

The **Acura RL** was introduced in the 1996 model year.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the RL in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately.

OVERALL EVALUATION: ACCEPTABLE The driver space was maintained reasonably well in the frontal offset crash test. However, intrusion into the footwell area contributed to the possibility of leg injuries. Measures also indicate the possibility of head injury. Advanced front airbag and safety belt systems, side airbags, and a stability control system are pluses.

STRUCTURE/SAFETY CAGE: ACCEPTABLE There was minimal to moderate intrusion into the driver footwell area and moderate rearward movement of the instrument panel.

RESTRAINTS/DUMMY KINEMATICS: GOOD Dummy movement was well controlled. During rebound, the dummy's head struck the B-pillar and shoulder belt upper anchorage.

INJURY MEASURES: HEAD and RIGHT LEG/FOOT ACCEPTABLE Measures taken from the neck and chest indicate low risk of injuries to these body regions. A high head acceleration occurred when the dummy's head hit the B-pillar, indicating the possibility of head injury. Forces on the right tibia indicate the possibility of lower leg injuries.

SPECIAL SAFETY FEATURES:

- Frontal airbags: passenger airbag deploys at one of two force levels, depending on crash severity, and both airbags deploy at higher crash speeds when occupants are belted than when they are unbelted (beginning with 1999 models)
- Side airbags: for drivers' and front passengers' chests, with sensors for automatic cutoff depending on height and position of front passenger (beginning with 1999 models)
- Safety belts: crash tensioners prevent slack in front belts from allowing excessive forward movement in a crash; devices on front belts limit belt forces on occupants
- Electronic stability control system to minimize possibility of sideways skidding (beginning with 2000 models)
- Antilock brakes