Crash Tests

New Car Safety

FORD KA

2000 on **Driver's airbag**

Offset crash test at 64km/h

Overall Evaluation ★★★

Overall score **16.61 out of 34**

Variant: 3 Door hatch LHD
Kerb weight: 900 kg
Vehicles built: 2000

Engine: 4 Cyl. 1.3 litre.
Category: SMALL CAR
Tested by EuroNCAP

***Important note**: The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Safety features

Dual airbags are standard in Australia but a passenger airbag is only available as an option in Europe and New Zealand. The cars tested by EuroNCAP did not have a passenger airbag.

The front seat belt buckles are mounted on the seats. This feature improves the fit of the seat belt. In Australia pretensioners are fitted to the front seat belts. These reduce slack in the event of a crash. The cars tested by EuroNCAP had webbing grabbers. The seating capacity is four so there are only two seat belts for the rear seat.

OVERALL EVALUATION : 3 Stars

The FORD KA did not perform well in the offset crash test (score 5.67 out of 16). Although the passenger compartment held its shape well firewall and footwell deformation increased the risk of injuries. The driver's contact with the airbag was stable despite moderate steering wheel movement. Protection from serious leg injury was poor for the driver.

The vehicle performed better in the side impact crash (score 10.95 out of 16) but there was a moderate risk of life threatening chest injury for the driver.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well in the offset crash test, except for movement of the firewall, footwell and brake pedal. The steering column moved up 10cm. The brake pedal moved rearwards by 21cm. The width of the driver's doorway shortened by 4cm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The steering wheel moved well out of position but the airbag still cushioned the head effectively. There were several hard areas under the dash that could cause severe injuries if contacted by the knees.

SIDE IMPACT CRASH TEST

The centre pillar and the side doors were pushed inwards moderately.

The chest took most of the load in side impact and there was a moderate risk of serious injury. The head had a glancing blow on the central door pillar, but this was not judged to be severe. The armrest collapsed on impact saving the abdomen from further injury.

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, giving a maximum possible overall score of 34 points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"		Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
		Driver	**Passn**	**Driver**
Head HIC		376.8	326	175.2
Acceleration (g for 3ms)		48.55	43.03	49.34
Neck - Shear (kN)		0.25	0.79	-
Tension (kN)		0.58	0.8	-
Extension (Nm)		26.02	8.99	-
Chest Accln (g for 3ms)		-	-	-
Compression (mm)		30.01	32.23	40.42
Viscous criterion (m/s)		0.16	0.08	0.43
Abdomen - Force (kN)		-	-	1.18
Pelvis - Force (kN)		-	-	3.67
Upper legs Force	Left	3.9	1.28	
(kN)	Right	6.06	0.87	
Knee displ (mm)	Left	1.18	5.49	
	Right	2.44	3.81	
Lower legs Force	Left	1.85	1.48	
(kN)	Right	2.6	1.36	
Index (Upper/Low)	Left	0.38/1.23	0.26/0.48	
	Right	0.9/0.76	0.24/0.25	

Modifiers for offset test scores

Head	Steering col. movement	1 pt penalty
Chest		No penalty
Upper leg	Variable & conc. loading	2 pt penalty driver
	L & R; 1 pt penalty passenger	L & R
Foot score	Brake pedal movement	Zero score

Pedestrian rating: ★

8.64 out of 36 (24%)

Child head impacts 2.64 pts; adult head impacts 6 pts; upper leg impacts zero pts; lower leg impacts zero pts.

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