

ANCAP Safety Rating

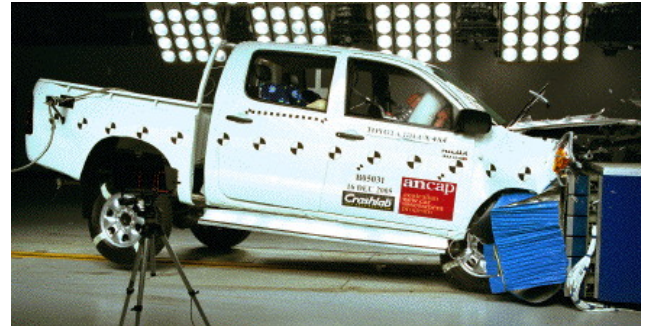
TOYOTA HILUX 4x4 Dual Cab

(From November 2013)



Test Vehicle(s).

Test Variant:	Toyota Hilux Diesel 4x4 Double Cab
Kerb Mass:	1860 kg
Built:	2005 & 2013
Engine:	3.0 diesel
Category:	Utility / Van
Variant Applicability*:	All 4x4 dual cab variants



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	12.86 (out of 16)	16.00 (out of 16)	2 (out of 2)	N/A	POOR	2 (out of 3)	32.86 (out of 37)	★★★★★

This 5 star ANCAP safety rating applies to 4x4 Hilux diesel and petrol dual cab (D cab) variants built from November 2013, when several safety upgrades were introduced. See the ANCAP website for ratings of other variants of this model.

Dual frontal airbags, side chest and side head (curtain) airbags are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats. Three-point seat belts are fitted to all seats of the upgraded model. Upper anchorages for child restraints are fitted but are inconvenient to use - check the owners manual for instructions.

In the frontal offset crash test, driver chest protection was marginal and leg protection was acceptable. Front passenger chest protection was acceptable. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	1.61 points
Upper legs:	4.00 points
Lower legs:	3.24 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash high manual effort was required to open the rear door on the driver's side. The other doors opened normally.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the Hilux can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol
[NOT TESTED]

Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



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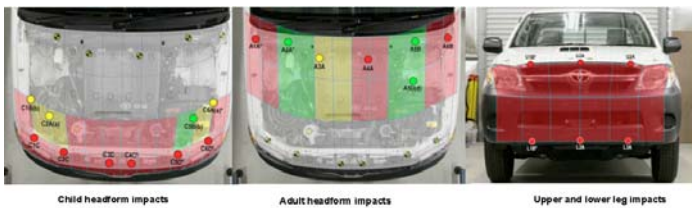
PEDESTRIAN PROTECTION

Pedestrian Test.

POOR - Scored 5.01 out of 36 points

Child head impacts: 0.79 points
 Adult head impacts: 4.22 points
 Upper leg impacts: 0.00 points
 Lower leg impacts: 0.00 points

Protection was poor for adult upper and lower legs. Child head protection was mostly poor. Adult head protection was mixed.



Tested to version 4.1



Toyota Hilux Dual Cab

SAFETY FEATURES (2013 upgrade)

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Automatic headlights	V

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.

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INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
HIC	535.00	424.00	
Acceleration (g for 3ms)	56.90	48.90	
Neck			
Shear (kN)	0.50	0.88	
Tension (kN)	1.17	1.64	
Extension (Nm)	7.50	12.30	
Chest			
Acceleration (g for 3ms)	-	-	
Compression (mm)	38.70	29.40	
Viscous criterion (m/s)	0.22	0.13	
Abdomen			
Force (kN)	-	-	
Pelvis			
Force (kN)	-	-	
Upper legs			
Femur force left (kN)	0.73	0.10	
Femur force right (kN)	0.09	1.11	
Knee displacement left (mm)	2.35	0.06	
Knee displacement right (mm)	0.39	5.74	
Lower legs			
Force left (kN)	2.49	1.97	
Force right (kN)	2.82	1.89	
Index (upper / lower) left	0.31 / 0.57	0.32 / 0.32	
Index (upper / lower) right	0.49 / 0.33	0.40 / 0.18	

INTRUSION MEASUREMENTS

Steering Column

Rearwards:	40mm
Upwards:	15mm
Sideways:	10mm

Pedals

Brake (rearwards):	65mm
Brake (downwards):	17mm
A-Pillar (rearwards):	20mm

Note: Steering column and pedal movements are measured relative to the driver's seat.

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

Default score awarded.

Deductions from pole test score

No deductions for pole test.

OTHER

Independent assessment has shown that the ANCAP safety rating of **this vehicle only** is retained when fitted with:

- SmartBar bullbar SA100

The effect of this bullbar on the pedestrian rating is unknown.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

