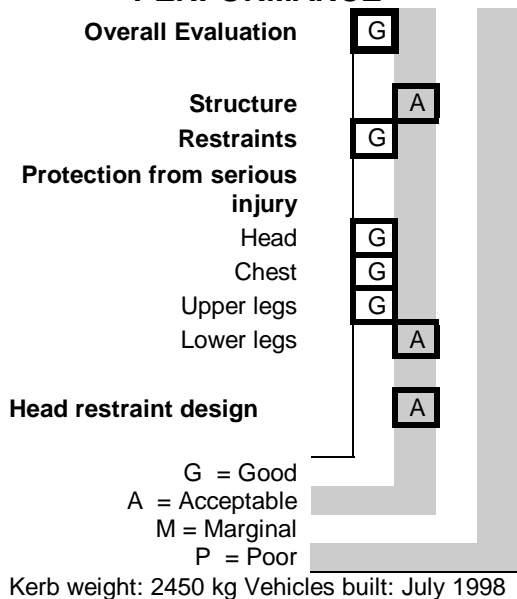


New Car Safety Crash Tests 1998-99 Toyota Landcruiser Dual Airbags

FRONTAL CRASH TEST PERFORMANCE



OVERALL EVALUATION : GOOD

The passenger compartment of the Landcruiser held its shape well in both crash tests. Protection from serious injury was good for both the driver and passenger except there was a slight risk of serious lower leg injury for the driver in the offset crash test. The centre fuel tank had a substantial leak after the offset crash test.

Safety features

Dual airbags are standard equipment on the GXL and GXV variants and are optional for about \$1500 on other variants. 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 also have pretensioners. All seats except the centre seat of the third row have lap/sash seat belts. A lap/sash seat belt is safer than a lap seat belt.

STRUCTURE : ACCEPTABLE

Full frontal crash test

The passenger compartment held its shape very well in the full frontal crash test. All doors remained closed during the crash. After the crash all doors could be easily opened.

Offset crash test

The passenger compartment held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 25cm and the brake pedal moved rearwards by 17cm. The dash was pushed 7cm towards the driver. The width of the driver's doorway shortened by 4cm. All doors remained closed during the crash. After the crash the rear right door required tools to open but the other doors could be easily opened. The tailshaft pushed sideways into the centre fuel tank and there was a substantial fuel leak.



Offset crash test at 64km/h

RESTRAINTS: GOOD

Full frontal crash test

Airbags cushioned the head of the driver and passenger and protection from serious head injury was good for both. During rebound the passenger's head hit the centre pillar. The driver's knees hit the dash and steering column. The passenger's knees hit the glove box.

Offset crash test

Airbags cushioned the head of the driver and passenger and protection from serious head injury was good for both. The driver's knees hit the dash and steering column. 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)	747	562	582	440
Chest (mm)	34	32	30	29
Chest (g)	42	47	39	33
Upper legs L	0.8	2.9	0.3	1.0
(kN) R	3.3	3.3	2.5	1.8
Lower leg L	-	-	0.94	-
index R	-	-	0.66	-
Injury Risk %	14%	13%	10%	7%
Overall Injury Risk			13%	11%

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
(ldcr98.doc 16/4/99)