

Crash Tests

New Car Safety

LEXUS RX330

2004 on

Front+side&head airbags

Overall Evaluation



Overall score 29.64 out of 37

Variant: Sports Eng: 3.3 litre V6

Kerb weight: 1890 kg Category: 4WD - LARGE

Vehicles built: 10/04 and 11/04

Model History and Safety Features

The tested model of Lexus RX330 was introduced in Australia during 2003.

Dual front airbags, side airbags, head-protecting side curtains and a driver's knee airbag are standard equipment. ABS brakes, electronic stability control and a reversing camera are also 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. 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.

OVERALL EVALUATION : 4 Stars

The Lexus RX330 scored 13.64 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest injury was marginal for the driver.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test and zero for the pole test.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.14pts, upper legs 4pts, lower legs 3.49pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 71mm and upwards 26mm, relative to the driver's seat. The dash moved 26mm towards the driver. The steering wheel hub moved rearwards 22mm, upwards 32mm and sideways 51mm. The front ("A") pillar moved 9mm rearwards. The width of the driver's door opening shortened by 9mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. The knee airbag cushioned both knees of the driver.

SIDE IMPACT CRASH TEST

Default 16 points awarded for side impact test.

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seating position like the RX330. Such vehicles can be expected to perform well in this particular side impact test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

The RX330 was eligible for an optional pole impact test, since it had head-protecting side airbags. ANCAP conducted the pole test, which produced a head deceleration in excess of 80g. This resulted in a score of zero.



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	548	220	Not tested (default score)
Acceleration (g for 3ms)	52.7	41.5	
Neck - Shear (kN)	0.27	0.66	
Tension (kN)	2.29	1.19	
Extension (Nm)	39.2	27.5	
Chest Accln (g for 3ms)	45.3	31.8	
Compression (mm)	35	29.4	
Viscous criterion (m/s)	0.33	0.2	
Abdomen - Force (kN)	-	-	
Pelvis - Force (kN)	-	-	
Upper legs Force (kN)			
Left	2.64	0.88	
Right	1.66	2.67	
Knee displ (mm)			
Left	5.5	3.47	
Right	2.39	3.1	
Lower legs Force (kN)			
Left	2.24	1.66	
Right	2.76	2.42	
Index (Upper/Low)			
Left	0.43/0.45	0.24/0.3	
Right	0.38/0.49	0.33/0.3	

Bonus points (maximum 5)

Pole Test: zero pts Seat belt reminders: None fitted

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg Variable & conc. loading No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Not tested

Pedestrian rating (v4.1)



4.3 points out of 36.

Child head impacts 1pts; adult head impacts 3.3pts; upper leg zero pts and lower leg impacts zero pts.



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