

Crash Tests

New Car Safety

TOYOTA COROLLA

1998 on

Driver's airbag

Overall Evaluation*



Overall rating*

22.56 out of 32

Variant: 5 Door Hatch LHD
1.3 litre.

Engine: 4 Cyl.

Kerb weight: 1060 kg
Vehicles built: Nov-97

Category: SMALL CAR
Tested by EuroNCAP

Important note: The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

OVERALL EVALUATION : 3 Stars

The TOYOTA COROLLA performed reasonably well in the offset crash test (score 10.39 out of 16). The passenger compartment held its shape well. Head protection was good for both the driver and passenger but each had a risk of chest injury. Protection from serious leg injury was marginal for the driver.

The vehicle performed slightly better in the side impact crash (score 12.17 out of 16) but there was a moderate risk of life threatening chest injury for the driver.

Safety features

A drivers airbag is standard. A passenger airbag is available as an option.

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. The front seat belts have pretensioners and load limiters.

STRUCTURE: GOOD

Offset crash test

The passenger compartment held its shape well in the offset crash test, except for movement of the steering column and brake pedal. The brake pedal was pushed back 16cm. The steering wheel moved rearwards 9cm and up 8cm. The dash support tube was starting to pull away from the side but this did not affect performance. The width of the driver's doorway shortened by just 2cm.

All doors remained closed during the crash. After the crash the doors could be easily opened.

Side impact crash test

The Corolla held its shape well in the side impact crash.

RESTRAINTS : ACCEPTABLE

Offset crash test

The driver's head was cushioned by the airbag. During rebound the driver's head hit the centre pillar with a fairly severe impact. The passenger's head did not hit anything.



Offset crash test at 64km/h

Protection from serious injury was good for both the driver and passenger.

The knee impact areas were considered hazardous.

Side impact crash test (no front passenger)

The driver's head hit the centre pillar and seat belt D-ring.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	487	283	184
Acceleration (g for 3ms)	55	44	63
Neck - Shear (kN)	-	-	-
Tension (kN)	-	-	-
Extension (Nm)	11	17	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	29	31	35
Viscous criterion (m/s)	0.1	0.08	0.78
Abdomen - Force (kN)	-	-	1.4
Pelvis - Force (kN)	-	-	2.4
Upper legs Force			
(kN) Left	-	-	-
(kN) Right	-	-	-
Knee displ (mm) Left	2.1	0.5	
Right	0.0	0.4	
Lower legs Force			
(kN) Left	2.0	1.1	
(kN) Right	3.32	2.1	
Index (Upper/Low) Left	0.34/0.33	0.25/0.16	
Right	0.51/0.28	0.35/0.36	

Modifiers for offset test scores

Head Steering col. movement 0.19 pt penalty
Upper leg Variable & conc. loading 2 pt penalty L & R
Foot score Brake pedal movement 1.8 score

Head restraint position rating: Not assessed

Pedestrian rating:



15.33 out of 36 (42.6%)

Child head impact 8 pts; adult head impact 6 pts; upper leg impact 1.33; lower leg impact zero pts.

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