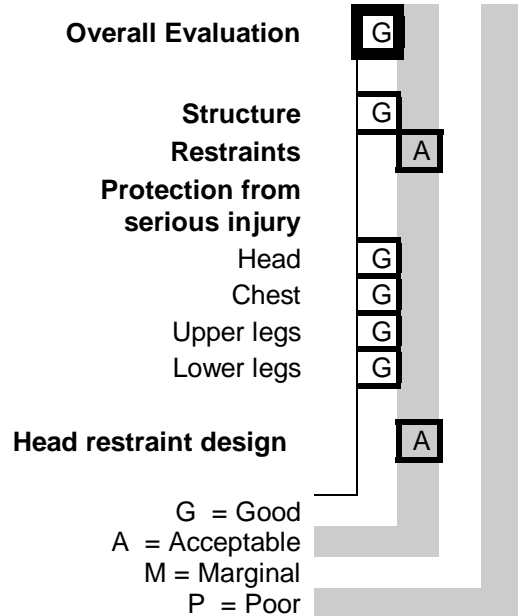


New Car Safety Crash Tests 1997-99 Toyota Camry (US Model with dual airbags)

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1420 kg Vehicles built: Dec & Oct 1996



Offset crash test at 64km/h

OVERALL EVALUATION : GOOD

The passenger compartment of the left-hand-drive Camry held its shape very well in both crash tests. Protection from serious injury was good in both tests. A similar right-hand-drive specification is available in Australia.

Safety features

Dual airbags were fitted to both test vehicles. Dual airbags are standard equipment on all models in the USA but are optional equipment on the low cost model in Australia (see separate report for non-airbag Camry).

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 (unusual for US cars). A lap/sash seat belt is safer than a lap only belt.

STRUCTURE : GOOD

Full frontal crash test by NHTSA

The passenger compartment held its shape very well in the full frontal crash test.

Offset crash test by IIHS

The passenger compartment held its shape very well in the offset crash test. The front part of the driver's floor was pushed rearwards 11cm. The dash was pushed only 3cm towards the driver. The width of the driver's doorway shortened by just 2cm. All doors remained closed during the crash. After the crash light prying with tools was required to open the driver's door but this would not have hampered rescue efforts. The left rear door required additional manual effort. Both doors on the right side could be easily opened.

RESTRAINTS : ACCEPTABLE

Full frontal crash test by NHTSA

The driver's head was cushioned by the airbag. The passenger's head was also cushioned by an airbag. Protection from serious injury was good.

Offset crash test by IIHS

The driver's head was cushioned by the airbag. There was no passenger dummy in the offset crash test. During rebound the driver's head hit the centre pillar with a severe impact. Despite this undesirable event the injury measurements indicated that protection from serious head injury was good.

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)	625	501	470	-
Chest (mm)	20	17	36	-
Chest (g)	51	49	39	-
Upper legs (kN)	L	5.7	2.9	3.9
	R	2.7	2.0	2.4
Lower leg index	L	-	-	0.57
	R	-	-	0.68
Injury Risk %	17%	14%	9%	-
Overall Injury Risk			13%	-

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

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