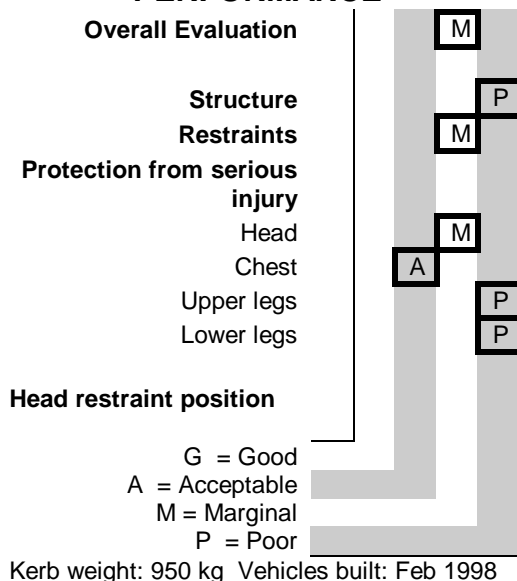


# Small Car Crash Tests 1998 Mazda Metro

## FRONTAL CRASH TEST PERFORMANCE



Offset crash test at 64km/h

## OVERALL EVALUATION : MARGINAL

The passenger compartment of the Metro was substantially deformed in the offset crash test. Protection from serious head injury for the driver, (who had an airbag) was good in the both tests. The passenger did not have an airbag and protection from serious head injury was poor in the full frontal test. Protection from serious leg injury was poor for the driver in the offset crash test.

### Safety features

A driver's airbag is standard equipment. A passenger airbag is not available.

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 webbing grabbers. Outboard rear seats have adjustable head restraints.

## 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 buckled and folded and firewall deformation resulted in severe motion of the steering column. All doors remained closed during the crash and could be easily opened after the crash.

### Offset crash test

The passenger compartment was substantially deformed in the offset crash test. The front pillar was severely bent. The front part of the driver's floor was pushed rearwards 32cm and was pushed down and severely folded. The brake pedal was pushed back 42cm and became caught under the seat. The dash was pushed a substantial 21cm towards the driver. The driver's door was buckled and separating. The width of the driver's doorway shortened by 26cm.

All doors remained closed during the crash. After the crash the driver's door could be opened with high manual effort but, due to dash, footwell and pedal movement, it took a great deal of time to extricate the driver.

## RESTRAINTS : MARGINAL

### Full frontal crash test

The driver's head was cushioned by the airbag. The steering column was moving upward at the time. Fortunately this did not affect airbag performance and protection from serious head injury was good. The passenger's head hit the dash with a severe impact and protection from serious head injury was poor. The locking device on the righthand seat slide of the passenger seat released and the seat moved forward substantially.

### Offset crash test

The driver's head was cushioned by the airbag but started to roll off the right side of the airbag, severely twisting the head as it rolled. Despite this problem protection from serious head injury was good. The passenger's head hit the dash but protection from serious head injury was good. The driver's knees hit the dash with a severe impact.

## 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)	596	1577	455	651
Chest (mm)	37	35	35	38
Chest (g)	62	52	50	36
Upper legs (kN)	Left	3.6	1.6	8.9
	Right	1.4	7.8	>12.5
Lower leg index	Left	-	-	0.67
	Right	-	-	1.56
Injury Risk %	26%	67%	14%	10%
Overall Injury Risk			21%	51%

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



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