

Evaluations

		OVERALL EVALUATION	Frontal Offset Crash Test Performance								Head Restraint Design	Bumper Performance
			Structure/Safety Cage	Restraints & Dummy Kinematics	Injury Measures				Head Restraint Design	Bumper Performance		
					Head/Neck	Chest	Leg/Foot, Left	Leg/Foot, Right				
X	MERCEDES M-CLASS 1999 models; test vehicle wt.=4,445 lbs.	G	G	G	A	G	G	G	A	M		
X	LEXUS RX 300 1999 models; test vehicle wt.=3,973 lbs.	G	A	G	G	G	G	G	A	P		
	TOYOTA 4RUNNER 1998-99 models; test vehicle wt.=3,942 lbs.	G	A	G	G	G	G	A	M P <small>depends on seat</small>	P		
	MITSUBISHI MONTERO 1996-99 models; test vehicle wt.=4,400 lbs.	A	A	M	A	G	G	G	G	P		
X	LAND ROVER DISCOVERY SERIES II 1999 models; test vehicle wt.=4,707 lbs.	A	A	A	G	G	P	A	M	P		
	FORD EXPLORER MERCURY MOUNTAINEER 1995-99 models; test vehicle wt.=4,255 lbs.	A	A	P	A	G	G	G	P	P		
X	DODGE DURANGO 1998-99 models; test vehicle wt.=4,844 lbs.	A	A	M	G	G	P	G	P	P		
X	JEEP GRAND CHEROKEE 1999 models; test vehicle wt.=3,968 lbs.	M	M	M	G	G	M	A	P	P		
	NISSAN PATHFINDER/INFINITI QX4 1997-99 models; test vehicle wt.=4,191 lbs.	M	P	M	A	G	G	G	A M <small>depends on seat</small>	P		
X	MITSUBISHI MONTERO SPORT 1997-99 models; test vehicle wt.=4,156 lbs.	P	M	P	G	G	P	P	M P <small>depends on seat</small>	P		
	CHEVROLET BLAZER/GMC JIMMY OLDSMOBILE BRAVADA 1995-99 models; test vehicle wt.=4,103 lbs.	P	P	P	P	G	G	A	G P <small>depends on model/seat</small>	P		

See next page for evaluations of earlier designs of five midsize utility vehicles.

X: recent test

Caution: The kinetic energy a vehicle must absorb in a crash test increases with vehicle weight, so offset tests are more demanding of heavier vehicles. But occupants of heavier vehicles in real-world, two-vehicle crashes typically fare better than people in lighter vehicles (in many single-vehicle crashes, weight offers no safety advantage). This is why **crash test results shouldn't be compared among vehicles with large weight differences**. The weight range (about 1,000 pounds) of the utility vehicles listed above is greater than in most other groups of vehicles the Institute has tested. However, since the weight benefit in two-vehicle crashes is only slight for vehicles weighing more than 4,000 pounds, and because a greater proportion of midsize utility vehicle occupant deaths (compared with car occupant deaths) occur in single-vehicle crashes in which vehicle weight often offers no advantage, the crash test results for these vehicles can be compared.

Go to www.highwaysafety.org: This publication summarizes the crashworthiness evaluations of midsize utility vehicles. The principal component of each vehicle's evaluation is its performance in a 40 mph frontal offset crash test. Details about each vehicle's test performance, including photographs taken during and after the test, are available online @ www.highwaysafety.org. Or call the Institute for copies.

G GOOD

A ACCEPTABLE

M MARGINAL

P POOR

**INSURANCE INSTITUTE
FOR HIGHWAY SAFETY**

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Midsize Utility Vehicles

Crashworthiness evaluations of earlier designs:

	OVERALL EVALUATION	Frontal Offset Crash Test Performance							
		Structure/Safety Cage	Restraints & Dummy Kinematics	Injury Measures				Head Restraint Design	Bumper Performance
				Head/Neck	Chest	Leg/ Foot, Left	Leg/ Foot, Right		
TOYOTA 4RUNNER 1996-97 models; test vehicle wt.=3,942 lbs.	A	A	G	G	G	G	A	P	P
LAND ROVER DISCOVERY 1994-98 models; test vehicle wt.=4,434 lbs.	A	A	G	A	G	G	A	M P <small>depends on seat</small>	P
JEEP GRAND CHEROKEE 1996-98 models; test vehicle wt.=3,805 lbs.	M	A	G	G	G	P	P	P	P
ISUZU RODEO/HONDA PASSPORT 1996-97 models; test vehicle wt.=4,158 lbs. Note: redesigned for the 1998 model year, but the new model hasn't been tested because engineering changes intended to improve frontal crash protection will be made later this year.	P	P	M	G	G	P	P	P	P