

Crash Tests

New Car Safety

FORD FALCON UTILITY (BA)

2002 on

Driver airbag

Occupant Protection



Occupant Protection Score 25.92 out of 37

Variant: XR6

Engine: 4 litre Auto

Kerb weight: 1730 kg

Category: UTILITY

Vehicles built: 4/05

Model History and Safety Features

The tested model of Falcon Utility was introduced in Australia during 2004.

A driver airbag is standard on all variants. A passenger frontal airbag is optional on some variants and standard on others. ABS/EBD brakes are also available. An advanced seat belt reminder is fitted to the driver's seat.

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 both seat belts to reduce slack in the event of a crash. The driver's seat belt retractor has a load limiter.

OCCUPANT PROTECTION: 4 Stars

The Falcon Utility scored 10.56 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest injury was weak for the driver and passenger. There was a slight risk of serious lower leg injury for both occupants and a slight risk of neck injury for the passenger.

The vehicle scored 14.36 out of 16 in the side impact crash test. There was a marginal risk of serious chest injury for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 2.99 pts, chest 0.81 pts, upper legs 4 pts, lower legs 2.76 pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 98 mm and downwards 14mm. By design, the brake pedal hinge separated during the crash, allowing the brake pedal to swing freely. This reduces the risk of lower leg injury. The feet were protected from footwell deformation by a laminated insert under the carpet. The steering wheel hub moved rearwards 15 mm, upwards 30 mm and sideways 4 mm. The front ("A") pillar moved 40 mm 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. There were no deductions for knee hazards. Although the passenger did not have an airbag there was no head contact with the dash.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 2.36 pts, abdomen 4pts, pelvis 4pts.

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.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	802	803	248
Acceleration (g for 3ms)	66.1	68.7	65.1
Neck - Shear (kN)	0.57	*	-
Tension (kN)	2.00	*	-
Extension (Nm)	38.9	21.6	-
Chest Accln (g for 3ms)	59.5	50.5	-
Compression (mm)	43.60	44.30	30.20
Viscous criterion (m/s)	0.23	0.23	0.46
Abdomen - Force (kN)	-	-	0.500
Pelvis - Force (kN)	-	-	1.970
Upper legs Force Left (kN)	2.20	0.20	
Right (kN)	0.80	0.81	
Knee displ (mm) Left	4.38	0.91	
Right	0.21	4.81	
Lower legs Force Left (kN)	2.81	1.42	
Right (kN)	2.81	3.71	
Index (Upper/Low) Left	0.68 / 0.68	0.33 / 0.33	
Right	0.53 / 0.67	0.51 / 0.47	

* Passenger neck values exceeded time-based limits

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: 1

Modifiers - offset test scores

Head No deduction
 Chest No deduction
 Upper leg Variable & conc. loading No deduction
 Lower leg No deduction
 Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction

PEDESTRIAN PROTECTION RATING (v4.1)

Not tested. The BA Falcon sedan offers similar pedestrian protection. It scored 2.64 points out of 36 and one star.



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Crash testing for safety

AUSTRALASIAN
NEW CAR ASSESSMENT
PROGRAM

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