

Crash Tests

New Car Safety

FORD FOCUS(LHD)

2002 on

Dual front airbags

Overall Evaluation



Overall score

25.15 out of 37

Variant: 5 door hatch

Eng: 1.6 litre.

Kerb weight: 1080 kg

Category: SMALL CAR

Vehicles built: 1999

Test by Euro NCAP

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. The tested vehicle had a passenger airbag that is optional on the Australian base model.

Model History and Safety Features

The tested model of Ford Focus was introduced in Australia during 2002.

A driver's airbags is standard on all variants. A passenger airbag is optional on the CL variant as part of a safety pack with ABS brakes. Passenger airbags and ABS are standard on all other variants. Side airbags are available on the Ghia variant (not tested). Vehicle stability control is available on higher variants.

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. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

OVERALL EVALUATION : 4 Stars

The FORD FOCUS(LHD) scored 10.59 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver. Chest protection was marginal for the passenger.

The vehicle scored 14.56 out of 16 in the side impact crash test. There was a moderate risk of serious abdomen injury for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.34pts, upper legs 3pts, lower legs 1.24pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 139mm and upwards 43mm. The steering wheel hub moved rearwards 38mm and upwards 16mm. The front ("A") pillar moved 38mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.



Offset crash test at 64km/h

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 2.56pts, 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.

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	500.2	242.7	40.5
Acceleration (g for 3ms)	53.04	36.83	22.32
Neck - Shear (kN)	0.31	0.27	-
Tension (kN)	1.38	1.06	-
Extension (Nm)	14.42	16.18	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	29.87	33.6	19.2
Viscous criterion (m/s)	0.14	0.15	0.15
Abdomen - Force (kN)	-	-	1.54
Pelvis - Force (kN)	-	-	2.72
Upper legs Force Left (kN)	0.81	2.45	
Right (kN)	0.13	0.93	
Knee displ (mm) Left	1.24	1.48	
Right	0.33	0.13	
Lower legs Force Left (kN)	2.23	1.92	
Right (kN)	2.39	1.48	
Index (Upper/Low) Left	0.25/1.02	0.34/0.31	
Right	0.34/0.39	0.3/0.23	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: Not eligible

Modifiers for offset test scores

Head

No deduction

Chest

No deduction

Upper leg Variable contact

1 pt deduction L & R

Lower leg

No deduction

Foot score Brake pedal rearward displ. Score 2.44 points

Pedestrian rating - tested to previous protocol



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