

ANCAP Safety Rating

TOYOTA LANDCRUISER (From 2013)



ANCAP
Safety ★★★★★

Test Vehicle(s).

Test Variant:	Toyota Landcruiser Sahara
Kerb Mass:	2710 kg
Built:	2012
Engine:	4.6 litre V8 petrol
Category:	Large SUV
Variant Applicability*:	All LC200 with knee airbags



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + side + head + knee	Standard	13.09 (out of 16)	16.00 (out of 16)	2 (out of 2)	MARGINAL	MARGINAL	2 (out of 3)	33.09 (out of 37)	★★★★★

The 200 Series Toyota Landcruiser was introduced in Australia & New Zealand in 2007. This ANCAP safety rating applies to all variants built from 2013. A 5 star ANCAP safety rating also applies to all Landcruiser variants with knee airbags built from 2007-2012.

Dual frontal, side chest and side head airbags (curtains) are standard. Dual knee airbags became standard on all variants from 2013. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest protection was acceptable and leg protection was marginal. Passenger chest and leg protection was acceptable. Performance in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	2.91 points
Upper legs:	4.00 points
Lower legs:	2.18 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

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 Landcruiser 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 vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	MARGINAL

Injury Outcomes.

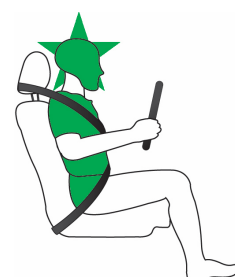
Frontal Offset
Driver



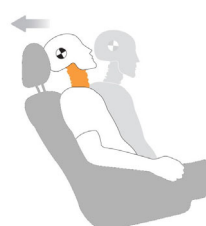
Passenger



Side Impact
Driver



Whiplash



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PEDESTRIAN PROTECTION

Pedestrian Test.

MARGINAL - Scored 11.61 out of 36 points

Child head impacts: 3.71 points
Adult head impacts: 7.90 points
Upper leg impacts: 0.00 points
Lower leg impacts: 0.00 points

Some points have been gained in the central area of the bonnet. The bumper and bonnet leading edge performed poorly for leg testing (v5.3)

Child and adult head impact



Adult leg impact (upper and full legforms)



Toyota Landcruiser

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	S
Side airbags (chest protection) - 2nd row seats	V
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Side airbags (head protection) - 3rd row seats	V
Knee airbags - driver & front passenger	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / S
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd/3rd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Hill launch assist	S
Automatic headlights	V
Daytime running lights	V
Reversing collision avoidance	V

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	373.00	188.00	
Acceleration (g for 3ms)	50.10	33.00	
Neck			HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
Shear (kN)	0.54	0.79	
Tension (kN)	1.83	1.20	
Extension (Nm)	16.60	9.40	
Chest			
Acceleration (g for 3ms)	-	-	
Compression (mm)	29.60	22.80	
Viscous criterion (m/s)	0.13	0.08	
Abdomen			
Force (kN)	-	-	
Pelvis			
Force (kN)	-	-	
Upper legs			
Force left (kN)	1.09	1.37	
Force right (kN)	2.01	1.27	
Knee displacement left (mm)	2.39	5.20	
Knee displacement right (mm)	4.04	3.47	
Lower legs			
Force left (kN)	2.52	1.62	
Force right (kN)	2.24	2.38	
Index (upper / lower) left	0.43 / 0.30	0.39 / 0.35	
Index (upper / lower) right	0.39 / 0.81	0.32 / 0.28	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	-1mm
Upwards:	11mm
Sideways:	8mm

Pedals

Brake (rearwards):	98mm
Throttle (upwards):	12mm

A-Pillar (rearwards):	-3mm
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SCORE DEDUCTIONS

Deductions from

Frontal offset test:	No deductions
Side impact test:	High-seat vehicle: default score awarded
Pole test:	No deductions

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

OTHER

Independent assessment has shown that the 2011 ANCAP safety rating of **this vehicle only** is retained when fitted with:

LC200 Steel Bullbar Part No.:

- High Grade - PZQ2960605
- Low Grade - PZQ2960600

LC200 Alloy Bullbar Part No.:

- High Grade - PZQ2960615
- Low Grade - PZQ2960610

* 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).

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