



The assistance of EuroNCAP is greatly acknowledged.

**More Information:**



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**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. 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 and Europe.

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.

**ANCAP Pedestrian Impact Test Results**

Vehicle Make & Model	Pedestrian Rating			
	1*	2*	3*	4*
Honda CRV	[Progress bar showing 4 stars]			
Nissan X Trail	[Progress bar showing 2 stars]			
Toyota RAV 4	[Progress bar showing 2 stars]			
Subaru Forester Build Date: September 02	[Progress bar showing 2 stars]			
Mazda Tribute	[Progress bar showing 1 star]			
Ford Escape	NO DATA			

**Euro NCAP Pedestrian Impact Test Results**

Vehicle Make & Model	Pedestrian Rating			
	1	2	3	4
Landrover Freelander	[Progress bar showing 2 stars]			
Hyundai Santa Fe	[Progress bar showing 1 star]			
Suzuki Grand Vitara	[Progress bar showing 1 star]			

**ancap COMPACT 4WD SAFETY**

M A R C H 2 0 0 3



- Ford Escape
- Honda CRV
- Hyundai Santa Fe
- Landrover Freelander
- Mazda Tribute
- Nissan X Trail
- Subaru Forester
- Suzuki Grand Vitara
- Toyota RAV4

# ancap

## COMPACT

# 4WD SAFETY

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### ANCAP Test Results

Vehicle Make & Model	Occupant Rating				
	1*	2*	3*	4*	5*
<b>Subaru Forester XS-LP</b> Dual Front Airbags, Side Head Airbags Build Date: February 03 on	PB				
<b>Subaru Forester</b> Dual Front Airbags Build Date: February 03 on	B				
<b>Honda CRV</b> Dual Front Airbags					
<b>Toyota RAV 4</b> Dual Front Airbags					
<b>Nissan X Trail</b> Dual Front Airbags					
<b>Mazda Tribute</b> Dual Front Airbags					
<b>Ford Escape</b> Dual Front Airbags					

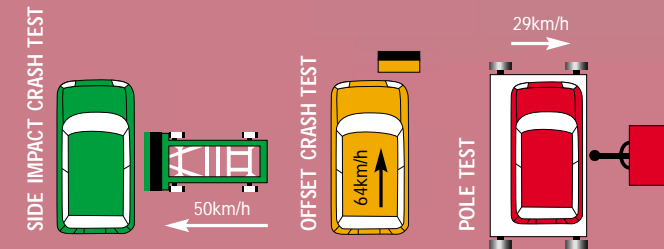
### Euro NCAP Test Results

Vehicle Make & Model	Occupant Rating				
	1*	2*	3*	4*	5*
<b>Hyundai Santa Fe</b> Dual Front Airbags					
<b>Suzuki Grand Vitara</b> Dual Front Airbags					
<b>Landrover Freelander</b> Dual Front Airbags					

European NCAP (Euro NCAP) testing procedures are substantially the same as ANCAP testing procedures. However, the Euro NCAP 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 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.



### Key to ANCAP Test Results

- P** Indicates that a pole test was carried out
- B** Indicates that vehicle is equipped with seatbelt reminders on driver's side seat. An alarm sounds if vehicle is driven without the seatbelt fastened
- 5\*** Key to ratings: The more stars the better

### 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, Queensland, South Australia, Victoria and Western Australia, and the Australian Federal and New Zealand Governments.

Crash testing for consumer information is also carried out in Japan, Korea, Europe and the USA.



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