regions was GOOD. However, in the pole test the side curtain airbag did not deploy correctly when it caught on part of the interior trim and a penalty was applied to the scores in both the side impact and oblique pole tests. As a result, protection of the head was downgraded to ADEQUATE.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

<b>FRONTAL OFFSET#</b>	7.44 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.54 (out of 8)
<b>SIDE IMPACT#</b>	7.50 (out of 8)
<b>OBLIQUE POLE#</b>	7.50 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.68 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 points
Chest:	3.68 points
Upper legs:	4.00 points
Lower legs:	3.20 points
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.96 points
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 points
Neck:	4.00 points
Chest:	3.27 points
Upper legs:	4.00 points
Deductions:	Nil



**Rear Passenger**

Head:	4.00 points
Neck:	4.00 points
Chest:	2.89 points
Upper legs:	4.00 points
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head:	3.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 points (incorrect airbag deployment)

## OBLIQUE POLE TEST (32 KM/H)



**Driver**

Head:	3.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 points (incorrect airbag deployment)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

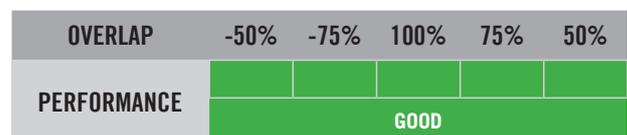
Rear:	0.38 points
Front:	1.31 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 4.00 points



■ GOOD 
 ■ ADEQUATE 
 ■ MARGINAL 
 ■ WEAK 
 ■ POOR

# CHILD OCCUPANT PROTECTION



**89%**

43.85 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 where protection was rated as ADEQUATE.

In the side impact test, protection of both dummies was GOOD and the vehicle scored maximum points.

The Toyota RAV4 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.

<b>DYNAMIC TEST (FRONT)</b>	15.85 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	12.00 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/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

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](http://www.childcarseats.com.au).

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

# CHILD OCCUPANT PROTECTION



89%

43.85 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		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.

<sup>^</sup> 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

# VULNERABLE ROAD USER PROTECTION



**85%**  
40.95 POINTS  
OUT OF 48

The bonnet of the Toyota RAV4 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only 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 vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

<b>HEAD IMPACTS</b>	17.61 (out of 24)
<b>UPPER LEG IMPACTS</b>	6.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	6.00 (out of 6)
<b>AEB - Cyclist</b>	5.33 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Toyota Safety Sense (pre-collision system with pedestrian detection)  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-80 km/h  
**DESCRIPTION:** Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist						
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		Adult walking along road	FORWARD COLLISION WARNING	Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
	[Icon: Car with pedestrian crossing towards kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with pedestrian crossing from kerb]		[Icon: Car with child running]		[Icon: Car with pedestrian walking]		[Icon: Car with pedestrian walking]		[Icon: Car with cyclist crossing]	[Icon: Car with cyclist travelling]	[Icon: Car with cyclist travelling]
PERFORMANCE	GOOD								GOOD			GOOD			

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

# SAFETY ASSIST



**83%**

10.79 POINTS  
OUT OF 13

The Toyota RAV4 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of its AEB system showed GOOD performance in highway speed scenarios with collisions avoided or mitigated in most tests.

Tests of the LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping (ELK) test scenarios and overall performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	2.88 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.50 (out of 4)
<b>AEB - Interurban</b>	2.42 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Toyota Safety Sense (lane departure alert with steering control)  
**OPERATIONAL FROM:** 50-180 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		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO								
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

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

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

■ GOOD 
 ■ ADEQUATE 
 ■ MARGINAL 
 ■ WEAK 
 ■ POOR

# SAFETY ASSIST



83%

10.79 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Toyota Safety Sense (pre-collision system with pedestrian detection)  
**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]

FORWARD COLLISION WARNING (FCW)		
TEST SCENARIO	Driving towards a stationary car	Driving towards a slower moving car
PERFORMANCE	GOOD	

AUTONOMOUS EMERGENCY BRAKING - Interurban					
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY	
PERFORMANCE	GOOD				

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Intelligent adaptive cruise control

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● 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 - 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)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
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	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

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

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

## 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.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Toyota RAV4 AWD Hybrid LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre hybrid
RATING PUBLISHED	May 2019
RATING UPDATED	n/a