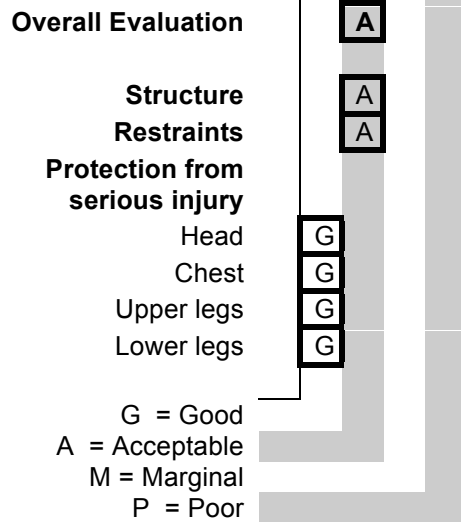


# Small Car Crash Tests

## 1997 Daewoo Lanos

### 5 Door Left Hand Drive Driver's Airbag

#### OFFSET CRASH TEST PERFORMANCE



Kerb weight: 1070 kg Vehicle built: July 1997  
Test by Euro-NCAP



Offset crash test at 64km/h

#### OVERALL EVALUATION : ACCEPTABLE

The passenger compartment of the 5-door Lanos held its shape well in the offset crash test. Protection from serious injury was good for both the driver and passenger.

Note: A 3-door Lanos without a driver's airbag was offset tested by Australian-NCAP - see separate sheet.

#### Safety features

Dual airbags (driver and passenger) are available in Australia as part of an optional \$2000 safety package which includes ABS brakes. A driver's airbag is standard equipment on all models in Europe.

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 : ACCEPTABLE

##### Offset crash test

The passenger compartment held its shape well in the offset crash test. The brake pedal was pushed back just 2cm. The steering wheel moved 5cm rearwards. The width of the driver's doorway shortened by just 6cm. All doors remained closed during the crash. After the crash tools were required to open the driver's door. The other doors could be easily opened.

#### RESTRAINTS : ACCEPTABLE

##### Offset crash test

The driver's head was cushioned by the airbag. The driver's head started to roll off the left (outboard) side of the airbag and during rebound the head contacted the centre pillar with a severe impact. The passenger's head did not hit anything but there was a strong whipping effect which might result in neck injury. Protection from serious head injury was good for both the driver and passenger.

#### INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	OFFSET CRASH TEST AT 64km/h	
	Driver	Passn
Head (HIC)	738	480
Chest (mm)	32	37
Chest (g)	45	36
Upper legs (kN)	low	low
Lower leg index	0.69	0.31
	0.38	0.38
Injury Risk %	15%	8%

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

The assistance of Euro-NCAP is gratefully acknowledged.

**ncap**  
new car  
assessment  
program

**October 1998**  
Published by  
New Car Assessment Program  
PO Box 1555 Canberra  
ACT Australia 2601  
(lanos98e.doc 14/10/1998)