

Crash Tests

New Car Safety

LEXUS GS300

2005 on

Front+side & head airbags

Occupant Protection



Occupant Protection Score 34.81 out of 37

Variants: Sedan

Eng: 3 litre V6

Kerb weight: 1630 kg

Category: LUXURY

Vehicles built: 2005

Test by Euro NCAP

Important note: The European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Lexus GS300 was introduced in Australia during 2005.

Dual front airbags, side airbags, head-protecting side curtains and knee airbags for driver and front passenger are standard on the tested vehicle. ABS/EBD brakes and electronic stability control are also standard. Advanced seat belt reminders are fitted to both front seats.

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. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

OCCUPANT PROTECTION: 5 Stars

The GS300 scored 14.81 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of chest and lower leg injury for the driver.

The vehicle scored 16 out of 16 in the side impact crash test. A further 2 points were scored in the optional pole test

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 3.81pts, upper legs 4pts, lower legs 3.01pts.

The passenger compartment held its shape well in the offset crash test. The pedal moved rearwards by 94 mm. The steering wheel hub moved forwards 24mm, upwards 11 mm and sideways 12mm. The front ("A") pillar moved 10 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Airbags cushioned the head of the driver and front passenger and each contact was stable.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 4pts, pelvis 4

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	233	120	28
Acceleration (g for 3ms)	40.3	28.2	17.8
Neck - Shear (kN)	0.01	0.01	-
Tension (kN)	0.46	0.28	-
Extension (Nm)	21.7	19.3	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	23.39	15.76	18.63
Viscous criterion (m/s)	0.07	0.06	0.13
Abdomen - Force (kN)	-	-	0.540
Pelvis - Force (kN)	-	-	1.440
Upper legs Force (kN)			
Left	1.58	1.46	
Right	1.86	1.44	
Knee displ (mm)			
Left	1.30	2.20	
Right	0.81	2.45	
Lower legs Force (kN)			
Left	2.56	2.55	
Right	2.53	3.48	
Index (Upper/Low)			
Left	0.41 / 0.34	0.25 / 0.32	
Right	0.40 / 0.48	0.59 / 0.36	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 2

Modifiers - offset test scores

Head	No deduction
Chest	No deduction
Upper leg	No deduction
Lower leg	No deduction
Foot score	Score 4 points

Modifiers - side impact test scores

Chest	No deduction
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PEDESTRIAN PROTECTION RATING (v4.1)

Child head impacts	6.92	Upper leg impacts	1.80
Adult head impacts	4.44	Lower leg impacts	4.50
Total (out of 36)	17.66		



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