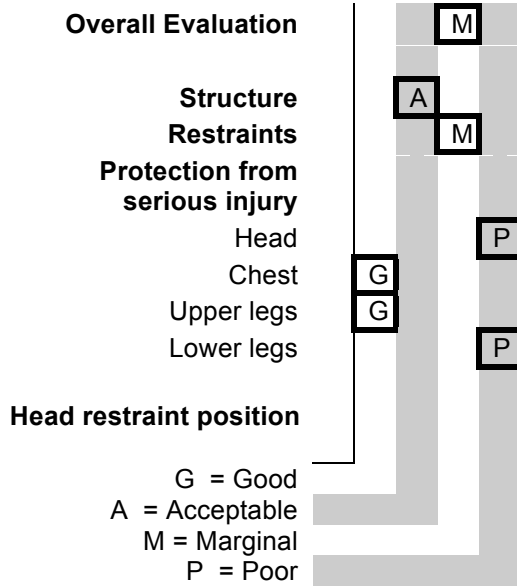


Small Car Crash Tests

1998 Daihatsu Sirion

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 860 kg Vehicles built: May 1998



Offset crash test at 64km/h

OVERALL EVALUATION : MARGINAL

The passenger compartment of the Sirion held its shape well in both crash tests. Despite having an airbag, protection from serious head injury was poor for the driver in the full frontal test and marginal in the offset crash test. Protection from serious leg injury was poor for the driver in the offset crash test.

Safety features

Dual (driver and passenger) airbags are standard.

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 vehicle has a system which triggers the hazard warning lights, unlocks the doors and cuts off the fuel system in the event of a severe crash.

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 well in the offset crash test. The front part of the driver's floor was pushed rearwards 15cm. The floor panel was starting to separate from the firewall but the gap was small and was covered by a stiff plastic sheet. The brake pedal was pushed back 14cm. The dash was pushed 10cm towards the driver. The width of the driver's doorway shortened by just 4cm.

All doors remained closed during the crash. After the crash the doors could be easily opened but the driver's door locked during the impact.

Late in both crashes the steering column broke away from its mounting brackets so that after each crash it was found to be loose. The mounting brackets are evidently designed to break away in this fashion during a severe impact.

RESTRAINTS : MARGINAL

Full frontal crash test

The driver's head moved deeply into the airbag and may have contacted the hub of the steering wheel at the height of the crash. Protection from serious head injury was poor. The passenger's head was cushioned by the airbag and protection from serious head injury was good. The driver's knees hit the dash and steering column. The passenger's knees hit the glovebox.

Offset crash test

The driver's head again moved deeply into the airbag, which appeared to be deflating at the time. The driver's face may have contacted the hub of the steering wheel. Protection from serious head injury was marginal. During rebound the driver's head hit the centre pillar with a severe impact. The passenger's head was cushioned by the airbag and protection from serious head injury was good.

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)	1165	598	937	427
Chest (mm)	42	35	33	34
Chest (g)	54	46	58	36
Upper legs (kN)	Left	1.8	5.3	3
	Right	2.9	5.3	4.3
Lower leg index	Left	-	-	0.59
	Right	-	-	1.83
Injury Risk %	39%	13%	31%	7%
Overall Injury Risk			35%	12%

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



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