

# 4-Wheel-Drive Crash Tests 1992-97 Nissan Patrol

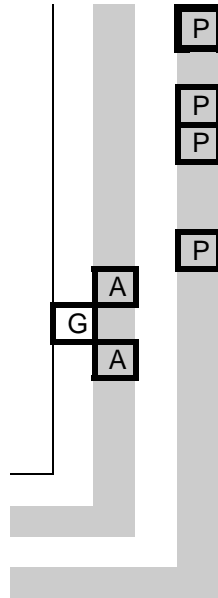
## FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure  
Restraints  
Protection from  
serious injury

Head  
Chest  
Upper legs  
Lower legs

G = Good  
A = Acceptable  
M = Marginal  
P = Poor



Kerb weight: 2180 kg Vehicles built: Oct & Dec 93



Offset crash test at 60km/h

## OVERALL EVALUATION : POOR

The passenger compartment of the Patrol was substantially deformed in the offset crash test. Protection from serious head injury was poor for the driver and passenger 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.

## STRUCTURE : POOR

### Full frontal crash test

The passenger compartment held its shape reasonably well, except there was substantial rearward and upward movement of the dash at the height of the crash. All doors remained closed during the crash. After the crash tools were required to open all four doors.

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

The roof was severely deformed in the offset crash test. The front part of the driver's floor was pushed rearwards 29cm and was severely deformed. The dash was pushed 14cm towards the driver. The width of the driver's doorway shortened by 18cm and the door buckled outwards. 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 : POOR

### Full frontal crash test

The driver's head hit the steering wheel with a very severe impact. The steering wheel was moving up and back at the time. The cover on the steering wheel hub broke away just before the impact, exposing hard components. Protection from serious head injury was poor. The passenger's head hit the grab handle and dash with a very severe impact. The driver's knees hit the dash. The passenger's knees hit the dash.

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

The driver's head hit the steering column with a severe impact but protection from serious head injury was acceptable. The passenger's head hit the grab handle but

protection from serious head injury was good. The driver's knees hit the dash. The passenger's knees hit the glove box and dash.

## 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)	1750	1843	897	604
Chest (mm)	44	41	54	32
Chest (g)	67	59	37	32
Upper legs L	2.8	1.3	4.5	-
(kN) R	2.0	3.3	4.6	-
Lower leg L	-	-	0.8	-
index R	-	-	0.4	-
Injury Risk %	83%	85%	18%	8%
Overall Injury Risk			56%	63%

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



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