

Crash Tests

New Car Safety

Toyota Hilux

03/2005 on 10/2013 - Dual Frontal

Overall Evaluation



Overall Score

Variant: 4x4 SR Double Cab

26.86 out of 37

Engine: 3 Litre Turbo Diesel

Category: Utility

Model History and Safety Features

The tested model of Hilux 4x4 was introduced in Australia during 2005. Dual front airbags are standard equipment. ABS brakes are optional for the SR variant.

Pre-tensioners are fitted to the driver and outboard passenger seat belts to reduce slack in the event of a crash. A two point seat belt is fitted to the centre rear seat. This provides inferior protection compared with a three point seat belt. Child restraint anchorages are fitted behind the rear seat but are difficult to reach.

Overall Evaluation: 4

The Hilux 4x4 scored 10.86 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 4 pts, chest 1.61 pts, upper legs 2 pts, lower legs 3.24 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 65 mm and downwards 17mm. The steering wheel hub moved rearwards 40 mm, upwards 15 mm and sideways 10 mm. The front ("A") pillar moved 20 mm rearwards. All doors remained closed during the crash. After the crash high manual effort was required to open the rear door on the driver's side. The other doors opened normally.

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 and contact was stable.

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 Hilux 4x4. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points.

Pedestrian rating (v4.1)



Total (out of 36)	5.01
Child head impacts	0.79
Adult head impacts	4.22
Upper leg impacts	zero
Lower leg impacts	zero

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	535	424	
- Acceleration (g for 3ms)	56.9	48.9	
Neck			
- Shear (kN)	0.5	0.88	
- Tension (kN)	1.17	1.64	
- Extension (Nm)	7.5	12.3	
Chest			
- Acceleration (g for 3ms)	41.5	38	
- Compression (mm)	38.7	29.4	
- Viscous Criterion (m/s)	0.22	0.16	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	0.73	0.1	
- Right	0.09	1.11	
Knee Displacement (kN)			
- Left	2.35	0.06	
- Right	0.39	5.74	
Lower Legs Force (kN)			
- Left	2.49	1.97	
- Right	2.82	1.89	
Index (Upper Lower)			
- Left	0.31 0.57	0.32 0.32	
- Right	0.49 0.33	0.4 0.18	

Bonus points (maximum 5)

Pole Test: Zero points

Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & concentrated loading
Lower leg	No deduction
Foot score	Score 4 points
Structure	No deduction

Modifiers for side impact test scores

Head	Not assessed
Chest	Not assessed
Upper leg	Not assessed
Lower leg	Not assessed
Foot score	Not assessed
Structure	Not assessed



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