

Small Car Crash Tests 1998 Daewoo Lanos (3-door model)

FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure

Restraints

Protection from serious injury

Head

Chest

Upper legs

Lower legs

Head restraint position

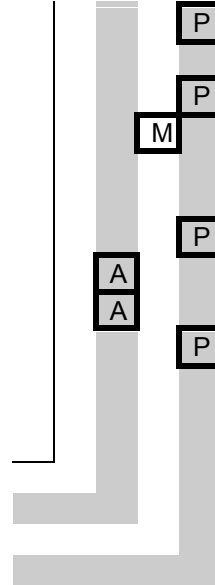
G = Good

A = Acceptable

M = Marginal

P = Poor

Kerb weight: 1060 kg Vehicles built: Jan 1998



Offset crash test at 64km/h

OVERALL EVALUATION : POOR

The passenger compartment of the 3-door Lanos was substantially deformed in the offset crash test. Protection from serious head injury was poor for the driver in the full frontal test. Protection from serious leg injury was poor for the driver in the offset crash test.

Note: A left-hand-drive 5-door Lanos was offset tested by Euro-NCAP - see separate sheet.

Safety features

Dual airbags (driver and passenger) are available as part of an optional \$2000 safety package which includes ABS brakes.

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 webbing grabbers.

STRUCTURE : POOR

Full frontal crash test

The passenger compartment held its shape reasonably well in the full frontal crash test, except that the front part of the floor was severely folded. The driver's right leg was trapped. The dash was starting to separate from the sides. All doors remained closed during the crash and could be easily opened after the crash. The exhaust pipe pushed against the fuel tank. The tank did not rupture but this could be a fire hazard.

Offset crash test

The passenger compartment was substantially deformed in the offset crash test. The roof buckled upwards above the driver. The front part of the driver's floor was pushed rearwards 20cm and was pushed down and severely folded. The brake pedal was pushed back 21cm. The dash was pushed a substantial 25cm towards the driver. The driver's door was separating. The width of the driver's doorway shortened by 17cm.

All doors remained closed during the crash. After the crash the driver's door could not be opened, even with available tools.

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 dash then hit the knee. The driver's knees hit the dash. The passenger's knees hit the glovebox and dash.

Offset crash test

The driver's head hit the steering rim then the top of the dash with a severe impact and protection from serious head injury was marginal. The passenger's head glanced the dash but protection from serious head injury was good. The driver's left knee hit the dash with a moderately severe impact. Protection for the lower legs was poor.

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)	1166	709	898	249
Chest (mm)	47	35	38	28
Chest (g)	60	44	52	41
Upper legs (kN)	Left	3.1	3.2	8.5
	Right	1.0	2.6	4.5
Lower leg index	Left	-	-	0.54
	Right	-	-	2.34
Injury Risk %	43%	15%	24%	8%
Overall Injury Risk			35%	12%

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



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