

Crash Tests

New Car Safety

Toyota Tarago

03/2006 on 09/2010 - Dual Frontal

Overall Evaluation



Overall Score

Variant: Gli

30.45 out of 37

Engine: 2.4 litre
Category: MPV

Model History and Safety Features

The tested model of Toyota Tarago 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, head-protecting side curtains and electronic stability control (ESC) are optional. Intelligent seat belt reminders are fitted to both front seats.

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. Pre-tensioners are fitted to the front set 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 Tarago scored 12.45 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was weak for the driver.

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

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.38 pts, upper legs 1.2 pts, lower legs 3.87 pts.

The passenger compartment held its shape well in the offset crash test. The accelerator brake pedal moved rearwards by 57mm. The park brake pedal moved upwards 53mm. The steering wheel hub moved forwards 13mm, downwards 5mm and sideways 10mm. The front ("A") pillar moved 29mm rearwards. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

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

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 Tarago. 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)



Child head impacts: 8.00.
Adult head impacts: 7.57.
Upper leg impacts: 0.76.
Lower leg impacts: zero.
Total (out of 36): 16.33.

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	Passn	Driver	
Head				
- HIC	379	333		
- Acceleration (g for 3ms)	47.2	44.9		
Neck				
- Shear (kN)	0.36	0.88		
- Tension (kN)	1.02	1.6		
- Extension (Nm)	15.5	25.7		
Chest				
- Acceleration (g for 3ms)	40	37.7		
- Compression (mm)	26.33	23.7		
- Viscous Criterion (m/s)	0.09	0.12		
Abdomen				
- Force (kN)				
Pelvis				
- Force (kN)				
Upper Legs Force (kN)				
- Left	0.2	0.1		
- Right	4.85	0.32		
Knee Displacement (kN)				
- Left	1.1	0.52		
- Right	0.85	2.85		
Lower Legs Force (kN)				
- Left	1.88	2.04		
- Right	0.97	1.56		
Index (Upper Lower)				
- Left	0.26 0.37	0.41 0.25		
- Right	0.38 0.4	0.34 0.43		

Bonus points (maximum 5)

Pole Test: not eligible

Seat Belt Reminders: 2

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

Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



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