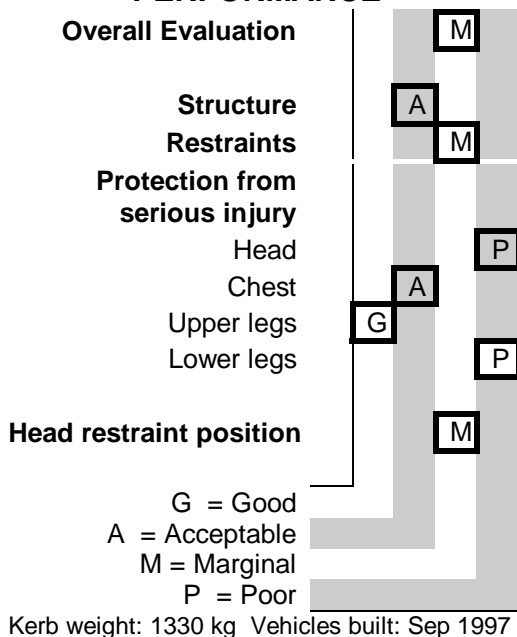


4-Wheel-Drive Crash Tests 1997-99 Toyota RAV4 No airbags fitted

FRONTAL CRASH TEST PERFORMANCE



OVERALL EVALUATION : MARGINAL

The passenger compartment of the RAV4 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 optional as part of a \$2500 "Safety Pack" which includes ABS. Airbags were not fitted to the test vehicles. A cargo barrier is available as a dealer-fitted accessory.

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 : 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.

Offset crash test

The passenger compartment held its shape reasonably well in the offset crash test. The front part of the driver's floor was pushed rearwards 28cm and was severely folded near the transmission tunnel. The driver's seat tilted outboard. The brake pedal was pushed back to within 10cm of the seat so there was a risk of the driver being trapped by the legs. The dash was pushed 5cm towards the driver. The width of the driver's doorway shortened by just 4cm.



Offset crash test at 64km/h

All doors remained closed during the crash. After the crash the doors could be easily opened.

RESTRAINTS : MARGINAL

Full frontal crash test

The driver's head hit the steering wheel with a severe impact. The passenger's head hit its knees. Protection from serious head injury was poor for both the driver and passenger. The driver's knees hit the dash. The passenger's knees hit the glove box and dash.

Offset crash test

The driver's head hit the steering column with a severe impact and protection from serious head injury was poor. During rebound the driver's head hit the top of the door frame. The passenger's head hit the dash but protection from serious head injury was good. The driver's knees hit the dash and the fuse box. 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)	1325	1289	1018	673
Chest (mm)	55	36	38	33
Chest (g)	64	54	50	43
Upper legs (kN)	L 1.5 R 3.9	2.6 4.9	4.9 2.8	3.5 4.0
Lower leg index	L - R -	- -	1.5 1.0	- -
Injury Risk %	55%	47%	28%	13%
Overall Injury Risk			44%	37%

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



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