TOYOTA GRANVIA

OCTOBER 2019 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★★★

94%
ADULT OCCUPANT PROTECTION

88%
CHILD OCCUPANT PROTECTION

84%
VULNERABLE ROAD USER PROTECTION

79%
SAFETY ASSIST

TOYOTA GRANVIA

OVERVIEW

The Toyota Granvia was introduced in Australia and New Zealand in October 2019. The Toyota Granvia people mover is based on the Toyota HiAce van. ANCAP was provided with technical information which showed that the crash test results of the HiAce apply to the Granvia. This ANCAP safety rating applies to all variants of the Toyota Granvia.

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

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

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	PEOPLE MOVER
AIRBAGS	Dual frontal, side chest (1st row), side head (all rows) & driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota Granvia	People Mover	2.8 litre diesel	RWD	✓	✓
Toyota Granvia VX	People Mover	2.8 litre diesel	RWD	✓	-

✓ COVERED BY THIS RATING ✕ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION

94%

35.79 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. MARGINAL protection was seen for the chest of the driver and front passenger while protection was ADEQUATE for the driver's lower legs. GOOD protection was offered for all other critical body regions.

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

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

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

FRONTAL OFFSET#	7.04	(out of 8)
FULL WIDTH FRONTAL#	7.65	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE#	7.37	(out of 8)
WHIPLASH PROTECTION	1.73	(out of 2)
AEB - City	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:	2.10 points
Upper legs:	4.00 points
Lower legs:	3.97 points
Deductions:	Nil

Front Passenger

Head / neck:	4.00 points
Chest:	2.45 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)

Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.03 points
Upper legs:	4.00 points
Deductions:	Nil

Rear Passenger

Head:	4.00 points
Neck:	3.77 points
Chest:	3.81 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)

Driver

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

OBLIQUE POLE TEST (32 KM/H)

Driver

Head:	4.00 points
Chest:	2.74 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

Rear Passenger

Rear:	0.50 points
Front:	1.23 points

Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

88%

43.28 POINTS
OUT OF 49

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD or ADEQUATE for all critical body regions.

In the side impact test, protection was GOOD and maximum points were scored.

The Toyota Granvia is fitted with lower ISOFix anchorages and top tether anchorages on the second and third row outboard seating positions. **Installation of child restraints in the fourth row, where fitted, is not recommended as there are no top tether anchorages.**

Installation of typical child restraints available in Australia and New Zealand showed that most of the selected child restraints could be accommodated in the second and third row seating positions though one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOfix anchorages in the power-adjustable seats.

DYNAMIC TEST (FRONT)	15.48	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.80	(out of 12)
ON-BOARD SAFETY FEATURES	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	4th ROW OUTBOARD	4th 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 Restraint Evaluation Program (CREP) provides an independent assessment of the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

88%

43.28 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW			4th ROW		
				LEFT	CENTRE	RIGHT	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

VULNERABLE ROAD USER PROTECTION

84%

40.60 POINTS
OUT OF 48

The bonnet of the Toyota Granvia 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 scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was also GOOD with full points 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 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.

HEAD IMPACTS	17.30	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	5.97	(out of 6)
AEB - Cyclist	5.33	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)

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: Defaults ON for every journey. System functions in both day and night.

	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		FORWARD COLLISION WARNING Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
TEST SCENARIO															
PERFORMANCE		–						–							
	GOOD												GOOD		

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

79%

10.31 POINTS
OUT OF 13

The Toyota Granvia is fitted with 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 the AEB system showed GOOD performance at highway speeds with collisions avoided or mitigated in most scenarios.

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

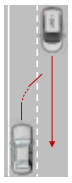
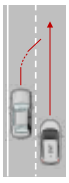
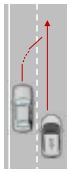
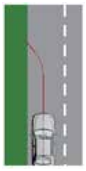
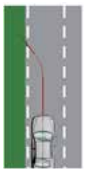
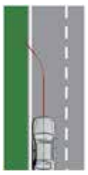
A speed assistance system (SAS) is also standard informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

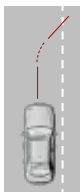
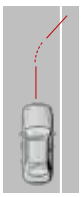
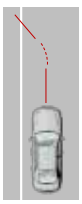
A seat belt reminder system is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS	2.88	(out of 3)
SEAT BELT REMINDERS	3.00	(out of 3)
LANE SUPPORT SYSTEMS	2.50	(out of 4)
AEB - Interurban	2.43	(out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Toyota Safety Sense
OPERATIONAL FROM: 50-180 km/h

EMERGENCY LANE KEEPING (ELK)								
	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO								
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

LANE KEEP ASSIST (LKA)										
	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

79%

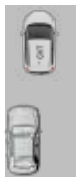
10.31 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

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]

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: Toyota Safety Sense

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
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 (2nd row) - outboard	●	●
Seat belt pre-tensioners (2nd row) - centre	–	–
Seat belt pre-tensioners (3rd row) - outboard	✕	✕
Seat belt pre-tensioners (3rd row) - centre	–	–
Seat belt pre-tensioners (4th row) - outboard	✕	✕
Seat belt pre-tensioners (4th row) - centre	–	–
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)	●	●
Intelligent seat belt reminder (4th 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, chest protection (4th row seats)	✕	✕
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	●	●
Airbags - side, head protection (4th 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 HiAce 2.8 litre diesel RHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	Van
TESTED VEHICLE ENGINE	2.8 litre diesel
RATING PUBLISHED	October 2019
RATING UPDATED	n/a