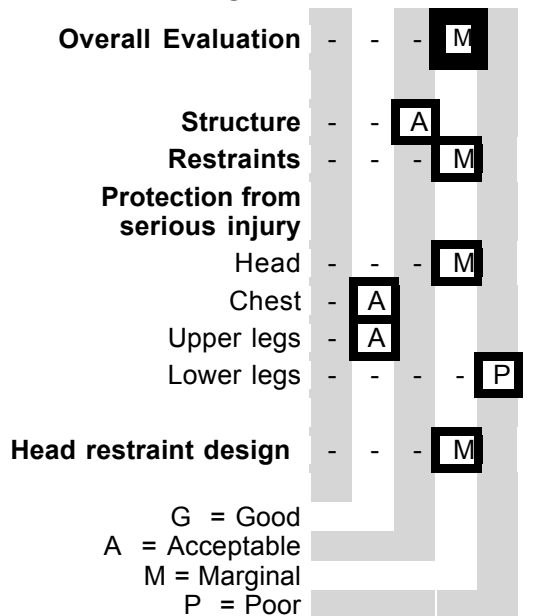


# New Car Safety Crash Tests 1994-97 Ford Falcon

## FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1560 kg Vehicles built Aug 94 & Sep 97



Offset crash test at 64km/h

## OVERALL EVALUATION : MARGINAL

The passenger compartment of the Falcon held its shape reasonably well, except there was too much deformation of the driver's footwell in the offset test. This meant poor protection from serious lower leg injury. In the full frontal crash test protection from serious head injury was marginal for the driver, despite an air bag, and poor for the passenger.

### Safety features

A driver's air bag is standard equipment on all sedans and wagons. A passenger air bag is available as an option for about \$510 but was not fitted to the test vehicles.

The front seat belt buckles are mounted on the seats. This feature improves the fit of the seat belt.

Lap/sash seat belts are fitted to all seats, including the centre rear seat. A lap/sash seat belt is safer than a lap only belt.

## STRUCTURE : ACCEPTABLE

### Full frontal crash test

The passenger compartment held its shape well in the full frontal crash test. All doors remained closed during the crash. The driver's door required the use of a crow bar to be opened after the crash. All other doors could be easily opened after the crash.

The upper anchorages of both front seat belts were starting to pull away from the centre pillar. This could indicate the possibility of seat belt failure in a more severe crash.

### Offset crash test

The passenger compartment held its shape well in the offset crash test, except for the driver's floor. The front part of the driver's floor was pushed rearwards 27cm. The dash was pushed 8cm towards the driver. The width of the driver's doorway shortened by 10cm. All doors remained closed during the crash. After the crash all doors could be easily opened.

## RESTRAINTS : MARGINAL

### Full frontal crash test

The driver's head was cushioned by the air bag but the impact was fairly severe and protection from serious head injury was marginal. The passenger's head hit the dash, which was moving upwards at the time - protection from serious head injury was poor. The driver's knees hit the dash and steering column. The passenger's knees hit the glove box and dash.

### Offset crash test

The driver's head was cushioned by the air bag. The air bag had started to deflate and the head impact was fairly severe but protection from serious head injury was good. During rebound the driver's head hit the centre pillar. The passenger's head did not hit anything. The driver's knees hit the dash, steering column and fuse box. The passenger's knees hit the glove box and dash.

## INJURY MEASUREMENTS

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	910	1280	636	539
Chest (mm)	59	48	36	48
Chest (g)	74	56	45	43
Upper legs (kN)	L	-	6.1	2.3
	R	7.4	1.7	5.7
Lower leg index	L	-	-	1.7
	R	-	-	2.1
Injury Risk %	48%	47%	13%	11%
Overall Injury Risk			34%	37%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.

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