

ANCAP Safety Rating TOYOTA PRADO (From August 2013)



Test Vehicle(s).

Variant:	Toyota Prado GX 5-door Diesel
Kerb Mass:	2280 kg
Built:	2009
Engine:	3 litre diesel
Category:	Large SUV
Variant Applicability*:	All variants and all engines



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 + Knee	Standard	15.11 (out of 16)	16.00 (out of 16)	2 (out of 2)	N/A	MARGINAL	2 (out of 3)	35.11 (out of 37)	★★★★★

The tested model of Toyota Prado was introduced in Australia and New Zealand in 2009. This ANCAP safety rating applies to all variants built from August 2013. A 5 star ANCAP safety rating also applies to all Prado variants built from December 2009 to July 2013.

Dual frontal, side chest and side head airbags (curtains) and a driver knee airbag 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.

In the frontal offset crash test, driver and passenger leg 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:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.11 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 all doors could be opened with normal effort.

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 Prado 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.

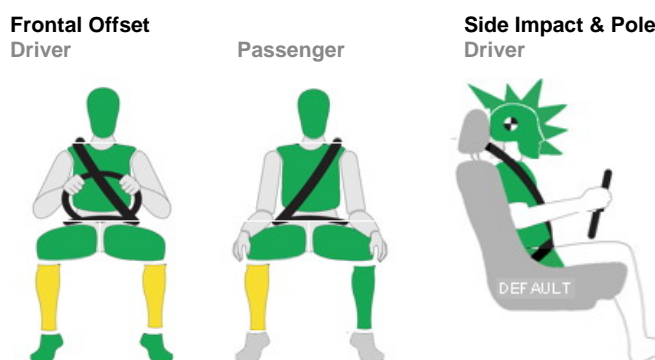
Scored out of 2 points

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.

[NOT RATED]

Injury Outcomes.



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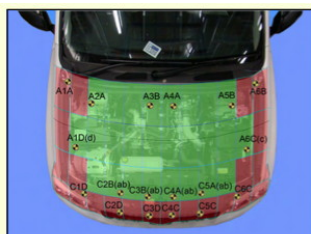
PEDESTRIAN PROTECTION

Pedestrian Test.

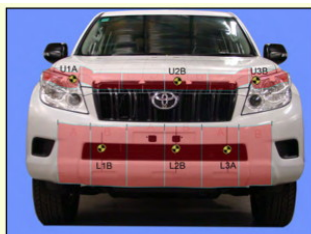
MARGINAL - Scored 13.00 out of 36 points

Child head impacts: 4.00 points
 Adult head impacts: 9.00 points
 Upper leg impacts: 0.00 points
 Lower leg impacts: 0.00 points

There was good protection for the child and adult head impact areas in the centre of the bonnet. Improvements could be made to the sides of the bonnet, bumper and leading edge of this vehicle (v5).



Child and adult head impact



Adult leg impact (upper and full legforms)



Toyota Prado

SAFETY FEATURES (from August 2013)

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 Rating 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 & 3rd row seats	S
Knee airbag - driver	S
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)	V
Autonomous emergency braking (AEB)	V
Lane support system (LSS)	X
Hill launch assist	S
Reversing collision avoidance	S
Blind spot monitoring (BSM)	V
Daytime running lights (DRL)	V
Emergency stop signal (ESS)	S
Pre-crash systems	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.

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			
HIC	240.00	233.00	
Acceleration (g for 3ms)	38.30	37.80	
Neck			
Shear (kN)	0.49	-0.50	HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
Tension (kN)	1.24	0.88	
Extension (Nm)	17.00	14.20	
Chest			
Acceleration (g for 3ms)			
Compression (mm)	19.80	21.40	
Viscous criterion (m/s)	0.04	0.05	
Abdomen			
Force (kN)	-	-	
Pelvis			
Force (kN)	-	-	
Upper legs			
Femur force left (kN)	1.57	0.33	
Femur force right (kN)	1.17	0.70	
Knee displacement left (mm)	1.74	2.70	
Knee displacement right (mm)	1.86	0.94	
Lower legs			
Force left (kN)	1.65	1.24	
Force right (kN)	3.21	1.53	
Index (upper / lower) left	0.28 / 0.42	0.30 / 0.27	
Index (upper / lower) right	0.53 / 0.60	0.25 / 0.47	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	43mm
Downwards:	30mm
Sideways:	5mm

Pedals

Clutch (rearwards):	85mm
Clutch (upwards):	30mm

A-Pillar (rearwards): 10mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

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

Deductions from side impact test score

High-seat vehicle: Default side impact score awarded.

Deductions from pole test score

No deductions for pole test.

OTHER

Independent assessment has shown that the 2009 ANCAP safety rating of **this vehicle only** is retained when fitted with:

- Prado Alloy Bullbar Part No.:
- High Grade - PZQ2960630
- Low Grade - PZQ2960620

* 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).

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