



Chrysler Voyager

RATING	SCORE	Front: 0	Side: 14
ADULT OCCUPANT ★★☆☆☆☆	14		
PEDESTRIAN ★☆☆☆☆	6	Pre 2002 rating	

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Recaro, forward facing
3 year old Child	Storchenmühle, forward facing

Safety equipment

Front seatbelt pretensioners	<input type="checkbox"/>
Front seatbelt load limiters	<input 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 type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Chrysler Voyager 2.5 TD
Body type	7-seat MPV
Year of publication	1999
Kerb weight	1800
VIN from which rating applies	Rating applies to current model

Comments

The Voyager did so badly in the frontal impact that it earned no points, making it the worst of the group by some margin. The body structure became unstable and the steering column was driven back into the driver's chest and head. The Voyager acquitted itself better in the side-impact test, but there was still a fair risk of the driver injuring his abdomen. Chrysler chose the child restraints used in the tests, but the company makes no set recommendations to buyers. Euro NCAP believes it is the manufacturer's responsibility to provide proper restraint for every occupant and is surprised that Chrysler do not recommend a child seat for the Voyager.

Front impact

The steering wheel and air bag were forced upwards and into the driver's face, hitting his head hard and putting strain on his neck. The driver's chest also hit the steering wheel, increasing risk of injury. His knees were poorly protected too, and the chances of him injuring his left thigh were very high. The footwell spilt open and his lower legs and feet were poorly protected. The passenger also ran a considerable risk of chest injury.

Side impact

The Voyager was generally effective in reducing serious injury risks for the driver in this test. As with other vehicles in this class, the driver sits above the point of likely impact with a conventional car and is safeguarded from injury as a result.

Child occupant

A passenger frontal airbag is fitted as standard, and the warning against placing a rear-facing restraint in this position met Euro NCAP's requirements, except that it was given only in English. It should also be in at least one of the languages of the country where it is sold. The car tested was left-hand drive and bought in mainland Europe. Chrysler do not recommend a child restraint to European buyers, although those used in these tests were recommended to Euro NCAP by Chrysler. That said, an integral child seat is available as an option – but only for Voyagers sold in the United States. The restraints tested gave only poor overall protection.

Pedestrian

The Voyager made no obvious concessions to pedestrian protection. Most impact sites tested did not provide much cushioning at all. Generally, where pedestrians made contact with the windscreen they ran a smaller risk of serious injury than if they were struck by other parts of the car.