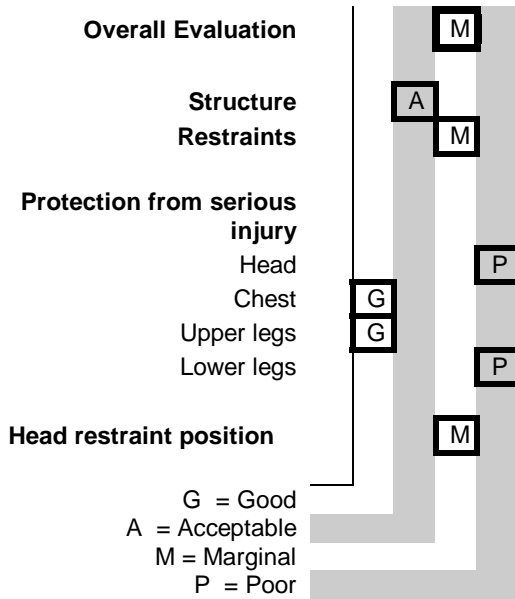


4-Wheel-Drive Crash Tests 1997-99 Toyota Prado No airbags fitted

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 2020 kg Vehicles built: Jul & Jun 1997

OVERALL EVALUATION : MARGINAL

The passenger compartment of the Prado held its shape well in both crash tests, except for floor deformation in the offset test. Protection from serious head injury was poor for the driver in both crash tests and poor for the passenger in the full frontal test. Protection from serious lower leg injury was poor for the driver in the offset crash test.

Safety features

Dual airbags are standard on the VX Grande variant and optional on other variants as part of a \$2660 "Safety Pack". Airbags were not fitted to the test vehicles.

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.

STRUCTURE : ACCEPTABLE

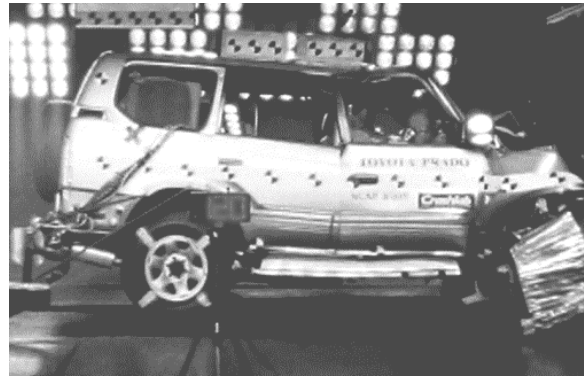
Full frontal crash test

The passenger compartment held its shape very well in the full frontal crash test. All doors remained closed during the crash and could be easily opened after the crash. The tailshaft pushed sideways into the centre fuel tank but there was no leak. The rear seat back tilted forward during the crash. The two head restraints on this seat became detached and flew forward.

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 29cm and was folded. The dash was pushed 2cm towards the driver. The width of the driver's doorway shortened by 5cm. 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. Both rear doors locked during the crash - this could hamper rescue efforts.

The tailshaft pushed sideways into the central fuel tank and there was a major fuel leak. Toyota Australia has advised that in September 1997 and April 1998 various underbody design



Offset crash test at 64km/h

changes were made to the Prado. The possibility of fuel leakage should be reduced for vehicles with these changes.

RESTRAINTS : MARGINAL

Full frontal crash test

The driver's head hit the steering wheel with a severe impact. The passenger's head hit the grab handle. Protection from serious head injury was poor for both the driver and passenger. The driver's knees hit the dash, ignition switch, steering column support and fuse box. The passenger's knees hit the glove box.

Offset crash test

The driver's head hit the steering column with a severe impact and protection from serious head injury was poor. The passenger's head hit the dash and protection from serious head injury was acceptable. The driver's knees hit the dash. 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)	1212	1041	1136	867
Chest (mm)	46	36	32	35
Chest (g)	51	53	45	39
Upper legs (kN)	L	2.3	1.6	1.5
	R	2.0	1.9	3.2
Lower leg index	L	-	-	1.1
	R	-	-	1.8
Injury Risk %	40%	30%	32%	17%
Overall Injury Risk			37%	26%

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



March 1999

Published by
New Car Assessment Program
PO Box 1555 Canberra
ACT Australia 2601
(prado97a.doc 16/4/99 Structure rerated)