Crash protection starts with crash prevention. Collisions that result in injury may be caused by the delay in a driver’s recognition of the situation and their ability to react accordingly. According to NHTSA, there were over 7.2 million reported crashes in 2016 – many of which were avoidable.

Toyota Safety Sense™ (TSS)¹ is designed to help protect drivers, passengers, people in other vehicles on the road, and pedestrians from harm. TSS represents a major milestone in Toyota’s long history of creating advancements and innovations in safety that help prevent crashes and protect people.

TSS ADDRESSES THE THREE MOST COMMON ACCIDENT TYPES

Under certain conditions, TSS¹ is designed to support driver awareness, decision making and vehicle operation over a wide range of speeds. Packaged together in an integrated system, TSS features help address three key areas of accident protection: preventing or mitigating frontal collisions², keeping drivers within their lane³, and enhancing road safety during nighttime driving⁴. However, drivers are responsible for their own safety, and must always drive safely, obey traffic speed limits and laws and focus on the road while driving.

TSS-P¹ consists of four active safety and driver assistance systems:

- Pre-Collision System (PCS)² with Vehicle and Pedestrian Detection⁵
- Dynamic Radar Cruise Control (DRCC)⁶
- Lane Departure Alert (LDA)³
- Automatic High Beams (AHB)⁴
PCS² uses an integrated forward-facing camera and grille-mounted radar system designed to help mitigate or avoid a potential collision with another vehicle or pedestrian*.

**Vehicle Detection**
When PCS² determines that the possibility of a frontal collision with another vehicle is high, it prompts the driver to take evasive action and brake by using an audio and visual alert. If the driver notices the hazard and brakes, PCS may use Brake Assist⁷ to provide additional braking force.

If the driver does not brake in a set time and the system determines that the possibility of a frontal collision with another vehicle is likely, the system may automatically apply the brakes, reducing speed to help mitigate the impact or avoid the collision entirely if possible.

**Pedestrian Detection**
Under certain daytime conditions, if the Pre-Collision System² determines that the possibility of a frontal collision with a pedestrian is likely, it prompts the driver to take evasive action and brake by using an audio and visual alert⁵. If the driver notices the hazard and brakes, the system may use Brake Assist⁷ to provide additional braking force.

If the driver does not brake in a set time and the system determines that the risk of collision with a pedestrian is extremely high, the system may automatically apply the brakes, reducing speed to help mitigate the collision entirely if possible.

### Operation

<table>
<thead>
<tr>
<th>Operation Speed Range (Alert)</th>
<th>Operation Speed Range (Automatic Braking)</th>
<th>Potential Speed Reduction (Automatic Braking)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Detection</td>
<td>7-110 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Pedestrian Detection</td>
<td>7-50 mph</td>
<td>19 mph⁸</td>
</tr>
</tbody>
</table>

### Minimum Initialization Speed | Operation Speed Range

| DRCC                          | 28 mph | 25-110 mph |
| Full-Speed Range DRCC         | 28 mph | 0-110 mph  |

*To ensure proper system function, Toyota does not recommend vehicle ride height modification which may adversely affect the operation of the Pre-Collision System (PCS) and Automatic Emergency Braking (AEB), Dynamic Radar Cruise Control (DRCC), Lane Departure Alert (LDA) and Automatic High Beams (AHB) systems.
TOYOTA SAFETY SENSE™ P (TSS-P)
Features and Operation Overview
For model year 2019 and newer vehicles equipped with TSS-P

AUTOMATIC HIGH BEAMS (AHB)

AHB⁴ is a safety system designed to help the driver have better visibility at night – while reducing glare for other drivers. By using high beams more frequently, the system may allow earlier detection of pedestrians and obstacles. This convenient safety feature also allows the driver to keep both hands on the wheel at all times by eliminating the need to frequently adjust the headlights.

When activated, AHB⁴ is designed to rely on an in-vehicle camera to help detect the headlights of oncoming vehicles and taillights of preceding vehicles, then automatically toggle between high and low beams.

Minimum Operation Speed

| Automatic High Beams (AHB) | 25 mph⁴ |

LANE DEPARTURE ALERT (LDA)

LDA³ is designed to use an in-vehicle camera to detect lane departure when traveling on relatively straight roads with clear lane markings. The system’s current operating status is indicated through colored lane marking illustrations on the vehicle’s Multi-Information Display (MID). If LDA determines that the vehicle is starting to unintentionally deviate from its visibly marked lane, the system alerts the driver with an audio and visual alert. When this alert occurs, drivers must carefully check the surrounding road before safely directing the vehicle back to the center of the lane.

Steering Assist

In addition to the alert function, TSS-P vehicles equipped with Electronic Power Steering (EPS) also include Steering Assist³. When this functionality is enabled and LDA senses that the vehicle is unintentionally drifting from its lane, the system may automatically make small corrective steering inputs to help the driver keep the vehicle in its lane.

Minimum Operation Speed

| Lane Departure Alert (LDA) | 32 mph |

ADDITIONAL RESOURCES

Refer to Toyota.com/Safety-Sense, the TSS Precautions companion document or a Toyota Owner’s Manual for additional information on TSS operation, setting adjustments, limitations and precautions.

DISCLOSURES

1. Drivers are responsible for their own safe driving. Always pay attention to your surroundings and drive safely. System effectiveness is dependent on many factors including road, weather and vehicle conditions. See Owner’s Manual for additional limitations and details.

2. The TSS Pre-Collision System is designed to help avoid or reduce the crash speed and damage in certain frontal collisions only. It is not a substitute for safe and attentive driving. System effectiveness is dependent on many factors including road, weather and vehicle conditions. See Owner’s Manual for additional limitations and details.

3. Lane Departure Alert with Steering Assist is designed to read visible lane markers under certain conditions. It provides a visual and audible alert and slight steering force when lane departure is detected. It is not a collision-avoidance system or a substitute for safe and attentive driving. Effectiveness is dependent on many factors including road, weather and vehicle conditions. See Owner’s Manual for additional limitations and details.

4. Automatic High Beams operate at speeds above 25 mph. Factors such as a dirty windshield, weather, lighting and terrain limit effectiveness requiring driver to manually operate the high beams. See Owner’s Manual for additional limitations and details.

5. The Pedestrian Detection System is designed to detect a pedestrian ahead of the vehicle, determine if impact is imminent and help reduce impact speed. It is not a substitute for safe and attentive driving. System effectiveness depends on many factors, such as speed, size and position of pedestrian and weather, light and road conditions. See Owner’s Manual for additional limitations and details.

6. Dynamic Radar Cruise Control is designed to assist the driver and is not a substitute for safe and attentive driving practices. System effectiveness is dependent on many factors including road, weather and traffic conditions. See Owner’s Manual for additional limitations and details.

7. Brake Assist (BA) is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper vehicle maintenance, tire and road conditions. See Owner’s Manual for additional limitations and details.

8. Results achieved during testing using a vehicle traveling at 19 mph and a stationary vehicle/pedestrian; system operation depends on driving environment (including road and weather) and vehicle circumstances.