

4-Wheel-Drive Crash Tests 1993-97 Landrover Discovery (US Model with dual airbags)

FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure
Restraints

Protection from
serious injury

Head

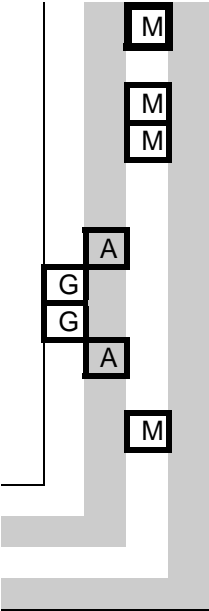
Chest

Upper legs

Lower legs

Head restraint position

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



Kerb weight: 2030 kg Vehicles built: 10/95 & 1/96



Offset crash test at 64km/h

Tested by National Highway and Traffic Safety Administration
and Insurance Institute for Highway Safety

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 acceptable for the driver in both crash tests. Protection from serious lower leg injury was acceptable for the driver in the offset crash test.

Both vehicles were manufactured for the US market in left-hand-drive form. A similar right-hand-drive specification is available in Australia.

If the driver restraint system had performed slightly better the Discovery would have earned an overall rating of acceptable.

Safety features

Dual air bags were fitted to both test vehicles.

STRUCTURE : MARGINAL

Full frontal crash test

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

Offset crash test

The passenger compartment held its shape reasonably well in the offset crash test. The front part of the driver's floor was pushed rearwards 26cm. The dash was pushed 10cm towards the driver. The width of the driver's doorway shortened by 7cm. All doors remained closed during the crash. After the crash tools were required to open the driver's door and the rear door on the driver's side. Both doors on the passenger side required extra manual effort.

RESTRAINTS : MARGINAL

Full frontal crash test

Although the driver's head was cushioned by the airbag the impact was moderately severe. Serious head injury was possible. The passenger's head was cushioned by the airbag and protection from serious head injury was good. The driver's knees hit the dash. The passenger's knees hit the dash.

Offset crash test

Although the driver's head was cushioned by the airbag the impact was moderately severe. Serious head injury was possible. There was no passenger in the offset crash test. The driver's knees hit the steering column 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)	825	379	817	-
Chest (mm)	35	46	46	-
Chest (g)	54	63	47	-
Upper legs (kN)	L	5.9	4.5	3.8
	R	4.7	4.1	1.9
Lower leg index	L	-	-	0.54
	R	-	-	0.9
Injury Risk %	23%	25%	22%	-%
Overall Injury Risk			23%	25%

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



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