

Crash Tests

New Car Safety

TOYOTA PRADO VX/GRANDE

2003 on Front, side & head airbags

Overall Evaluation



Overall score 29.53 out of 37

Variant: VX & Grande Eng: 4 litre V6 (petrol)

Kerb weight: 2100 kg Category: 4WD - LARGE

Vehicle built: 2004 (pole) & 2005 (offset)

Model History and Safety Features

The tested model of Toyota Landcruiser Prado was introduced in Australia during 2003.

Dual front airbags are standard equipment on all variants. ABS brakes are optional on the GX variant and standard on other variants. Side (thorax) airbags, head-protecting side curtains and electronic stability control are standard on the VX and Grande variants.

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 Toyota Prado scored 11.53 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest and lower leg injury was marginal for the driver.

The vehicle was awarded a default score of 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 2.57pts, upper legs 3pts, lower legs 1.96pts.

The GXL variant was tested but the results can be expected to apply other variants.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 82mm and downwards 1mm relative to the driver's seat. The steering wheel hub moved forwards 4mm, upwards 58mm and sideways 12mm. The front ("A") pillar moved 25mm rearwards. The width of the driver's door opening shortened by 8mm. 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. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. The passenger's knees hit the glove box.

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 Prado. 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 VX and Grande variants of the Prado have head-protecting side curtain airbags. ANCAP conducted a pole test and the vehicle earned the maximum 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	246	296	-
Acceleration (g for 3ms)	39	42.5	-
Neck - Shear (kN)	0.57	0.57	-
Tension (kN)	0.86	1.14	-
Extension (Nm)	26.8	11.5	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	32	31	-
Viscous criterion (m/s)	0.11	0.09	-
Abdomen - Force (kN)	-	-	-
Pelvis - Force (kN)	-	-	-
Upper legs Force Left	0.11	0.31	
(kN) Right	0.51	2	
Knee displ (mm) Left	0.4	0	
Right	0	1.6	
Lower legs Force Left	2.08	1.32	
(kN) Right	1.79	1.48	
Index (Upper/Low) Left	0.86/	0.28/	
Right	0.41/	0.26/	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: None

Modifiers - offset test scores

Head	No deduction
Chest	No deduction
Upper leg Variable & conc. loading	1 pt deduction L & R
Lower leg	No deduction
Foot score	Score 4 points

Pedestrian rating (v4.1) - not tested



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