

# Crash Tests

## New Car Safety

### Toyota Kluger

11/2003 on 06/2007 - Dual Frontal

#### Overall Evaluation



#### Overall Score

Variant: CVX 4 Dr Wagon

**26.43 out of 37**

Engine: 3.3 Litre V6

Category: Medium SUV

#### Model History and Safety Features

The Toyota Kluger was introduced in Australia during 2003.

Dual front airbags and ABS/EBD brakes are standard equipment on the CV and CVX variants. Side airbags, side curtains and electronic stability control are part of an optional safety pack on the CVX variant and are standard on the Grande variant. A separate assessment covers the CVX variant with the safety pack and the Grande variant.

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

The Toyota Kluger Grande scored 10.43 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest and 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.

#### Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 2.14 pts, upper legs 2pts, lower legs 2.29 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 106 mm and downwards 23mm. The steering wheel hub moved rearwards 18 mm, upwards 52 mm and sideways 29 mm. The front ("A") pillar moved 15 mm rearwards. All doors remained closed during the crash. After the crash moderate manual effort was required to open the driver's door.

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 and dash.

#### 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 Kluger. 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.

#### Pedestrian rating (v4.1)

( 0 stars)

A pedestrian protection test was not conducted on the Toyota Kluger

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	487	228	
- Acceleration (g for 3ms)	57.2	40.9	
Neck			
- Shear (kN)	0.3	0.7	
- Tension (kN)	1.69	1.26	
- Extension (Nm)	30.7	34.4	
Chest			
- Acceleration (g for 3ms)	43.8	35.6	
- Compression (mm)	35	25.9	
- Viscous Criterion (m/s)	0.19	0.11	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	0.41	1.06	
- Right	0.42	1.05	
Knee Displacement (kN)			
- Left	1.43	3.13	
- Right	0.96	1.54	
Lower Legs Force (kN)			
- Left	4.57	2.22	
- Right	2.79	2.48	
Index (Upper   Lower)			
- Left	0.44   0.68	0.42   0.27	
- Right	0.38   0.49	0.5   0.61	

#### Bonus points (maximum 5)

Pole Test: Not tested - zero points

Seat Belt Reminders: None fitted - zero points

#### Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & conc loading 2 pt deduction R, 1 pt deduction L
Lower leg	No deduction
Foot score	Score 3.76 points
Structure	No deduction

#### Modifiers for side impact test scores

Head A side impact test was not conducted

Chest  
Upper leg  
Lower leg  
Foot score  
Structure



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