

4-Wheel-Drive Crash Tests 1993-97 Landrover Discovery

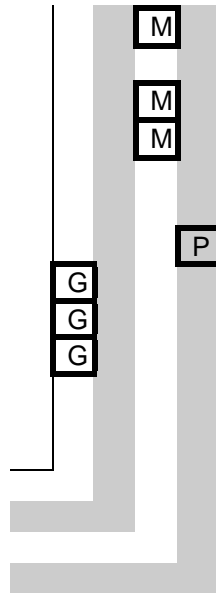
FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure Restraints Protection from serious injury

Head
Chest
Upper legs
Lower legs

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



Kerb weight: 1960 kg Vehicles built: Jan & Jun 1994



Offset crash test at 60km/h

OVERALL EVALUATION : MARGINAL

The passenger compartment of the Discovery held its shape well in both crash tests, except for floor deformation in the offset test. Protection from serious head injury was poor for the driver in both crash tests. Protection from serious lower leg injury was good for the driver in the offset crash test.

Safety features

Dual airbags were available as an option but were not fitted to the test vehicles. See separate sheet for a US (LHD) Discovery with dual airbags.

STRUCTURE : ACCEPTABLE

Full frontal crash test

The passenger compartment held its shape well in the full frontal crash test. All doors remained closed during the crash. After the crash tools were required to open both front doors. The rear doors could be easily opened.

Offset crash test (60km/h)

The passenger compartment held its shape reasonably well in the offset crash test. The front part of the driver's floor was pushed rearwards 27cm. The dash was pushed 9cm towards the driver. The width of the driver's doorway shortened by less than 1cm. All doors remained closed during the crash. After the crash tools were required to open the driver's door. The left rear door required extra manual effort and the left front door could be opened once the rear door was open.

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 poor. The passenger's head glanced the grab-handle and dash. - protection from serious head injury was acceptable. The driver's knees hit the dash. The passenger's knees hit the glove box and dash.

Offset crash test (60km/h)

The driver's head hit the steering column with a severe impact and protection from serious head injury was poor. passenger's head did not hit anything and protection from serious head injury was good. The driver's knees hit the dash. 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 60km/h | | |
|---------------------|---|-------|-----------------------------------|------------|---|
| | Driver | Passn | Driver | Passn | |
| Head (HIC) | 1530 | 757 | 1518 | 486 | |
| Chest (mm) | 46 | 31 | 41 | 30 | |
| Chest (g) | 54 | 47 | 47 | 48 | |
| Upper legs | L | 1.9 | 3.0 | 1.4 | - |
| | R (kN) | 3.2 | 1.4 | 3.4 | - |
| Lower leg index | L | - | - | 0.5 | - |
| | R | - | - | 0.6 | - |
| Injury Risk % | 64% | 17% | 62% | 13% | |
| Overall Injury Risk | | | 63% | 16% | |

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

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