

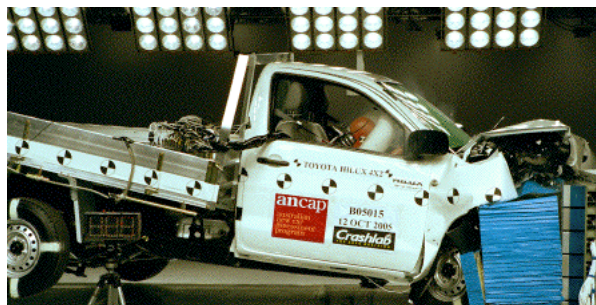
# Crash Tests

## New Car Safety

### TOYOTA HILUX 4x2

2005 on

Dual front airbags



#### Occupant Protection



**Occupant Protection Score 27.31 out of 37**

Variant: WORKMATE SINGLE CAB/CHASSIS

Engine: 2.7 Petrol, 5 speed manual

Kerb weight: 1480 kg Category: UTILITY

Vehicle built: 5/05

#### Model History and Safety Features

The tested model of Toyota Hilux 4x2 was introduced in Australia during 2005.

Dual front airbags are standard equipment. ABS brakes are not available for the Workmate but are available on other variants.

Pre-tensioners are fitted to the driver and outboard passenger seat belts to reduce slack in the event of a crash. A two point seat belt is fitted to the centre front seat. This provides inferior protection compared with a three point seat belt.

#### OCCUPANT PROTECTION: 4 Stars

The Toyota Hilux 4x2 scored 11.31 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver. There was a moderate risk of serious chest injury for the passenger and a slight risk for the driver.

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

#### FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4 pts, chest 1.93 pts, upper legs 2 pts, lower legs 3.38 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 110 mm and downwards 10mm. The steering wheel hub moved rearwards 6 mm, upwards 8 mm and sideways 14 mm. The front ("A") pillar moved 5 mm rearwards. All doors remained closed during the crash. After the crash both doors opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag and contact was stable.

#### 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 seat height like the Hilux. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points.

#### 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	517	478	Default score awarded
Acceleration (g for 3ms)	58.0	54.7	
Neck - Shear (kN)	0.55	0.79	
Tension (kN)	1.49	1.96	
Extension (Nm)	11.5	22.7	
Chest Accln (g for 3ms)	43.300	32.800	
Compression (mm)	26.00	36.50	
Viscous criterion (m/s)	0.11	0.26	
Abdomen - Force (kN)	-	-	
Pelvis - Force (kN)	-	-	
Upper legs Force Left (kN)	0.38	0.17	
Right	0.25	0.19	
Knee displ (mm) Left	1.30	1.17	
Right	0.58	2.90	
Lower legs Force Left (kN)	1.50	1.42	
Right	2.74	1.48	
Index (Upper/Low) Left	0.28 / 0.48	0.32 / 0.26	
Right	0.54 / 0.40	0.38 / 0.34	

#### Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: Not fitted

#### Modifiers - offset test scores

Head

No deduction

Chest

No deduction

Upper leg Variable & conc. loading

2 pt deduction L & R

Lower leg

No deduction

Foot score Rearward pedal movement

Score 3.6 points

#### PEDESTRIAN PROTECTION RATING

Not tested



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Crash testing for safety

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