



The assistance of EuroNCAP and Japan NCAP 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 governments of NSW, Victoria, South Australia, Queensland, Tasmania and Western Australia and the New Zealand Government.

The Australian Government has funded some of the pole tests as part of its research programs.

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. The vehicles purchased for the test program are 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 test vehicle, 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.

The pole test consists of running the test vehicle sideways into a pole 250mm in diameter, lined up with the driver's head, at 29km/h. High seated 4WDs fitted with side or curtain head protecting airbags are subjected to this test. For other vehicles, the test is optional at the manufacturer's cost if the vehicle performs well in the side impact test and is fitted with head protection side airbags.

This simulates a vehicle hitting a tree or pole side on. Vehicles fitted with side head or curtain airbags can provide more protection in this situation.

PEDESTRIAN IMPACT TESTS

Eighteen percent of all road fatalities in Australia and New Zealand are pedestrians. The pedestrian impact test estimates injuries to pedestrians struck by a vehicle travelling at 40km/h. It consists of dummy components projected at the vehicle front and bonnet to evaluate injury risk for the knee, upper leg and head of an adult and child.

THE FINDINGS

The findings in this report are based on a series of crash tests conducted in Australia, Japan and in Europe. The tests conducted in Japan were performed in accordance with the same procedures as the Australian tests. Vehicle manufacturers were given the opportunity to examine their vehicles before and after the tests and to view the crash tests and data.

The test results indicate the relative protection provided to front seat occupants when seat belts are used.

ANCAP STRONGLY RECOMMENDS ELECTRONIC STABILITY CONTROL (ESC)

Recent evidence from international research organisations shows that Electronic Stability Control (ESC) can dramatically reduce the chances of being involved in certain types of crashes. ESC senses when a driver is about to lose control by detecting differences between a vehicle's course and the driver's intended direction. By selectively applying the brakes to individual wheels, ESC helps the driver to maintain control of the vehicle and to steer safely. This can make the difference between a crash and a near-miss. Vehicles fitted with ESC are significantly less likely to be involved in crashes than those that are not.

There are many abbreviations for ESC.

ancap
4WD
CRASH TEST RESULTS
SEPTEMBER 2005



COMPACT 4WD | LARGE 4WD

ANCAP CRASH TESTS

Vehicle Make & Model	Occupant Rating				
COMPACT 4WD	1*	2*	3*	4*	5*
Subaru Forester 04 on, Dual Front & Side Head Airbags	B				
Mitsubishi Outlander 03 on, Dual Front Airbags					
Toyota RAV4 02 on, Dual Front, Side & Curtain Airbags					
Toyota RAV4 02 on, Dual Front Airbags					
Mazda Tribute 04 on, Dual Front & Side Head Airbags					
Ford Escape 04 on, Dual Front Airbags					
LARGE 4WD					
Lexus RX330 04 on, Dual Front, Side & Curtain Airbags					
Toyota Prado 04 on, Dual Front, Side & Curtain Airbags					
Toyota Prado 04 on, Dual Front Airbags					
Mitsubishi Pajero 04 on, Dual Front & Side Airbags					
Toyota Landcruiser 04 on, Dual Front Airbags					
Nissan Patrol 04 on, Dual Front Airbags					

EURONCAP CRASH TESTS

Vehicle Make & Model	Occupant Rating				
COMPACT 4WD	1*	2*	3*	4*	5*
Honda CRV 02 on, Dual Front Airbags					
Nissan X-Trail LHD 02 on, Dual Front Airbags					
LARGE 4WD					
VW Touareg LHD 05 on, Dual Front, Side & Curtain Airbags	B				
Volvo XC 90 LHD DIESEL 03 on, Dual Front, Side & Curtain Airbags	B				
BMW X5 LHD 03 on, Dual Front, Side & Tubular Airbags	B				
Range Rover LHD 02 on, Dual Front, Side & Curtain Airbags					
Mercedes M Class LHD 03 on, Dual Front, Side & Curtain Airbags	B				

EURONCAP TESTING PROCEDURES

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.

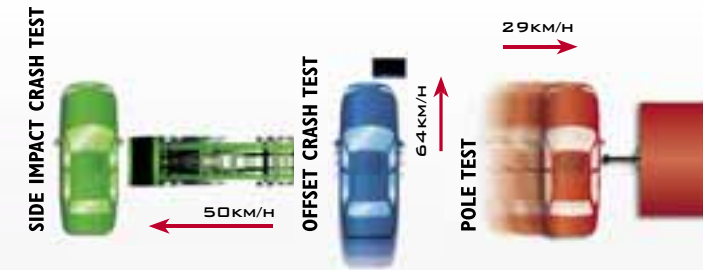
Also, if different safety equipment is fitted, the Australian or New Zealand vehicle of the same name is likely to provide different levels of protection to those noted.

TEST RESULTS

To simplify the crash test results and the pedestrian impact results, ANCAP has assigned an occupant protection rating and a pedestrian protection rating in stars to each vehicle model. The occupant protection rating considers the injury measures to the vehicle occupant's 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 includes any additional points awarded where advanced seatbelt reminders are fitted or where the pole test was conducted.

The pedestrian protection rating considers the injury measures to the pedestrians 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.



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 occupants 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.

ANCAP PEDESTRIAN IMPACT TESTS

Vehicle Make & Model	Pedestrian Rating			
	1*	2*	3*	4*
Toyota RAV4				
Subaru Forester				
Nissan Patrol				
Toyota Landcruiser				
Mitsubishi Outlander				
Lexus RX330				
Mazda Tribute				

EURONCAP PEDESTRIAN IMPACT TESTS

Vehicle Make & Model	Pedestrian Rating			
	1*	2*	3*	4*
Honda CRV				
Nissan X-Trail				
Volvo XC 90				
VW Touareg				
Mercedes M Class				
Range Rover				
BMW X5				

KEY TO TEST RESULTS



Vehicle is equipped with an advanced seatbelt reminder warning system



Key to ratings: The more stars the better.

Please refer to your stakeholder websites for additional vehicle information