

# TOYOTA KLUGER TOYOTA HIGHLANDER

JUNE 2021 - ONWARDS  
ALL VARIANTS



TESTED  
2021

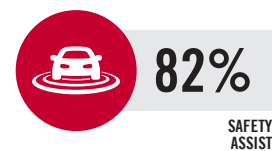


<b>RATING YEAR</b>	2021
<b>VEHICLE TYPE</b>	Large SUV
<b>ENGINE TYPE</b>	Petrol / Hybrid
<b>BUILT FROM</b>	March 2021
<b>ON SALE FROM</b>	June 2021
<b>SERIES</b>	XU7
<b>AIRBAGS</b>	Dual frontal, side chest, side head, driver knee

The Toyota Kluger (Highlander in New Zealand) was introduced in Australia and New Zealand in June 2021. This ANCAP safety rating applies to all variants built from March 2021.

Dual frontal, side head-protecting airbags (first, second & third rows), and side chest-protecting airbags (first row), and a driver knee airbag are standard. A centre airbag to minimise occupant injury in a far-side impact crash is not available.

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.



## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota Kluger GX ♦	5 door SUV	2.5 litre hybrid	AWD	✓	-
Toyota Kluger GX	5 door SUV	3.5 litre petrol / 2.4 litre petrol	2WD	✓	-
Toyota Kluger GX	5 door SUV	3.5 litre petrol / 2.4 litre petrol	AWD	✓	-
Toyota Kluger GXL	5 door SUV	2.5 litre hybrid	AWD	✓	-
Toyota Kluger GXL	5 door SUV	3.5 litre petrol / 2.4 litre petrol	2WD	✓	-
Toyota Kluger GXL	5 door SUV	3.5 litre petrol / 2.4 litre petrol	AWD	✓	-
Toyota Kluger Grande	5 door SUV	2.5 litre hybrid	AWD	✓	-
Toyota Kluger Grande	5 door SUV	3.5 litre petrol / 2.4 litre petrol	2WD	✓	-
Toyota Kluger Grande	5 door SUV	3.5 litre petrol / 2.4 litre petrol	AWD	✓	-
Toyota Highlander GXL	5 door SUV	2.5 litre hybrid	AWD	-	✓
Toyota Highlander GXL	5 door SUV	3.5 litre petrol / 2.4 litre petrol	AWD	-	✓
Toyota Highlander Limited	5 door SUV	2.5 litre hybrid	AWD	-	✓
Toyota Highlander Limited	5 door SUV	3.5 litre petrol / 2.4 litre petrol	AWD	-	✓
Toyota Highlander Limited ZR	5 door SUV	2.5 litre hybrid	AWD	-	✓

# ADULT OCCUPANT PROTECTION



**90%**

34.53 POINTS  
OUT OF 38

The passenger compartment of the Toyota Kluger remained stable in the frontal offset (MPDB) test. Dummy readings indicated ADEQUATE protection for the driver's chest and GOOD protection for all other critical body regions. GOOD protection was recorded for all body regions of the front passenger dummy.

The front structure of the Toyota Kluger presented a low risk to the occupants of an oncoming (collision partner) vehicle in this test, and a moderate 1.36 point penalty for vehicle compatibility was applied.

In the full width frontal test, GOOD protection was offered to all critical body regions of both the driver and rear passenger except the chest (both dummies) where protection was ADEQUATE.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and maximum points were scored in both tests.

Prevention of occupant excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle side impact (MDB) scenario and vehicle-to-pole (oblique pole) scenario. A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available.

A Rescue Sheet, providing information for first responders in the event of a crash, is available for all rated variants.

<b>FRONTAL OFFSET (MPDB)#</b>	7.10 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.63 (out of 8)
<b>SIDE IMPACT#</b>	6.00 (out of 6)
<b>OBLIQUE POLE#</b>	6.00 (out of 6)
<b>WHIPLASH PROTECTION</b>	3.80 (out of 4)
<b>FAR SIDE IMPACT</b>	2.00 (out of 4)
<b>RESCUE &amp; EXTRICATION</b>	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:	3.56 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

### FRONT PASSENGER

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

### COMPATIBILITY

Deductions:	-1.36 pts
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## FULL WIDTH FRONTAL (50km/h)



### DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.69 pts
Upper legs:	4.00 pts
Deductions:	Nil

### REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.84 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:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

### OBLIQUE POLE

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

### OCCUPANT-TO-OCCUPANT

Head contact:	[NOT ASSESSED] No centre airbag
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[NOT TESTED]



## WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.99 pts
Rear passenger:	0.81 pts

# CHILD OCCUPANT PROTECTION



88%

43.22 POINTS  
OUT OF 49

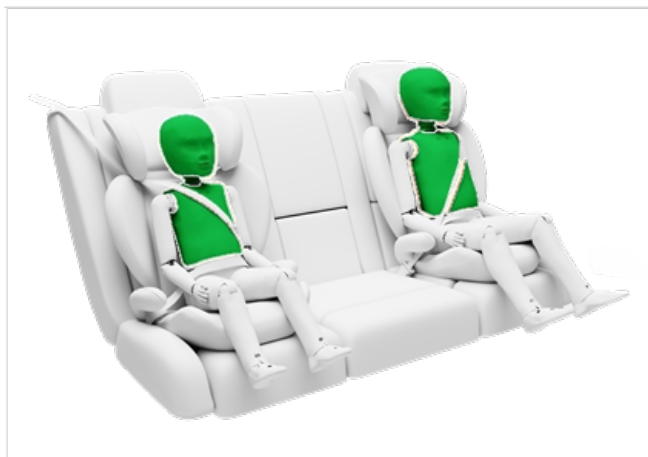
In the frontal offset (MPDB) and side impact tests, protection of the 10 year and 6 year dummies was GOOD for all critical body regions and maximum points were scored in these tests.

The Toyota Kluger is fitted with lower ISOFix anchorages for the outboard second row seating positions, and top tether anchorages for all second row seating positions. Neither top tether or ISOFix anchorages are available in the third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most second row seating positions, however one of the selected convertible seats could not be correctly installed in rearward-facing mode using the ISOFix anchorages in the outboard seats of the second row. Care is also required when using the seatbelt attachment when installing a rearward-facing baby capsule for the outboard second row positions.

<b>DYNAMIC TEST (FRONT)</b>	16.00 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	11.22 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	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](http://www.childcarseats.com.au).



88%

43.22 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	×	●	●	●	×	-	×
	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	×	●	●	●	×	-	×
TYPE F	Booster - 4 to 10 years	×	●	●	●	×	-	×	
ISOFIX	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.

<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.



76%

41.33 POINTS  
OUT OF 54

The bonnet of the Toyota Kluger provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some MARGINAL, WEAK and POOR results recorded along the front and sides of the bonnet and on the stiff windscreen pillars. Protection of the pelvis was GOOD, while the bumper provided GOOD protection to pedestrians' legs and full points were scored.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios (including junctions) and GOOD performance in night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance.

The AEB system fitted to the Kluger is capable of working in reverse, however it is not expected to avoid collisions with vulnerable road users in reverse (AEB Backover) and therefore was not tested.

<b>HEAD IMPACTS</b>	16.23 (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 (forward)</b>	6.97 (out of 7)
<b>AEB - Pedestrian (backover)</b>	0.00 (out of 2)
<b>AEB - Cyclist</b>	6.14 (out of 9)

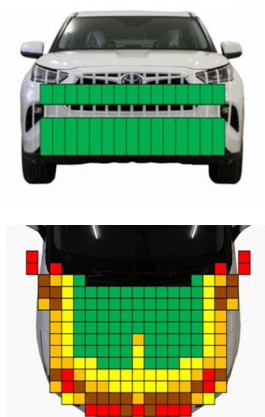
## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

<b>SYSTEM NAME:</b>	Toyota Safety Sense
<b>TYPE:</b>	Autonomous emergency braking with forward collision warning
<b>OPERATIONAL FROM:</b>	10-80 km/h
<b>DESCRIPTION:</b>	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		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	-	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	ADEQUATE	GOOD	ADEQUATE	ADEQUATE
	ADEQUATE				

## PEDESTRIAN IMPACT TEST (40 KM/H)





82%

13.20 POINTS  
OUT OF 16

The Toyota Kluger 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) and emergency lane keeping (ELK) functionality.

The AEB (Car-to-Car) system showed GOOD performance in tests conducted with a stationary and a braking target car, with collisions avoided or mitigated at all test speeds. Collisions were avoided in some junction scenarios. Others were not tested as avoidance was not expected, based on manufacturer predictions. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance, with GOOD performance in the ELK and LKA scenarios. The Toyota Kluger does not, however, avoid lane departure when the direction indicator is applied, and therefore did not score points in the ELK *Overtaking Vehicle (Intentional)* test.

A speed assistance system (SAS) is standard. This system identifies the local speed limit, allowing the driver to set the speed of the Adaptive Cruise Control (ACC) accordingly.

A seat belt reminder system with occupancy detection is fitted to all seating positions, and 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** 2.65 (out of 3)

**LANE SUPPORT SYSTEMS** 3.50 (out of 4)

**AEB - Car-to-Car** 3.16 (out of 4)

**AEB - Junction Assist** 0.89 (out of 2)

**LANE SUPPORT SYSTEMS (LSS)**

SYSTEM NAME: Toyota Safety Sense  
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				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD	GOOD	WEAK	GOOD	WEAK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
<b>GOOD</b>											

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD	GOOD	GOOD	GOOD
<b>GOOD</b>				

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



82%

13.20 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					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
AEB (10-50 km/h)								
FCW (30-80 km/h)								
PERFORMANCE	GOOD					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



# 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 Kluger GX
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.5 litre hybrid
RATING PUBLISHED	June 2021
RATING UPDATED	February 2023

#### 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.

\* Except 2nd row centre seating position.

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