

Crash Tests

New Car Safety

FORD ESCAPE

2001 on

Dual front airbags

Overall Evaluation



Overall score

24.67 out of 37

Variant: Wagon

Eng: V6 3 litre.

Kerb weight: 1580 kg

Category: Compact 4WD

Vehicles built: 2002 (offset & side) and 2004 (pole)

Model History and Safety Features

A Mazda Tribute was tested by ANCAP. It was introduced in 2001. The Ford Escape is based on the same vehicle and can be expected to provide similar crashworthiness. In 2004 side airbags with head-protection became standard on the Mazda Tribute but are only available on the "Limited" variant of the Escape. *This assessment applies to the Escape without side airbags.* A separate assessment is available for the Tribute and Limited Escape with side airbags.

Dual front airbags are standard equipment. ABS brakes are standard on some variants. Electronic stability control is not available. 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. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash.

OVERALL EVALUATION : 4 Stars

The Ford Escape scored 8.67 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well except in the footwell. Protection from serious leg injury was poor for the driver.

The vehicle scored 16 out of 16 in the side impact crash test.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.67pts, upper legs 2pts, lower legs zero pts.

The passenger compartment held its shape reasonably well in the offset crash test. However the front part of the driver's floor was pushed rearwards 190mm and the brake pedal moved rearwards by 234mm. The pedal moved upwards 65mm. The dash moved 68mm towards the driver. The steering wheel hub moved rearwards 40mm, upwards 11mm and sideways 28mm. The front ("A") pillar moved 98mm rearwards. The roof buckled upwards above the driver and the width of the driver's doorway shortened by 91mm. 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. The head started to roll off the side of the airbag but was not sufficient to attract a penalty. The driver's knees hit the steering column and dash. The ignition switch barrel and column adjuster were potential sources of knee injury. The passenger's head was cushioned by the airbag. The passenger's knees hit the glove box.

SIDE IMPACT CRASH TEST

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

This test simulates a small car striking the driver's door of the vehicle under test. High seat vehicles like the Escape can be expected to perform relatively well in this particular side impact test.



Offset crash test at 64km/h (Tribute)

ANCAP chose to conduct a pole test as part of a research program. This is usually an optional test for vehicles with head-protecting side airbags such as curtains. The tested vehicle did not have these and head protection was poor so it scored zero points out of a maximum of two points for the pole test.

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	480	238	60
Acceleration (g for 3ms)	53.4	36.9	29.9
Neck - Shear (kN)	0.7	0.36	-
Tension (kN)	2.11	0.99	-
Extension (Nm)	26.51	12.98	-
Chest Accln (g for 3ms)	43.6	30.9	-
Compression (mm)	31.3	21.6	8.9
Viscous criterion (m/s)	0.09	0.07	0.06
Abdomen - Force (kN)	-	-	0.52
Pelvis - Force (kN)	-	-	1.46
Upper legs Force Left (kN)	2.18	1.67	
Upper legs Force Right (kN)	3.31	3.45	
Knee displ (mm) Left	3.58	1.37	
Knee displ (mm) Right	0.77	5.25	
Lower legs Force Left (kN)	2.85	1.16	
Lower legs Force Right (kN)	2.34	1.09	
Index (Upper/Low) Left	0.4/0.77	0.39/0.27	
Index (Upper/Low) Right	0.4/0.98	0.4/0.46	

Bonus points

Pole Test: Zero points

Seat belt reminders: None

Modifiers for offset test scores

Head No deduction
Chest No deduction
Upper leg Variable & conc. loading 2 pt deduction L&R
Lower leg Brake pedal vert. movement 0.81 pt deduction
Foot score Brake pedal rear movement Zero points

Pedestrian rating - not tested

Note that the Mazda Tribute results are not applicable to the Ford Escape, which has different body panels.

September 2005

Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601



escape02x.doc issued 19-Sep-05