

New Car Safety Crash Tests 1998 Ford Falcon

FRONTAL CRASH TEST PERFORMANCE

Overall Evaluation

Structure

Restraints

Protection from serious injury

Head

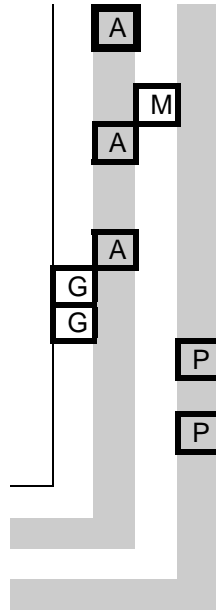
Chest

Upper legs

Lower legs

Head restraint design

Key: G = Good
A = Acceptable
M = Marginal
P = Poor



Kerb weight: 1530 kg Vehicles built: August 1998



Offset crash test at 64km/h

OVERALL EVALUATION : ACCEPTABLE

The driver was well protected from serious head injury in both crash tests - the airbag contributed to this result. In the full frontal crash test the passenger's head contacted its knees. The passenger compartment of the Falcon was substantially deformed in the offset test and protection from lower leg injury was poor for the driver.

Safety features

A driver's airbag is standard equipment. A passenger airbag is available as an option for about \$500 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. The front seat belts also have webbing grabbers.

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 : MARGINAL

Full frontal crash test

The passenger compartment held its shape very well in the full frontal crash test. All doors remained closed during the crash and could be easily opened after the crash.

Offset crash test

The passenger compartment was substantially deformed in the offset crash test. The area at the front of the driver's door was substantially deformed and the door sill buckled severely. Both hinges at the front of the driver's door separated and the width of the driver's doorway shortened by 17cm. The front part of the driver's floor folded over and moved rearwards 29cm, close to the drivers foot. Measurements showed poor protection from serious lower leg injury. The dash moved rearwards by 14cm and the steering column moved upwards by 7cm. The driver's door was easily removed after the crash.

RESTRAINTS: ACCEPTABLE

Full frontal crash test

The driver's head was cushioned by the airbag with a stable and central contact. Protection from serious head injury was acceptable, bordering on good. The passenger's head glanced the dash and then hit its knees, which were moving upwards at the time. The knee impact was outside biomechanical parameters and was therefore disregarded in the analysis. The passenger seat had moved forward on the inboard side due to some floor deformation. According to Ford Australia, this deformation may have been caused by the placement of a 50kg ballast on the floor behind the driver.

Offset crash test

The driver's head was cushioned by the airbag with a stable and central contact. Protection from serious head injury was good. Later in the crash the driver's head rebounded and the top of the head came out of the window but did not hit any part of the car.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	765	*	598	651
Chest (mm)	#	47	27	34
Chest (g)	60	53	46	44
Upper legs (kN)	L	1.7	1.3	3.6
	R	0.4	4	6.7
Lower leg index	L	-	-	1.0
	R	-	-	1.7
Injury Risk %	27%	-	13%	13%
Overall Injury Risk			21%	-

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

* Head hit knees.

No data