

New Car Safety Crash Tests 1997-99 Toyota Camry (no airbag)

FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure

Restraints

Protection from serious injury

Head

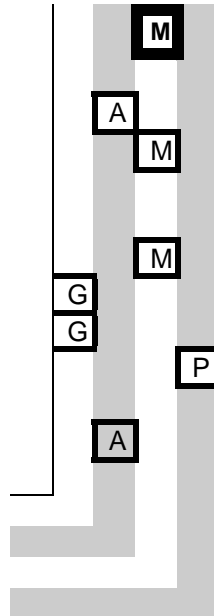
Chest

Upper legs

Lower legs

Head restraint design

G = Good
A = Acceptable
M = Marginal
P = Poor



Kerb weight: 1410 kg Vehicles built: August 1997



Offset crash test at 64km/h

OVERALL EVALUATION : MARGINAL

The passenger compartment of the Camry held its shape well in both crash tests. Protection from serious head injury was marginal for the driver in the full frontal crash test. Protection from serious lower leg injury was poor for the driver in the offset crash test.

Safety features

A driver's airbag is optional on the CSi variant for about \$500 and standard on other variants. Dual airbags are available as an option for about \$900. Airbags were not fitted to the test vehicles (see separate report on left-hand-drive Camry with dual airbags).

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt.

Lap/sash seat belts are fitted to all seats, including the centre rear seat. A lap/sash seat belt is safer than a lap only belt.

STRUCTURE : ACCEPTABLE

Full frontal crash test

The passenger compartment held its shape very well in the full frontal crash test. All doors remained closed during the crash and could be easily opened after the crash.

Offset crash test

The passenger compartment held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 17cm. The dash was pushed 10cm towards the driver. The width of the driver's doorway shortened by just 4cm. All doors remained closed during the crash. After the crash moderate manual effort was required to open the driver's door. The other doors easily opened.

RESTRAINTS : MARGINAL

Full frontal crash test

The driver's head hit the steering wheel with a severe impact and protection from serious head injury was marginal. The passenger's head hit its knees. The driver's knees hit the dash, steering column support and fuse box. The passenger's knees hit the glove box.

Offset crash test

The driver's head hit the steering column with a severe impact but protection from serious head injury was good. During rebound the driver's head hit the centre pillar with a severe impact. The driver's knees hit the dash, steering column support and fuse box. The passenger's knees hit the glove box and dash.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	918	760	700	297
Chest (mm)	46	43	45	39
Chest (g)	53	39	42	34
Upper legs	L	0.6	1.6	2.1
	R	3.6	0.8	5.6
Lower leg index	L	-	-	1.3
	R	-	-	1.8
Injury Risk %	26%	14%	13%	6%
Overall Injury Risk			21%	11%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.

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