

Crash Tests

New Car Safety

FORD FALCON AU II

Mid 2000 on

Dual front airbags



Offset crash test at 64km/h

Overall Evaluation



Overall score

24.2 out of 34

Variant: Forte Sedan.
Kerb weight: 1550 kg
Vehicles built: 10/00

Engine: 6 Cyl. 4 litre. Auto.
Category: LARGE/MEDIUM CAR

Safety features

Dual front airbags are standard equipment.

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 front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

Ford Australia has issued a consumer booklet "Caring 4 Kidz" that gives advice about selecting and fitting child restraints. Recommended child restraints are available from Ford dealers and fitting advice is provided.

OVERALL EVALUATION : 3 Stars

The FORD FALCON AU II performed reasonably well in the offset crash test (score 11.07 out of 16). The passenger compartment held its shape well except for brake pedal movement and intrusion of the road wheel into the driver's footwell. Injury measurements indicated a low risk of injury to all body regions but there was a risk of foot and lower leg injury due to excessive brake pedal movement.

The vehicle performed well in the side impact crash (score 13.13 out of 16). The Falcon was just 0.3 points short of earning a four star rating.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape very well in the offset crash test, except for the footwell and brake pedal. The road wheel pushed into the footwell which ruptured and, in places, was pushed rearwards 320mm. Despite this deformation the injury measurements on the dummy's lower legs were quite low. This may have been due to a tray-like insert under the carpet that is designed to isolate the feet from shock loads and deforming panels. The brake pedal moved rearwards by 280mm, ending up within 100mm of the seat. The dash moved 90mm towards the driver. The width of the driver's doorway shortened by 50mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Airbags cushioned the driver and passenger. Contact was stable for both. The driver's seat tilted forwards substantially. The ignition barrel was within the knee impact zone but was reasonably protected by the design of the steering column lower shroud.

SIDE IMPACT CRASH TEST

The centre pillar and the side doors were pushed inwards moderately. After the crash Ford engineers pointed out that the centre pillar was designed to deform in a manner that minimized intrusion at chest level.

The back of driver's head glanced the centre pillar then rebounded.

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	381	276	150
Acceleration (g for 3ms)	52.5	43.1	48.5
Neck - Shear (kN)	0.28	0.64	-
Tension (kN)	0.77	1.07	-
Extension (Nm)	9.54	16.38	-
Chest Accln (g for 3ms)	38.8	30.1	-
Compression (mm)	26	28.5	33.2
Viscous criterion (m/s)	0.09	0.12	0.52
Abdomen - Force (kN)	-	-	1.21
Pelvis - Force (kN)	-	-	3.05
Upper legs Force Left	3.05	0.57	
(kN) Right	0.98	0.44	
Knee displ (mm) Left	1.79	0.03	
Right	0.84	0.02	
Lower legs Force Left	2.01	1.37	
(kN) Right	2.86	2.5	
Index (Upper/Low) Left	0.53/0.58	0.3/0.19	
Right	0.56/0.67	0.56/0.25	

Modifiers for offset test scores

Head	No penalty
Chest	No penalty
Upper legs	No penalty
Lower legs	No penalty
Foot score	Zero score
Brake pedal movement	

Pedestrian rating:



12.08 points out of 36 (33.6%)

Child head impacts 4.15 points; adult head impacts 7.30 points; upper leg impacts zero points; lower leg impacts 0.63 points.



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