



The assistance of EuroNCAP is gratefully acknowledged.

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What is ANCAP?

The Australian New Car Assessment Program (ANCAP) gives consumers consistent information on the level of occupant protection provided by vehicles in serious front and side crashes.

The program is supported by Australian and New Zealand automobile clubs, the State government road and transport authorities of NSW, Victoria, South Australia, Queensland, Tasmania and Western Australia and the New Zealand Government.

About the Tests

Each vehicle model tested in ANCAP is subjected to an offset crash test into a barrier, a side impact test and a pedestrian impact test.

A pole test is optional. The vehicles purchased for the test program were typical of those vehicles available to new car purchasers.

The offset frontal crash test simulates colliding with another vehicle.

In this test, 40% of the car, on the driver's side, initially makes contact with a crushable aluminium barrier at 64km/h.

The side impact test consists of running a 950kg trolley into the driver's side of the test vehicle at 50km/h. The trolley has a crushable aluminium face to simulate the front of another vehicle.

A pole test is an optional extra test, available at the manufacturer's cost, if the vehicle performs very well in the side impact test and is fitted with head protecting side airbags. None of the vehicles tested by ANCAP in Australia were fitted with head protection airbags. The vehicle impacts a steel pole lined up with the driver's head, at 29km/h sideways.

The pedestrian impact test estimates injuries to pedestrians struck by a vehicle travelling at 40km/h.

The Findings

The findings in this report are based on a series of crash tests conducted in Australia. Vehicle manufacturers were given the opportunity to examine their vehicles before and after the tests and to view the crash tests and data.

ANCAP tests indicate the relative protection provided to front seat occupants when seat belts are used.

Making Comparisons

ANCAP results are intended to be used to compare the crash protection provided by vehicles in severe crashes.

Occupants of heavier vehicles in real-world two-vehicle crashes typically fare better than people in lighter vehicles. This is why crash test results shouldn't be compared among vehicles with large weight differences. In many single-vehicle crashes, weight offers no safety advantage.

Typically, a driver's airbag reduces the risk of serious head injury by half.

Pedestrian Impact Tests

Pedestrian Impact tests are also carried out, which estimate head and leg injuries to pedestrians struck by the test vehicle travelling at 40 km/h.

The results from this test are listed in the ratings below. Pedestrians represent 10 to 15 percent of the fatal road crashes in Australia and New Zealand.

ANCAP Pedestrian Impact Results†

Vehicle Make & Model	Pedestrian Rating			
	1*	2*	3*	4*
Mitsubishi Lancer 2003 on	██████████			
Honda Jazz 2003 on	██████████			
Daewoo Kalos 2003 on	██████████			
Holden Cruze 2003 on	██████████			
Hyundai Getz 2002 on	██████████			

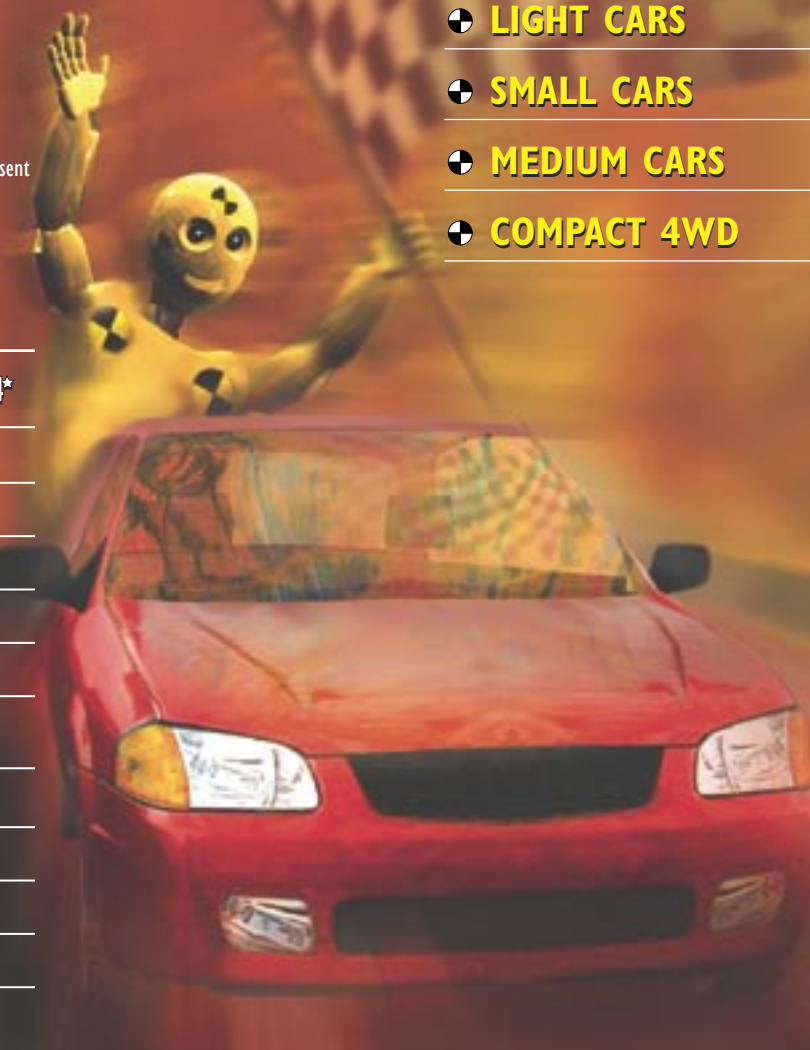
EuroNCAP Pedestrian Impact Results†

Renault Megane/II Dec 2003	██████████		
Mazda 2 Dec 2003	██████████		
BMW Mini 2002 on (LHD)	██████████		
Mazda 6 Dec 2003 (LHD)	██████████		
VW Polo 2002 on (LHD)	██████████		

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- ⬢ LIGHT CARS
- ⬢ SMALL CARS
- ⬢ MEDIUM CARS
- ⬢ COMPACT 4WD



†Please note that, since July 2002, the pedestrian impact test results for ANCAP and from Jan 2000 EuroNCAP have been based on new test protocols. Accordingly, the results above should not be compared with any pedestrian impact test results appearing in any of ANCAP's brochures published before July 2002.

Vehicle Make & Model	Occupant Rating				
	1*	2*	3*	4*	5*
ANCAP Light Cars					
Hyundai Getz Driver Airbag, 2002 on	[Progress bar: 2 stars]				
Daewoo Kalos Front Airbags, 2003 on	[Progress bar: 2 stars]				
ANCAP Small Cars					
Honda Jazz Front Airbags, 2003 on	[Progress bar: 3 stars]				
Mitsubishi Lancer Front Airbags, 2003 on	[Progress bar: 2 stars, with 'C' in a red circle]				
ANCAP Compact 4WDs					
Holden Cruze 4WD Front Airbags, 2003 on	[Progress bar: 2 stars]				

Vehicle Make & Model	Occupant Rating				
	1*	2*	3*	4*	5*
EuroNCAP Light Cars					
Toyota Echo/Yaris (LHD) Front Airbags, 2000 on	[Progress bar: 3 stars]				
Peugeot 206 (LHD) Front Airbags, 2000 on	[Progress bar: 3 stars]				
MCC SMART Front Airbags, 1999 on	[Progress bar: 3 stars]				
EuroNCAP Small Cars					
Renault Megane/II (LHD) Front, Side & Head Airbags, Dec 2003	[Progress bar: 4 stars, with 'P' and 'B' in red circles]				
Peugeot 307 (LHD) Front, Side & Head Airbags 2001 on	[Progress bar: 3 stars, with 'P' in a red circle]				
VW Polo NZ Spec (LHD) Front & Side Airbags, 2002 on	[Progress bar: 3 stars]				
Mercedes Benz A140 (LHD) Front & Side Airbags, 1998 on	[Progress bar: 3 stars]				
BMW Mini (LHD) Front, Side & Head Airbags, 2002 on	[Progress bar: 3 stars, with 'P' in a red circle]				
VW Beetle (LHD) Front & Side Airbags, 1999 on	[Progress bar: 3 stars]				

Vehicle Make & Model	Occupant Rating				
	1*	2*	3*	4*	5*
EuroNCAP Small Cars <small>CONTINUED</small>					
Mazda 2 Genki Front, Side & Head Airbags, Dec 2003	[Progress bar: 3 stars, with 'P' in a red circle]				
Mazda 2 Maxx/Neo Front Airbags, Dec 2003	[Progress bar: 3 stars]				
Ford Focus (LHD) Front Airbags, 1998 on	[Progress bar: 3 stars]				
Holden/Vauxhall Astra Front Airbags, 1997 on	[Progress bar: 3 stars]				
VW Golf (LHD) Front & Side Airbags, 1995 on	[Progress bar: 3 stars]				
Alfa Romeo 147 (LHD) Front, Side & Head Airbags, 2000 on	[Progress bar: 3 stars, with 'P' in a red circle]				
Hyundai Elantra (LHD) Front Airbags, 2000 on	[Progress bar: 3 stars]				
EuroNCAP Medium Cars					
Mazda 6 Sport (LHD) Front, Side & Head Airbags, Dec 2003	[Progress bar: 3 stars, with 'P' in a red circle]				

Test Results

To simplify the crash test results and the pedestrian impact results, ANCAP has assigned an occupant rating and a pedestrian rating in stars to each vehicle model. The occupant rating considers the injury measures to the head, neck, chest, abdomen, pelvis, upper and lower legs and the deformation of the vehicle's structure. The star rating assigned on the basis of the crash test results combines offset and side impact results and, where the optional pole test was conducted, pole test results. The pedestrian rating considers the injury measures to the head, upper legs, knees and lower legs when struck by a vehicle travelling at 40km/h. Detailed test results are available by calling one of the numbers on the back of this brochure, or by visiting one of the websites.



EuroNCAP

European NCAP (EuroNCAP) testing procedures are substantially the same as ANCAP testing procedures. However, the EuroNCAP results are to be used as a guide only, as the structure and equipment of the European specification model may differ materially from that of the Australian or New Zealand vehicle of the same name. Also, if different safety equipment is fitted, the Australian or New Zealand vehicle of the same name is likely to provide different levels of protection to those noted.

Key to ANCAP Test Results

- P** Indicates that a pole test was carried out
- B** Indicates that vehicle is equipped with a seatbelt warning system
- 5*** Key to ratings: The more stars the better
- C** High risk of life threatening injury to driver's chest in side impact test



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