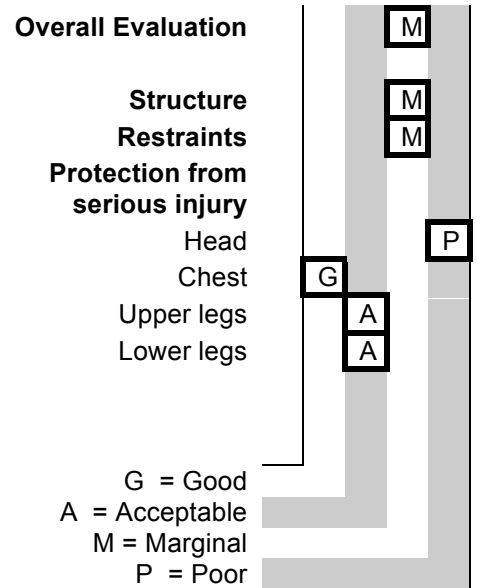


# 4-Wheel-Drive Crash Tests 1992-97 Toyota Landcruiser

## FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 2260 kg Vehicles built: Apr & Jun 94



Offset crash test at 60km/h

## OVERALL EVALUATION : MARGINAL

The passenger compartment of the Landcruiser held its shape reasonably well in both crash tests. Protection from serious head injury was poor for the driver in the full frontal crash test. Protection from serious lower leg injury was acceptable for the driver in the offset crash test despite substantial floor deformation.

### Safety features

Dual airbags were available as an option but were not fitted to the test vehicles.

## STRUCTURE : MARGINAL

### Full frontal crash test

The passenger compartment held its shape well, except there was substantial rearward movement of the dash at the height of the crash. The brake pedal moved back and to the right, ending up between the seat and the driver's leg. All doors remained closed during the crash. After the crash all doors could be easily opened.

### Offset crash test (60km/h)

The roof held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 27cm and was severely deformed. The dash was pushed 6cm towards the driver. The width of the driver's doorway shortened by 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 : 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. During rebound the driver's head hit the centre pillar. The passenger's head hit the grab handle but protection from serious head injury was good. The driver's knees hit the dash and door. The passenger's knees hit the glove box and heater.

### Offset crash test (60km/h)

The driver's head hit the steering column with a severe impact and protection from serious head injury was marginal. The passenger's head hit the grab handle but protection from serious head injury was good. The driver's knees hit the dash, fuse box and bonnet lever. 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 60km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	1138	699	929	737
Chest (mm)	47	37	28	34
Chest (g)	48	40	56	39
Upper legs (kN)	L	7.5	1.4	-
	R	2.5	3.2	2.6
Lower leg index	L	-	-	0.9
	R	-	-	0.5
Injury Risk %	34%	13%	28%	13%
Overall Injury Risk			<b>31%</b>	<b>13%</b>

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



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