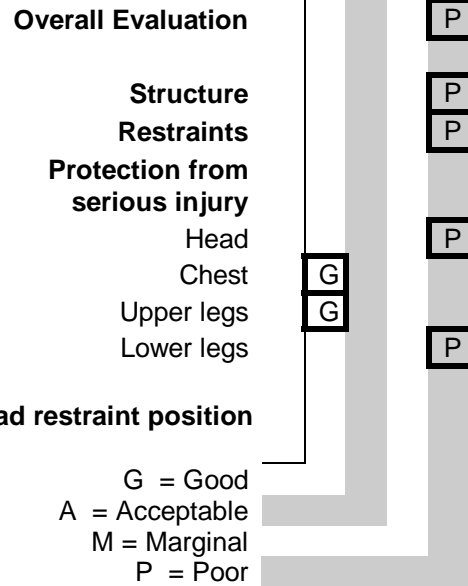


Small Car Crash Tests 1998 Daewoo Nubira

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1220 kg Vehicles built: Jan 1998



Offset crash test at 64km/h

OVERALL EVALUATION : POOR

The passenger compartment of the Nubira 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.

Safety features

Dual airbags 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.

STRUCTURE : POOR

Full frontal crash test

The firewall and dash moved back and down substantially in the full frontal crash test. The front part of the floor was pushed down and severely folded. All doors remained closed during the crash. After the crash the front doors could be opened by hand once the rear doors had been opened.

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 19cm and was pushed down and severely folded. The brake pedal was pushed back 11cm. The dash was pushed a substantial 24cm towards the driver. The driver's door buckled out. The width of the driver's doorway shortened by 7cm.

All doors remained closed during the crash. After the crash tools were required to open the driver's door.

RESTRAINTS : POOR

Full frontal crash test

The steering wheel moved back and down. The driver's chest hit the hub and, in a highly undesirable motion, the head went over the top and hit the dash with a severe impact. Serious head and neck injury was likely. The passenger's head hit the dash with a severe impact. The dash pushed down onto the driver's upper legs. The passenger's knees hit the glovebox.

Offset crash test

The steering wheel moved back and down. The driver's head hit the right arm, which was wedged against the dash. During rebound the driver's head hit the centre pillar with a severe impact. The passenger's head did not hit anything. The dash pushed down onto the driver's upper legs. 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)	1398	988	763	280
Chest (mm)	50	39	32	31
Chest (g)	50	-	44	34
Upper legs (kN)	Left	4.6	2.7	5.0
	Right	5.1	3.0	8.0
Lower leg index	Left	-	-	1.32
	Right	-	-	1.79
Injury Risk %	53%	-%	16%	5%
Overall Injury Risk			35%	-%

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



October 1998

Published by
New Car Assessment Program
PO Box 1555 Canberra
ACT Australia 2601
(nubira98.doc 14/10/1998)