

4-Wheel-Drive Crash Tests 1991-95 Suzuki Vitara JX

FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure

Restraints

Protection from
serious injury

Head

Chest

Upper legs

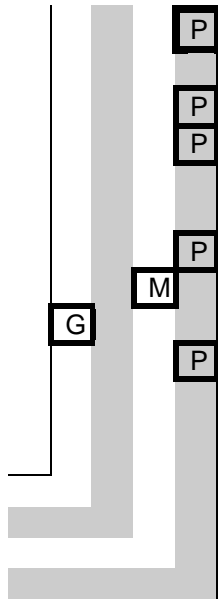
Lower legs

G = Good

A = Acceptable

M = Marginal

P = Poor



Kerb weight: 1200 kg Vehicles built: Mar 94



Offset crash test at 60km/h

OVERALL EVALUATION : POOR

The passenger compartment of the Vitara 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 poor for the driver in the offset crash.

STRUCTURE : POOR

Full frontal crash test

The passenger compartment did not hold its shape well. The roof pulled in at the centre pillars. The front doors folded around the centre pillars and, after the crash they could not be opened, even with tools. The dummies were taken out via the rear door.

Offset crash test (60km/h)

The passenger compartment was severely deformed in the offset crash test. The roof buckled upwards at the front pillar. The front part of the driver's floor was pushed rearwards 16cm and the brake pedal moved back 32cm. The dash was pushed 7cm towards the driver. The width of the driver's doorway shortened by 19cm 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 which was moving up at the time. It was a severe impact and protection from serious head injury was poor. The passenger's head hit dash with a severe impact and protection from serious head injury was also poor. The driver's knees hit the dash. The passenger's knees hit the glove box.

Offset crash test (60km/h)

The driver's head hit the rim of the steering wheel, which was moving up and back. The hub then hit the throat and upper chest with a very severe impact. Although the head injury measurement was good it is likely that serious throat injury would have occurred (the dummy is not intended to measure this unusual type of injury). The top of the passenger's head glanced the dash - protection from serious head injury was good. 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 60km/h | |
|---------------------|---|-------|-----------------------------------|------------|
| | Driver | Passn | Driver | Passn |
| Head (HIC) | 1244 | 1809 | 646 | 588 |
| Chest (mm) | 52 | 40 | 25 | 27 |
| Chest (g) | 84 | 71 | 59 | 41 |
| Upper legs L | 7.1 | 1.1 | 6.4 | - |
| (kN) R | 6.2 | 1.1 | 4.1 | - |
| Lower leg L | - | - | 0.5 | - |
| index R | - | - | 1.2 | - |
| Injury Risk % | 72% | 86% | 24% | 11% |
| Overall Injury Risk | | | 52% | 64% |

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



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