

ANCAP Safety Rating

FOTON TUNLAND (2012 – December 2022)



Test Variant:	Foton Tunland Dual Cab 4x4 P201
Variant Applicability*:	4x4 dual cab only
Kerb Mass:	2000 kg
Vehicles Built:	2012 - December 2022
Engine:	2.8 litre diesel
Category:	Utility / Van



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Dual frontal	None	8.00 (out of 16)	16.00 (out of 16)	N/A (out of 2)	N/A	N/A	0 (out of 3)	24.00 (out of 37)	★★★★★

The Foton Tunland was introduced in Australia late in 2012. Dual front airbags, antilock brakes (ABS) and electronic brake distribution (EBD) are standard. Electronic stability control (ESC) is not available. The driver has an audible seat belt alarm but it does not meet ANCAP's requirements for an additional point. There are no top tether anchorages for child restraints so this vehicle is unsuitable for transporting children under the age of four. A two point seat belt is fitted to the centre rear seat. This provides inferior protection compared with a three point seat belt. Foton has advised ANCAP that ESC and top tethers are part of a production upgrade planned later in 2013.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	2.00 points
Upper legs:	2.00 points
Lower legs:	0.00 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were reasonably well controlled. Driver and passenger contact with the airbags was stable. Steering column components were a potential knee injury hazard for the driver. A metal bracket above the glove box was a potential knee injury risk for the passenger. All doors remained closed during the crash. After the crash a pinch bar was needed to open the driver door. A tailshaft bracket contacted the plastic fuel tank during the crash but did not puncture the tank.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the Tunland can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

Pole Test.

Scored out of 2 points

The Tunland was not eligible for a pole test as it does not have head-protecting side airbags.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

No whiplash test was conducted.

Injury Outcomes.

Frontal Offset
Driver



Passenger



Side Impact
Driver



PEDESTRIAN PROTECTION

Pedestrian Test.

Scored out of 36 points

No pedestrian test was conducted.



Foton Tunland

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	X
Side airbags (head protection) - front seats	X
Side airbags (head protection) - 2nd row seats	X
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	X
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	X
Intelligent seat belt reminder - front passenger	X
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	X
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	X
Electronic stability control (ESC)	X
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X

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.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	808.00	584.00	
Acceleration (g for 3ms)	62.40	58.10	
Neck			HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
Shear (kN)	0.50	0.41	
Tension (kN)	2.49	1.96	
Extension (Nm)	20.10	8.60	
Chest			
Acceleration (g for 3ms)			
Compression (mm)	36.02	29.40	
Viscous criterion (m/s)	0.16	0.16	
Abdomen			
Force (kN)	-	-	
Pelvis			
Force (kN)	-	-	
Upper legs			
Force left (kN)	1.98	0.48	
Force right (kN)	0.80	1.77	
Knee displacement left (mm)	2.21	0.46	
Knee displacement right (mm)	0.04	4.36	
Lower legs			
Force left (kN)	4.90	1.87	
Force right (kN)	6.40	2.62	
Index (upper / lower) left	0.66 / 1.32	0.26 / 0.20	
Index (upper / lower) right	1.35 / 0.61	0.70 / 0.37	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	30mm
Upwards:	59mm
Sideways:	20mm

Pedals

Brake (rearwards):	110mm
Throttle (upwards):	9mm
A-Pillar (rearwards):	4mm

Note: Steering column and pedal movements are measured relative to the driver's seat.

SCORE DEDUCTIONS

Deductions from frontal offset test scores

Head:	No deduction
Chest:	No deduction
Upper leg:	2.00 points (knee hazards)
Lower leg:	No deduction
Foot:	0.38 points (pedal displacement)

Deductions from side impact test score

Chest:	Default score
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Deductions from pole test score

Head:	Not tested
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* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

DOCUMENT REF: tunland12.doc
CREATED / REVISED: 15 February 2013