

Crash Tests

New Car Safety

Toyota Camry

06/2006 on 04/2011 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: Ateva 4 Dr Sedan

28.13 out of 37

Engine: 2.4 litre
Category: Large Car

* Safety equipment, as tested, not standard on all variants

Model History and Safety Features

The tested model of Toyota Camry was introduced in Australia during 2006.

Dual front airbags are standard equipment. Antilock brakes (ABS) with electronic brake distribution (EBD) are also standard. Side airbags and head-protecting side curtains are optional on the Altise variant and standard on higher Australian and all New Zealand variants (see separate rating of Altise without curtains). Electronic stability control (ESC) is standard on all variants from late 2007. An intelligent seat belt reminder is fitted to the driver's seat.

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. Pretensioners 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 (lap) seat belt.

Overall Evaluation: 4

The Toyota Camry Ateva scored 12.29 out of 16 in the offset crash test.

The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver and passenger.

The vehicle scored 14.84 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 3.83pts, upper legs 2pts, lower legs 2.46pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 68mm and upwards 39mm. The steering wheel hub moved forwards 23mm and upwards 47mm. The front ("A") pillar moved 20mm rearwards. All doors remained closed during the crash. After the crash all doors opened with normal effort.

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.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 2.84pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole test but the manufacturer decided not to go ahead with this test, which can earn a further two points.

Pedestrian rating (v4.1)



Child head impacts: 8.21.

Adult head impacts: 6.29.

Upper leg impacts: zero.

Lower leg impacts: zero.

Total (out of 36): 14.50.

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	245	211	41
- Acceleration (g for 3ms)	37.5	37.4	22.2
Neck			
- Shear (kN)	0.37	0.33	
- Tension (kN)	1.35	0.62	
- Extension (Nm)	24.8	30.1	
Chest			
- Acceleration (g for 3ms)	45.2	35	
- Compression (mm)	23.2	20.3	11.5
- Viscous Criterion (m/s)	0.09	0.11	0.06
Abdomen			
- Force (kN)			0.854
Pelvis			
- Force (kN)			2.69
Upper Legs Force (kN)			
- Left	1.25	0.44	
- Right	0.34	2.72	
Knee Displacement (kN)			
- Left	0.76	2.97	
- Right	0.45	5.33	
Lower Legs Force (kN)			
- Left	1.35	2.48	
- Right	1.67	4.31	
Index (Upper Lower)			
- Left	0.41 0.5	0.43 0.19	
- Right	0.41 0.36	0.44 0.53	

Bonus points (maximum 5)

Pole Test: Eligible but not tested

Seat Belt Reminders: 1

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		4 points
Structure		

Modifiers for side impact test scores

Head		
Chest	spine & backplate loads	1.16 pt deduction
Upper leg		
Lower leg		
Foot score		
Structure		



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