

Crash Test Results

New Car Safety

MAHINDRA PIKUP

From 2012

Dual front airbags



ANCAP

Rated ★★★★★

Occupant Protection

Occupant Protection Score 22.60 out of 37

Variant: Dual Cab 4x4

Eng: 2.2 diesel

Kerb mass: 2150 kg

Category: UTILITY

Vehicle built: January 2012

Model History and Safety Features

The Mahindra Pickup was introduced in Australia during 2007. This 3-star rating applies dual cab 4x4 Pikups built from January 2012, when several production changes were introduced. Dual cab vehicles built prior to this date have a 2-star ANCAP rating (see separate ratings).

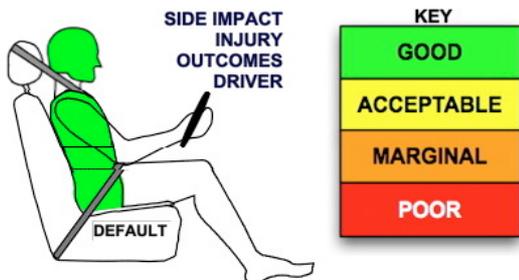
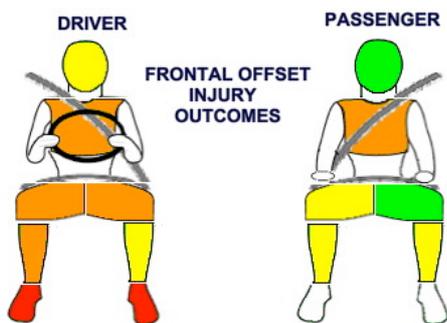
Dual front airbags, antilock brakes (ABS) and electronic brake distribution (EBD) are standard. Electronic stability control (ESC) is not available.

Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. There are no top tether anchorages for child restraints so this vehicle is unsuitable for transporting children under the age of four.

OCCUPANT PROTECTION: 3 Stars

The Pickup scored 6.6 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well, except for footwell and firewall intrusion. Protection from serious leg injury was poor for the driver. Chest protection was marginal for the driver and passenger.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.



Offset crash test at 64km/h

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 3 pts, chest 1.6 pts, upper legs 2 pts, lower legs zero pts.

The passenger compartment held its shape reasonably well in the offset crash test. The dash structure partially separated from the a-pillar and the road wheel caused substantial footwell intrusion. The brake pedal moved rearwards by 160 mm and upwards 55 mm. The steering wheel hub moved 35 mm rearward, 89 mm upward and 31 mm sideways. The a-pillar moved 50 mm rearwards. All doors remained closed during the crash. After the crash the driver's door could be opened with high manual effort. The tailshaft moved sideways and contacted the fuel tank.

The airbag cushioned the head of the driver and contact was stable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. The edge of the centre console was a potential hazard for the passenger's right knee.

SIDE IMPACT CRASH TEST

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. Experience shows that large vehicles like the Pickup can be expected to perform well in this test so ANCAP has decided to award a full score of 16 for these vehicles instead of conducting a crash test.

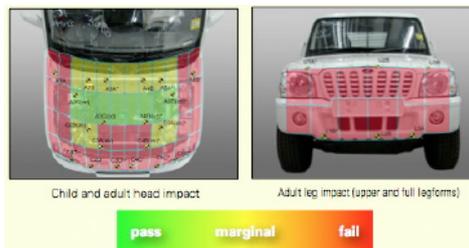
PEDESTRIAN PROTECTION: Poor*

The child zones scored particularly poorly, and the leg results were uniformly poor. The adult zones scored well in the middle of the bonnet, however the top edge of the bonnet received partial points only.

PEDESTRIAN PROTECTION	Child head impacts	0.32
POOR	Adult head impacts	6.57
	Upper leg impacts	Zero
	Lower leg impacts	Zero
	Total (out of 36)	6.89

v4.1*

* Based on tests to a previous protocol. Scores might vary under the latest test protocol.



APRIL 2012

PO Box 4041

Manuka ACT 2603

Rated: 2012

Issued: 4/4/2012



ANCAP

Crash testing for safety

AUSTRALASIAN
NEW CAR ASSESSMENT
PROGRAM

TECHNICAL DATA - MAHINDRA PIKUP - From 2012

INJURY MEASUREMENTS

Body region	Offset Crash Test at 64km/h (v5.1)		Side Impact Crash Test at 50km/h (v)
	Driver	Passenger	Driver
Head HIC	357	227	Default score awarded
Acceleration (g for 3ms)	50.1	40.5	
Neck - Shear (kN)	0.32	0.61	
Tension (kN)	2.17	1.00	
Extension (Nm)	44.2	8.7	
Chest Accln (g for 3ms)	36.700	33.400	
Compression (mm)	31.80	34.46	
Viscous criterion (m/s)	0.19	0.14	
Abdomen - Force (kN)	-	-	
Pelvis - Force (kN)	-	-	
Upper legs Force (kN)			
Left	2.22	0.34	
Right	2.06	1.02	
Knee displ (mm)			
Left	0.46	0.15	
Right	1.16	0.11	
Lower legs Force (kN)			
Left	3.22	2.99	
Right	4.80	2.66	
Index (Upper/Low)			
Left	0.48 /0.61	0.47 /0.16	
Right	0.78 /1.07	0.53/0.29	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: none

Modifiers - deductions from offset test scores

Head Str column upward displace. 1pt deduction
 Chest Loss of structure (dash tube attachment) 1pt deduction
 Upper leg Variable & conc. loading Drv 2 pt deduction Left & Right
 Passn 1 pt deduction, Right

Lower leg No deduction
 Foot score Pedal rearward, footwell rupture Score zero points
 Note: Steering column and pedal movements are measured relative to the driver's seat.

Modifiers - deductions from side impact test scores

Default score awarded

Safety features (January 2012)

These specifications are subject to change. Please check with manufacturer for the latest specifications.

Driver airbag	S	Antilock (ABS) brakes / Electronic brake distribution / Brake Assist	S/S/X
Passenger front airbag	S	Electronic stability control (ESC, VSC, DSC, ESP, VSA)	X#
Side airbags, front seats - chest protection	X	3 point seat belt for all forward-facing seats	X
Side airbags, front seats - head protection	X	Whiplash rating (RCAR protocol)	Pending
Side airbags, rear seats - head protection		Intelligent seat belt reminder - driver	X
Driver knee airbag	X	Intelligent seat belt reminder - front passenger	X
Seat belt pretensioners (Front/rear outboard)	S/X	Intelligent seat belt reminder - rear seats	X

Key:

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

ESC required by ANCAP for 5 star rating from 2008

