Crash Test Results

New Car Safety

FORD RANGER (2 airbags)

From Oct 2011 **Dual front airbags**

ANCAP Rated ★★★★☆ **Occupant Protection**

Occupant Protection Score **32.49 out of 37**

Variant: Double cab, 4x4 Eng: 2.2 diesel

Kerb mass 2090 kg Category: UTILITY

Vehicles built: 2011 Tested by Euro NCAP

Important note: The RHD 2.2 *diesel* European model with 7 airbags was tested by Euro NCAP. ANCAP was provided with technical information which showed that Australasian variants with dual airbags have comparable occupant protection in the frontal offset test (see below).

Model History and Safety Features

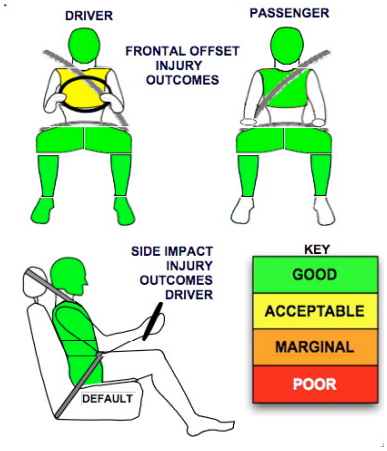
The tested model of Ford Ranger was introduced in Australia and New Zealand in October 2011. From 2011 ANCAP requires head-protecting side airbags to be standard on the variant being assessed to achieve a 5 star rating. This 4 star ANCAP rating therefore applies to the two Ranger 4x2 Single Cab Cab-Chassis variants sold in Australia because head-protecting side airbags (curtains) are optional on those two variants. A separate rating applies to other variants with standard side curtains.

Dual front airbags, antilock brakes (ABS), electronic brakeforce distribution (EBD) and electronic stability control (ESC) are standard on all variants. Head-protecting side curtains are available for all variants. Side thorax airbags are also available, except for single cabs with three front seats (bench seats). Intelligent seat belt reminders are fitted to both front seats of most variants. However single cab variants with three front seats only have a driver seat belt reminder.

OCCUPANT PROTECTION: 4 Stars

The Ranger scored 15.72 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver.

ANCAP awarded dual airbag variants a default score of 16 out of 16 in the side impact crash test. Because head-protecting side airbags are not standard for these variants the rating is 4 stars and the overall score is truncated to 32.49 (the maximum available for a 4-star rating).





Offset crash test at 64km/h

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.72 pts, upper legs 4 pts, lower legs 4 pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 58 mm and upwards 7 mm. The steering wheel hub moved 40mm forward, 2mm forward and 7 mm sideways. The front ("A") pillar moved 2mm rearwards. All doors remained closed during the crash. After the crash the all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. The vehicle tested by Euro NCAP had a driver knee airbag that is not available for Australasian models. However Ford provided technical information to ANCAP which demonstrated that the Australasian models have comparable upper leg protection to the European model. The passenger's head was cushioned by the airbag.

SIDE IMPACT CRASH TEST

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

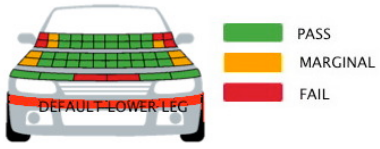
The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Ranger. Experience shows that such vehicles can be expected to perform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

PEDESTRIAN PROTECTION: Acceptable

The European model earned the highest pedestrain protection score of any vehicle. However the Australasian model has a different bumper to Europe. ANCAP decided to apply a default lower leg score of zero since additional tests are unlikely to improve the rating to the “good” rating achieved in Europe.

PEDESTRIAN PROTECTION		
ACCEPTABLE	Child head impacts	10.02
	Adult head impacts	8.96
	Upper leg impacts	4
Tested by Euro NCAP v5.3	Lower leg impacts	Zero
	Total (out of 36)	22.98

* Default score applied by ANCAP due to different bumper design



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PO Box 4041
Manuka ACT 2603

ranger11x.doc

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TECHNICAL DATA - FORD RANGER (2 airbags) - From Oct 2011

INJURY MEASUREMENTS

Body region		Offset Crash Test at 64km/h (v5.1)		Side Impact Crash Test at 50km/h (v5.1)
		Driver	**Passenger**	**Driver**
Head HIC		403	297	Default score awarded
Acceleration (g for 3ms)		52.8	46.7	
Neck - Shear (kN)		0.62	0.36	
Tension (kN)		1.51	1.03	
Extension (Nm)		15.9	13.8	
Chest Accln (g for 3ms)		-	-	
Compression (mm)		23.94	21.11	
Viscous criterion (m/s)		0.11	0.12	
Abdomen - Force (kN)		-	-	
Pelvis - Force (kN)		-	-	
Upper legs Force (kN)	Left	0.66	0.10	
	Right	0.96	0.10	
Knee displ (mm)	Left	0.80	0.10	
	Right	0.90	0.20	
Lower legs Force (kN)	Left	1.72	0.72	
	Right	1.91	1.68	
Index (Upper/Low)	Left	0.27 /0.25	0.28 /0.17	
	Right	0.28 /0.24	0.34/0.31	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: 2 (except single cabs with three front seats: 1 point)





Modifiers - deductions from offset test scores

Head	No deduction
Chest	No deduction
Upper leg	No deduction
Lower leg	No deduction
Foot score	Score 4 points

Modifiers - deductions from side impact test scores

Default score awarded

Safety features

These specifications are subject to change. Please check with manufacturer for the latest specifications.

Driver airbag	S	Antilock (ABS) brakes / Electronic brake distribution / Brake Assist	S/S/S
Passenger front airbag	S	Electronic stability control (ESC, VSC, DSC, ESP, VSA)	S#
Side airbags, front seats - chest protection	O* √	3 point seat belt for all seats	S
Side airbags, front seats - head protection	O √	Whiplash protection	Pending
Side airbags, rear seats - head protection	S	Intelligent seat belt reminder - driver	S
Driver knee airbag	X √	Intelligent seat belt reminder - front passenger	S*
Seat belt pretensioners (Front/Rear outboard)	S/X	Intelligent seat belt reminder - rear seats	X

Key: √ = Fitted to vehicle that was crash tested (where not standard) * Not available on single cabs with three front seats

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

ESC required by ANCAP for 5 star rating from 2008

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