

# ANCAP Safety Rating

## FORD TERRITORY (From November 2014)



# ANCAP

Safety ★★★★★



### Test Vehicle(s).

<b>Test Variant:</b>	Ford Territory TX AWD
<b>Kerb Mass:</b>	2080 kg
<b>Built:</b>	2006
<b>Engine:</b>	4.0 litre petrol
<b>Category:</b>	Large SUV
<b>Variant Applicability*:</b>	All variants



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Head + Knee	Standard	<b>12.57</b> (out of 16)	<b>16.00</b> (out of 16)	<b>2</b> (out of 2)	<b>GOOD</b>	<b>ACCEPTABLE</b>	<b>2</b> (out of 3)	<b>32.57</b> (out of 37)	<b>★★★★★</b>

The Ford Territory SZ II was introduced in Australia and New Zealand in late 2014. This ANCAP safety rating is based on ANCAP tests conducted in 2006 and technical information provided by Ford. It applies to all variants.

Dual frontal, side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest protection was marginal and leg protection was acceptable. Passenger chest protection was also marginal. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	1.14 points
Upper legs:	4.00 points
Lower legs:	3.42 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash, all doors could be opened with normal effort.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the Territory can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

### Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	GOOD
Overall whiplash rating:	GOOD

### Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash



## PEDESTRIAN PROTECTION

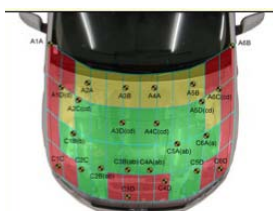
### Pedestrian Test.

ACCEPTABLE - Scored 18.93 out of 36 points

Child head impacts:	7.00 points
Adult head impacts:	5.93 points
Upper leg impacts:	0.00 points
Lower leg impacts:	6.00 points

Central areas of the bonnet provided fair protection for the child and adult head. The bumper provided good protection for the knee, however the front edge of the bonnet provided poor protection. (v5.3)

#### Child and adult head impact



#### Adult leg impact (upper and full legforms)



Ford Territory SZ II

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	X
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Automatic emergency call (eCall)*	S
Emergency stop signal (ESS)	S
Automatic headlights	S
Fatigue reminder	S
Manual speed alarm	S
Reversing collision avoidance (camera)	S
Roll stability system	S

\* Australia only.

S = Standard on all variants.  
 O = Optional on base variant. May be standard on higher variants.  
 V = Not available on base variant but standard or optional on higher variants.  
 X = Not available on any variant.  
 E = Available in Europe but not available on any Australasian variant.

## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v4.1)		Side impact test at 50 km/h (v4.1)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	413.00	288.00	
Acceleration (g for 3ms)	53.20	42.20	
<b>Neck</b>			
Shear (kN)	0.46	0.89	
Tension (kN)	1.35	1.57	
Extension (Nm)	36.50	25.50	
<b>Chest</b>			HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
Acceleration (g for 3ms)	-	-	
Compression (mm)	42.00	35.50	
Viscous criterion (m/s)	0.24	0.22	
<b>Abdomen</b>			
Force (kN)	-	-	
<b>Pelvis</b>			
Force (kN)	-	-	
<b>Upper legs</b>			
Femur force left (kN)	0.66	0.83	
Femur force right (kN)	0.17	1.32	
Knee displacement left (mm)	0.11	2.25	
Knee displacement right (mm)	0.10	3.70	
<b>Lower legs</b>			
Force left (kN)	1.83	2.04	
Force right (kN)	2.23	1.65	
Index (upper / lower) left	0.51 / 0.18	0.31 / 0.30	
Index (upper / lower) right	0.43 / 0.53	0.34 / 0.28	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	61mm
Upwards:	23mm
Sideways:	7mm

### Pedals

Throttle (rearwards):	57mm
Throttle (upwards):	12mm

A-Pillar (rearwards):	8mm
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Note: Steering column and pedal movements are measured relative to the driver's seat.

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

No deductions for frontal offset test.

### Deductions from side impact test score

High-seat vehicle: Default side impact score awarded.

### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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