

TEST RESULTS

Chrysler Voyager

| RATING | SCORE | Front: 3.2 | Side: 16 | Pole: 1 |
|--------------------------------|-----------|------------|----------|---------|
| ADULT OCCUPANT ★★☆☆☆ | 20 | | | |
| CHILD OCCUPANT ★★★★★ | 37 | | | |
| PEDESTRIAN ☆☆☆☆☆ | 0 | | | |



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

| | |
|--------|----------|
| Green | GOOD |
| Yellow | ADEQUATE |
| Orange | MARGINAL |
| Brown | WEAK |
| Red | POOR |

Child restraints

18 month old Child Britax-Römer Duo Plus ISOFIX, forward facing

3 year old Child Britax-Römer Duo Plus ISOFIX, forward facing

Pedestrian protection



Pedestrian protection

| | |
|--------|----------|
| Green | GOOD |
| Yellow | ADEQUATE |
| Red | MARGINAL |

Safety equipment

| | |
|--------------------------------|-------------------------------------|
| Front seatbelt pretensioners | <input checked="" type="checkbox"/> |
| Front seatbelt load limiters | <input checked="" type="checkbox"/> |
| Driver frontal airbag | <input checked="" type="checkbox"/> |
| Front passenger frontal airbag | <input checked="" type="checkbox"/> |
| Side body airbags | <input type="checkbox"/> |
| Side head airbags | <input checked="" type="checkbox"/> |
| Driver knee airbag | <input type="checkbox"/> |
| ISOfix front | <input type="checkbox"/> |
| ISOfix rear | <input checked="" type="checkbox"/> |

Car details

| | |
|-------------------------------|------------|
| Body type | 5 door MPV |
| Year of publication | 2007 |
| Kerb weight | 2068kg |
| VIN from which rating applies | 5Y543207 |

Comments

Euro NCAP originally tested the Voyager in left hand drive (LHD) layout. Subsequently, it became known that right hand drive (RHD) cars are not equipped with the driver's knee airbag, although it is standard equipment on LHD cars (from VIN 6Y110573). Indeed, the driver's knee airbag is not available as an option on RHD versions. As the LHD car did not meet Euro NCAP's selection criteria, an additional frontal test was performed on a RHD car. The results from this RHD car are used for the Euro NCAP rating. The LHD car performed significantly better than the RHD car in the frontal impact, scoring 9 points, giving a potential four star adult occupant rating. The main reason for this was the lower extent of deformation of the passenger compartment, which remained stable. As is normal for transverse engine cars, there is potentially less crush space available to absorb the impact energy on the side of the car where the engine is mounted. Without adequate countermeasures, this can result in greater passenger compartment deformation. In the Voyager, the engine is mounted towards the right hand side of the engine compartment.

It is normal practice for Euro NCAP to ask manufacturers to provide evidence that both LHD and RHD cars offer similar levels of protection. In the case of the Voyager, Chrysler were unable to provide this. Chrysler advised Euro NCAP that they had only tested a RHD Voyager at the speed required by European legislation, which is lower than the test speed used by Euro NCAP. Euro NCAP expects manufacturers to design and test their products so that they can ensure that both RHD and LHD cars provide similar levels of protection.

Although the LHD car was equipped with a driver's knee airbag, it failed to provide adequate protection in the frontal impact.

Front impact

The Voyager scored enough points overall to be awarded a three-star adult occupant rating. However, its performance in the frontal impact did not meet the minimum level for that rating and the car was awarded two stars. The driver's chest struck the steering wheel and distorted its rim and the chest compression measured by the dummy indicated an unacceptably high risk of serious or fatal injury. As a result, the final star in the adult occupant rating is struck-through. Several structures in the dashboard presented a potential hazard to the driver's knees; the dummy recorded high femur compressions and the protection offered to this body region was rated as poor. The passenger compartment became unstable during the test. The footwell of the vehicle ruptured during the impact and rearward movement of the accelerator pedal was 288mm. This, combined with dummy readings which indicated a high risk of injury to the tibia, resulted in a 'poor' rating for protection of the lower legs, feet and ankles.

Side impact

In the pole test, the curtain airbag did not deploy as intended, becoming trapped between the dummy's head and the B-pillar.

Child occupant

The passenger airbag can be disconnected by Chrysler dealers, allowing a rearward-facing child restraint to be used in the front passenger's seat. The label warning against using a child restraint in that seating position with the airbag still connected was not permanently attached to the sun-visor. The presence of ISOFIX anchorages in the rear outboard seats was not marked.

Pedestrian

The Voyager scored no points and was awarded no stars for the protection it offers to pedestrians.