TOYOTA HILUX

APPLIES TO
All variants exc. Rugged X

VEHICLE TYPE
Utility

ENGINE / MOTOR TYPES
Diesel

BUILT FROM
August 2025

ON SALE FROM
AUS: December 2025
NZ: November 2025

MODEL SERIES
AN2

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee

ANCAP SAFETY

TESTED 2025 ★★★★★

The Toyota Hilux was introduced in New Zealand in November 2025 and Australia in December 2025. This ANCAP safety rating applies to all variants excluding the Rugged X which is unrated.

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

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard. An advanced speed assistance system (SAS) with speed sign recognition is also standard.

SAFETY NOTE

Installation of child restraints in the centre seating position of the second row in dual cab variants is not recommended as there is no top tether anchorage. Installation of child restraints in single cab variants is not recommended as there are no top tether anchorages. ^ Child Occupant Protection features and scores are applicable to dual cab variants only.

ASSESSMENT SCORES

Adult Occupant Protection
84%
33.96 out of 40

Child Occupant Protection ^
89%
44.00 out of 49

Vulnerable Road User Protection
82%
52.16 out of 63

Safety Assist
82%
14.83 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Toyota Hilux Adventure	Dual Cab	2.8 litre diesel (48V)	4WD	–	✓
Toyota Hilux SR	Dual Cab	2.8 litre diesel	RWD	✓	✓
Toyota Hilux SR	Dual Cab	2.8 litre diesel (48V)	4WD	✓	✓
Toyota Hilux SR	Dual Cab Chassis	2.8 litre diesel	4WD	✓	✓
Toyota Hilux SR	Dual Cab Chassis	2.8 litre diesel (48V)	4WD	✓	✓
Toyota Hilux SR	Single Cab Chassis	2.8 litre diesel	4WD	–	✓
Toyota Hilux SR5	Dual Cab	2.8 litre diesel	4WD	✓	✓
Toyota Hilux SR5 ◆	Dual Cab	2.8 litre diesel (48V)	4WD	✓	✓
Toyota Hilux SR5	Dual Cab Chassis	2.8 litre diesel (48V)	4WD	✓	✓
Toyota Hilux SR5 Limited	Dual Cab	2.8 litre diesel	4WD	–	✓
Toyota Hilux SR5 Limited	Dual Cab	2.8 litre diesel (48V)	4WD	–	✓
Toyota Hilux Workmate	Dual Cab	2.8 litre diesel	RWD	✓	–
Toyota Hilux Workmate	Dual Cab	2.8 litre diesel	4WD	✓	–
Toyota Hilux Workmate	Dual Cab Chassis	2.8 litre diesel	4WD	✓	–
Toyota Hilux Workmate	Single Cab Chassis	2.8 litre diesel	RWD	✓	–
Toyota Hilux Workmate	Single Cab Chassis	2.8 litre diesel	4WD	✓	–
Toyota Hilux Rogue	Dual Cab	2.8 litre diesel (48V)	4WD	✓	–
Toyota Hilux Rugged X	Dual Cab	2.8 litre diesel (48V)	4WD	✗	–

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

* Correct at time of publication. Subject to change. Check with manufacturer.

Adult Occupant Protection

84%

33.96 out of 40

FRONTAL OFFSET (MPDB)#
3.14 points out of 8

OBLIQUE POLE#
5.85 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL#
7.07 points out of 8

WHIPLASH PROTECTION
3.91 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Toyota Hilux remained stable in the **frontal offset (MPDB) test**. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Protection of the front passenger dummy was GOOD for all critical body regions.

The front structure of the Toyota Hilux presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and an 8.00 point penalty (out of 8.00 points) was applied.

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

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

The Toyota Hilux is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of 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 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. It was demonstrated that, if the car entered water, the doors and windows of the Toyota Hilux would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.08 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.20 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-8.00 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	2.09 pts	3.33 pts
Chest	4.00 pts	2.85 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	3.60 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

84%

33.96 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.91 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

89%

44.00 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
8.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The Toyota Hilux dual cab is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. Installation of child restraints in the rear centre seating position of the dual cab is not recommended as there is no top tether anchorage.

Installation of child restraints in the single cab variants of the Toyota Hilux is not recommended as there are no top tether anchorages.

A direct child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to all rear passenger seats as standard in the dual cab variants. A CPD system is not available in single cab variants.

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 outboard seating positions of the dual cab, and full points were scored for this assessment.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h

6 YEAR OLD 10 YEAR OLD

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●#	✕	–	–
Top Tether Anchorage	✕	●#	✕	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 1.00 pts (out of 4.00pts)	✕	●#	●#	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	✕	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	✕	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	✕	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	✕	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	✕	●	–	–	–
	Booster - 4 to 8 years	✕	●	✕	●	–	–	–
	Booster - 4 to 10 years	✕	●	✕	●	–	–	–
ISOFIX	**Rearward-facing capsule**	✕	●	✕	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	✕	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	✕	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	✕	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	✕	●	–	–	–

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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 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.
# Dual cab variants only.

Vulnerable Road User Protection

82%

52.16 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **10.04 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **8.39 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **6.73 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

In **pedestrian impact tests**, the bonnet and windscreen of the Toyota Hilux provided a mix of GOOD and ADEQUATE protection to the head of a struck pedestrian over most of its surface. POOR results were recorded on the stiff windscreen pillars and front edge of the bonnet surface.

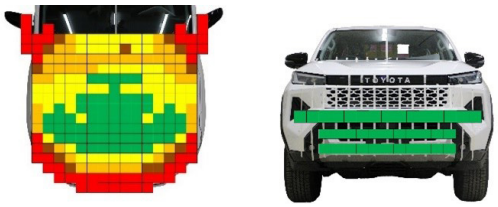
Protection of the pelvis, femurs and lower legs was GOOD, with maximum points scored.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including turning. The AEB system on some variants reacts to vulnerable road users in reverse (**AEB Backover**), but the system was not standard and tests of this function were not conducted or scored.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds including turning. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

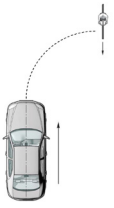
GOOD performance was seen in the **AEB** and **LSS Motorcyclist** tests, including in turning and emergency lane keeping (ELK) scenarios - earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Toyota Safety Sense
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

82%

52.16 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

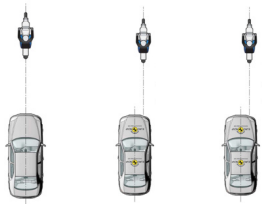
	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	[NOT ASSESSED]			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

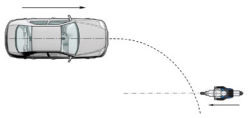
AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		



TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

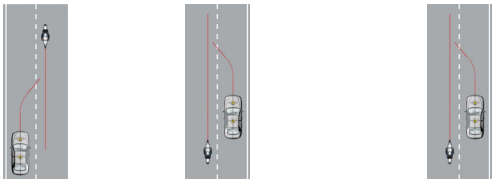


LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Toyota Safety Sense
Operational From	50-200 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				



GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

82%

14.83 out of **18**

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
2.63 points out of 3

AEB / AES (Car-to-Car)
4.00 points out of 4

AEB / AES (Junction & Crossing)
2.96 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Toyota Hilux is fitted with an autonomous emergency braking system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all car-to-car rear and AEB Junction scenarios, as well as several of the **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing the path of an oncoming vehicle. The **AEB Head-On** system functionality showed GOOD performance.

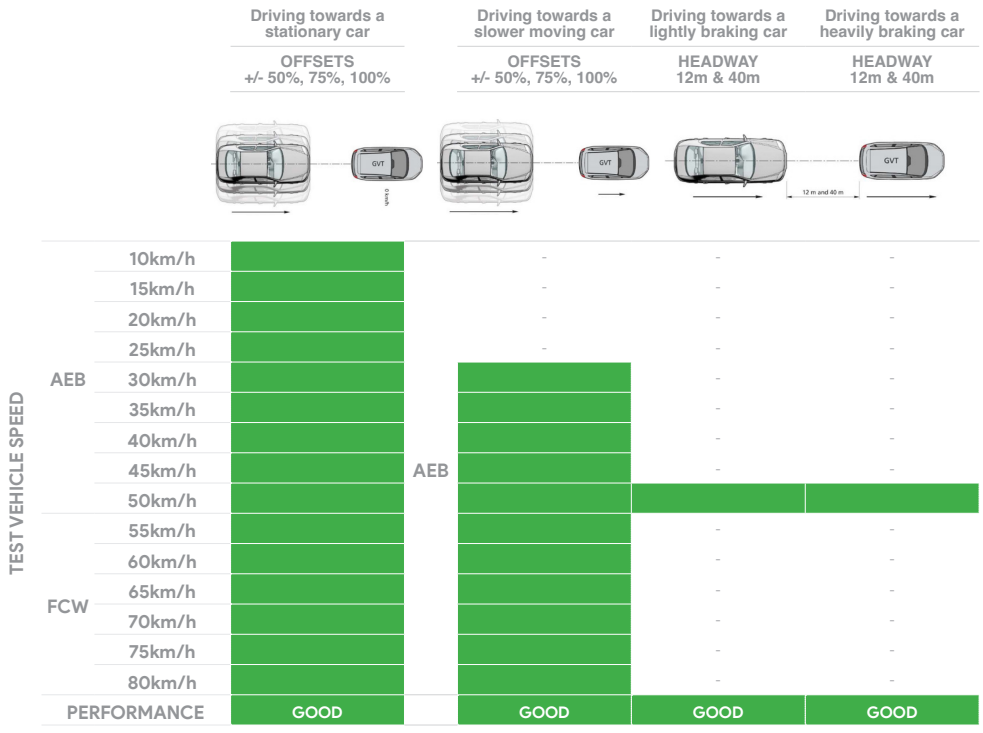
Tests of lane support system functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard. It informs the driver of the local speed limit and allows the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system (indirect) is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Toyota Safety Sense
Type	Autonomous emergency braking with forward collision warning
Operational From	5-180 km/h



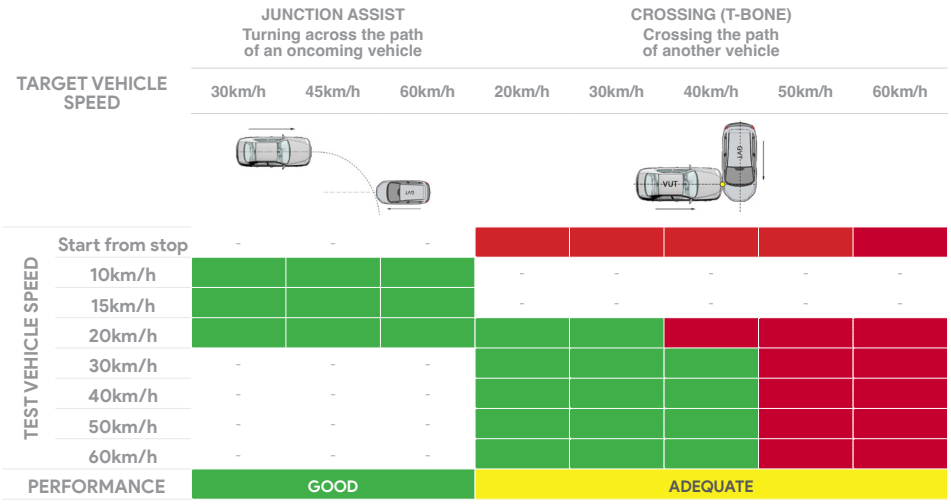
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

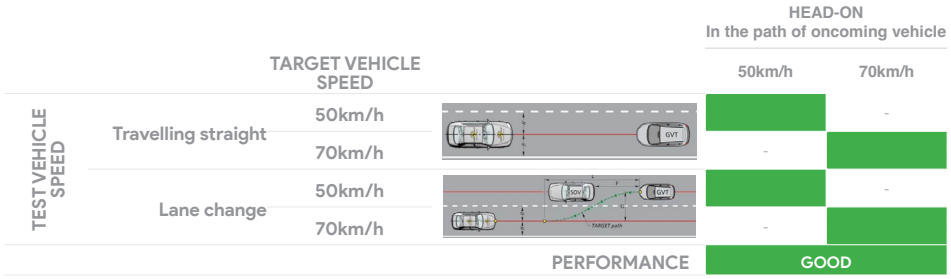
Safety Assist

82%

14.83 out of **18**

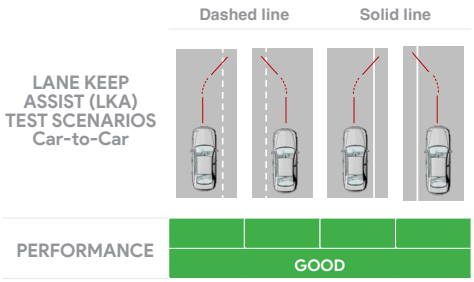
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

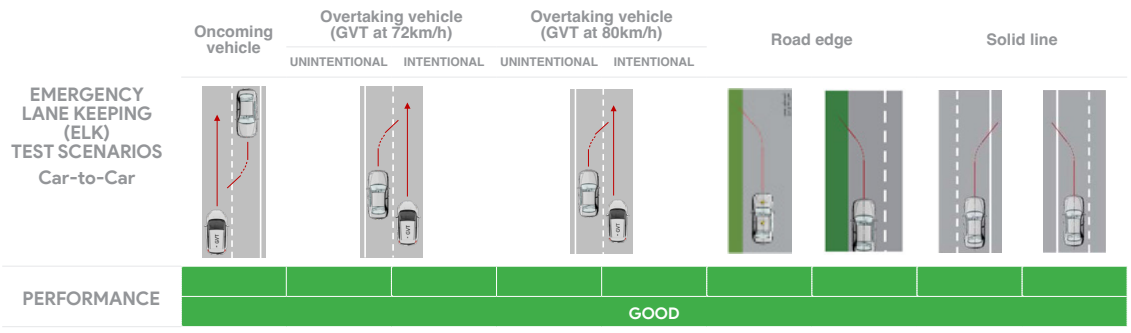




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Toyota Safety Sense
Operational From	50-200 km/h





GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

82%

14.83 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS #
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✕	✕
Fatigue	●	✕
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	✕
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✕

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	[NOT TESTED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

Dual cab variants only.

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●*	●*
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●#	●#
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✕	✕
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✕	✕
Speed assistance - manual speed limiter	✕	✕
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

Dual cab variants only.
* Not available on cab chassis variants.

TESTED MAKE / MODEL
Toyota Hilux SR5 dual cab RHD

TESTED VEHICLE ENGINE
2.8L diesel 48V

RATING UPDATED
n/a

TESTED BODY TYPE
Utility

RATING PUBLISHED
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