

TOYOTA LANDCRUISER

OCTOBER 2021 – ONWARDS
ALL VARIANTS EXC. GR SPORT



ANCAP

SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel + Hybrid
BUILT FROM	July 2021
ON SALE FROM	October 2021
SERIES	J30T
AIRBAGS	Dual frontal, side chest, side head, knee

The Toyota LandCruiser was introduced in Australia and New Zealand in October 2021.

This ANCAP safety rating applies to all variants of the Toyota LandCruiser, excluding GR Sport.

Dual frontal, side chest-protecting and side head-protecting airbags, and driver and passenger knee airbags are standard. A centre airbag to prevent occupant-to-occupant interaction 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.

Additional frontal offset (MPDB) and oblique pole tests were conducted on the hybrid Sahara ZX in order to confirm the integrity of the battery and safety of high voltage electrical systems.



89%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



81%

VULNERABLE ROAD USER
PROTECTION



77%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Toyota LandCruiser GX	5 door SUV	3.3 litre diesel	4WD	✓	-
Toyota LandCruiser GXL	5 door SUV	3.3 litre diesel	4WD	✓	-
Toyota LandCruiser VX ♦	5 door SUV	3.3 litre diesel	4WD	✓	✓
Toyota LandCruiser SAHARA	5 door SUV	3.3 litre diesel	4WD	✓	-
Toyota LandCruiser SAHARA ZX	5 door SUV	3.3 litre diesel	4WD	✓	-
Toyota LandCruiser SAHARA ZX ♦	5 door SUV	3.5 litre petrol 1M-HEV	4WD	✓	-
Toyota LandCruiser VX LIMITED	5 door SUV	3.3 litre diesel	4WD	-	✓
Toyota LandCruiser GR SPORT	5 door SUV	3.3 litre diesel	4WD	✗	✗
Toyota LandCruiser GR SPORT	5 door SUV	3.5 litre petrol 1M-HEV	4WD	✗	-



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



89%

34.08 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 ADEQUATE protection for the lower legs, while protection was GOOD for all other body regions of the driver and front passenger.

The front structure of the Toyota LandCruiser presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

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

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Toyota LandCruiser scored maximum points in these tests.

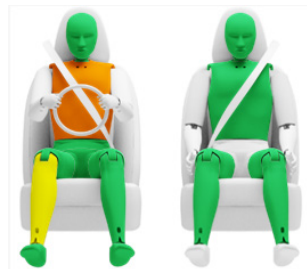
A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Toyota LandCruiser. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for both the vehicle-to-vehicle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

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

FRONTAL OFFSET (MPDB)#	4.90	(out of 8)
FULL WIDTH FRONTAL#	7.36	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.81	(out of 4)
FAR SIDE IMPACT	4.00	(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:	2.58 pts
Upper legs:	4.00 pts
Lower legs:	3.23 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:	-4.00 pts
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FULL WIDTH FRONTAL (50km/h)



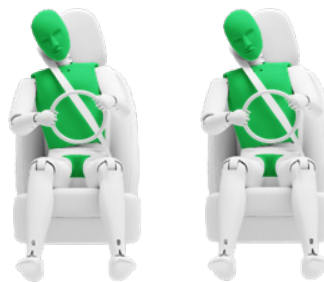
DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.41 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.62 pts
Chest:	2.41 pts
Upper legs:	4.00 pts
Deductions:	Nil

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:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

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

OCCUPANT-TO-OCCUPANT

Head contact:	[NOT ASSESSED] No centre airbag
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RESCUE & EXTRICATION

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

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	3.00 pts
Rear passenger:	0.81 pts

CHILD OCCUPANT PROTECTION



88%

43.60 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Toyota LandCruiser is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the third row and installation of child restraints is not recommended in these seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most second 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.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.60	(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 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.



88%

43.60 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.



81%

44.02 POINTS
OUT OF 54

The bonnet of the Toyota LandCruiser provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the front edge of the bonnet surface. Protection of the pelvis area was GOOD or MARGINAL, while the bumper showed GOOD or ADEQUATE results for lower leg impacts.

The Toyota LandCruiser is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians and cyclists. Testing of this system showed GOOD performance in forward pedestrian test scenarios. An AEB Backover system is available on some variants of the Toyota LandCruiser, however the system is not standard and hence AEB Backover tests were not conducted.

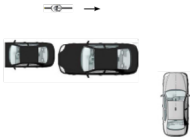
In cyclist test scenarios, the AEB system performance was rated as ADEQUATE. Overall, the system's effectiveness for vulnerable road user protection was rated as ADEQUATE.

HEAD IMPACTS	19.68	(out of 24)
UPPER LEG IMPACTS	5.51	(out of 6)
LOWER LEG IMPACTS	5.49	(out of 6)
AEB - Pedestrian (forward)	6.93	(out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)	
AEB - Cyclist	6.41	(out of 9)

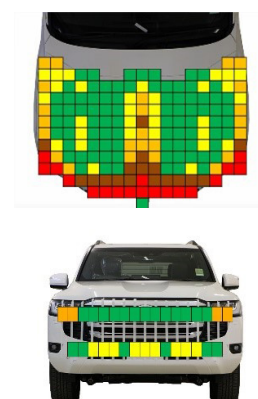
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

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																
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															

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									
ADEQUATE									

PEDESTRIAN IMPACT TEST (40 KM/H)





77%

12.40 POINTS
OUT OF 16

The Toyota LandCruiser is fitted with an autonomous emergency braking (AEB) system and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) functionality as standard equipment. A LDW system with haptic driver feedback is available on higher variants only and was therefore not rewarded. A blind spot monitoring system (BSM) is available on some variants.

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

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios, with the overall performance classified as ADEQUATE.

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 2.50 (out of 4)

AEB - Car-to-Car 3.36 (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										
ADEQUATE										

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	NOT STANDARD
	Blind Spot Monitoring (BSM)	NOT STANDARD



77%

12.40 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					TEST VEHICLE SPEED	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
							10 KM/H	15 KM/H	20 KM/H
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						MARGINAL		

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 NOT TESTED

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	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
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 LandCruiser
LC300 VX RHD +
LC300 Sahara ZX hybrid RHD

TESTED VEHICLE(S) BUILT

2021 + 2026

TESTED BODY TYPE

5 door large SUV

TESTED VEHICLE ENGINE

3.3 litre diesel
3.5 litre petrol 1M-HEV

RATING PUBLISHED

January 2022

RATING UPDATED

July 2026

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