

Crash Tests

New Car Safety

Ford Transit

06/2006 on 01/0001 - Driver

Overall Evaluation



Overall Score

Variant: SWB low roof, FWD

22.53 out of 37

Engine: 2.2 litre diesel

Category: Van

Model History and Safety Features

The tested model of Ford Transit was introduced in Australia early in 2006. A driver airbag is standard. Antilock brakes (ABS) with electronic brakeforce distribution (EBD) are also standard. A front passenger airbag, passenger seat belt pretensioner, side airbags with head-protection and electronic stability control (ESC) are optional.

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. A pretensioners is fitted to the driver seat belt to reduce slack in the event of a crash. A three point seat belt is fitted to the centre front seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 3

3 Stars. The Transit scored 6.53 out of 16 in the offset crash test. The passenger compartment lost integrity in the footwell area. Protection from serious leg injury was poor for the driver. Chest protection was weak for the driver and passenger. The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 0.53 pts, upper legs 2 pts, lower legs zero pts.

The passenger compartment lost structural integrity in the footwell area. The clutch pedal moved rearwards by 192 mm and upwards 79 mm. The steering wheel hub moved 62 mm rearward, 54 mm upward and 8 mm sideways. The front ("A") pillar moved 134 mm rearwards. All doors remained closed during the crash. After the crash tools were required to fully open the driver's door. Battery acid leaked onto the ground. This is a concern because the batteries are located in the passenger compartment, under the driver's seat. A small fire ignited behind the radiator due to an electrical short.

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. A metal bracket behind the fascia was a hazard to passenger knees.

Side Impact Crash Test

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

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Transit. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

Pedestrian rating (v4.1)



Child head impacts	Zero
Adult head impacts	5
Upper leg impacts	Zero
Lower leg impacts	Zero
Total (out of 36)	5

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1)
	Driver	Passn	Driver
Head			
- HIC	684	516	
- Acceleration (g for 3ms)	62	52.9	
Neck			
- Shear (kN)	0.6	1.27	
- Tension (kN)	2.42	2.19	
- Extension (Nm)	16.8	15.4	
Chest			
- Acceleration (g for 3ms)	43.8	42.3	
- Compression (mm)	34.5	41.6	
- Viscous Criterion (m/s)	0.15	0.19	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	2.39	1.77	
- Right	2.19	0.95	
Knee Displacement (kN)			
- Left	3.57	2.48	
- Right	1.84	4.16	
Lower Legs Force (kN)			
- Left	4.19	1.45	
- Right	2.05	2.74	
Index (Upper Lower)			
- Left	1 1.85	0.7 0.99	
- Right	0.65 1.33	0.38 0.34	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat Belt Reminders: None

Modifiers for offset test scores

Head		No deduction
Chest	A-pillar movement, loss of structure	0.68pt deduction, 1 pt deduction
Upper leg	Variable & Conc Loading	2 pt ded L&R Dr, 2 pt ded P R
Lower leg	Pedal upward	0.44 deduction
Foot score	Pedal rear movement & footwell rupture	0 pts
Structure	Note: Steering column & pedal movements	are measured relative to driver's seat.

Modifiers for side impact test scores

Head Default scores awarded for Side Impact

Chest
Upper leg
Lower leg
Foot score
Structure



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