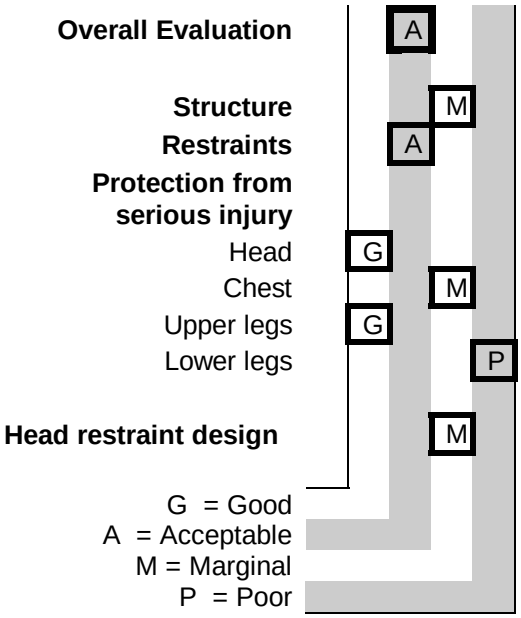
New Car Safety Crash Tests
1998-99 Holden Jackeroo
Dual Airbags

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 2000 kg Vehicles built: June 1998

OVERALL EVALUATION : ACCEPTABLE

The lower part of the passenger compartment of the Jackeroo was substantially deformed in the offset crash test. Protection from serious leg injury was poor for the driver. In the full frontal crash test protection from serious head injury was good for both the driver and passenger.

Safety features

Dual airbags are standard equipment on all models.

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.

STRUCTURE : MARGINAL

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 the driver's door.

Offset crash test

The floor and firewall on the driver's side were severely deformed in the offset crash test. The road wheel pushed into this area and the floor was starting to separate from the side of the vehicle. The front part of the driver's floor was pushed rearwards 35cm and the brake pedal ended up within 2cm of the driver's seat. The dash was pushed 6cm towards the driver. The width of the driver's doorway shortened by 9cm. All doors remained closed during the crash. After the crash all doors could be opened except that tools were needed to manipulate the lock on the driver's door.

Offset crash test at 64km/h

RESTRAINTS: ACCEPTABLE

Full frontal crash test

The driver's head was cushioned by the airbag and protection from serious head injury was good but the chest hit the steering wheel and protection from serious chest injury was marginal. Protection from serious head injury was good for the passenger, who also had an airbag. The driver's knees hit the dash. The passenger's knees hit the glove box.

Offset crash test

The driver's head was cushioned by the airbag but started to roll off the side as the the airbag moved up with the steering column. The driver's head hit the centre pillar during rebound. The passenger's head was cushioned by the airbag. The driver's knees hit the dash and steering column bracket. The passenger's knees hit the glove box.

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)	661	478	382	333
Chest (mm)	61	41	24	26
Chest (g)	62	64	55	37
Upper legs (kN) L	4.7	3.2	3.3	0.9
Upper legs (kN) R	4.6	4.4	3.7	4.0
Lower leg index L	-	-	1.62	-
Lower leg index R	-	-	1.88	-
Injury Risk %	27%	28%	17%	7%
Overall Injury Risk			**23%**	**22%**

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

ncap new car assessment program

April 1999
Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601
(jack98.doc 16/4/99)