

# TEST RESULTS

## Ford Fiesta

Ford Fiesta 1.25 petrol 'Trend', LHD

2012



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 33 pts | 91%

#### FRONTAL IMPACT

14,9 pts



Driver



Passenger

#### SIDE IMPACT CAR

8 pts

#### SIDE IMPACT POLE

7 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

3,1 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	4mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	none
Upward pedal movement	none

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	0,6 pts

#### TESTS

- High severity	2,3 pts
- Medium severity	2,4 pts
- Low severity	2,4 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 42 pts | 86%

### 18 MONTH OLD CHILD

**Restraint** Britax-Römer Baby Safe Plus  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 11,4 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax-Römer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 11,6 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

7 pts

### Airbag warning Label

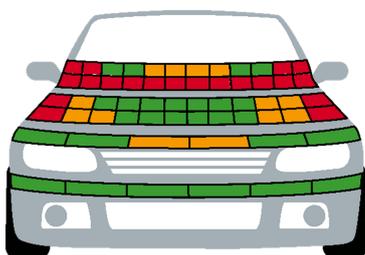
Text and pictogram on both sides of the passenger sun visor

## PEDESTRIAN

Total 23 pts | 65%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 12,2 pts  
**PELVIS** 5,1 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 11,53 %  
 Yaw rate ratio (1.75s) 2,63 %  
 Lateral displacement (1.07s) 2,98 m

### SEATBELT REMINDER

2 pts

- driver Pass  
 - passenger Pass  
 - rear Not assessed

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Ford Fiesta 1.25 petrol 'Trend', LHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2012
<b>Kerb weight</b>	1100kg
<b>VIN from which rating applies</b>	applies to all Fiestas of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Driver knee airbag</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver and front passenger

## COMMENTS

### Adult occupant

The Fiesta is unchanged from the previous vehicle in any way that would influence its results in the frontal impact test. Accordingly, the results of that test have been used in the current assessment. The passenger compartment remained stable in the impact. Dummy readings indicated good protection of the knees and femurs of both driver and passenger, the driver benefitting from a knee-protecting airbag. Ford demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. New tests were done to assess the performance of the car in side impact. In the side barrier test, protection was good for all body regions except the chest, protection of which was adequate. In the more severe side pole impact, dummy measurements of rib compression indicated marginal protection. The seat and head restraint provided good protection in the event of a rear-end collision.

### Child occupant

In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. When the car was last tested, the passenger airbag could not be disabled. In the current car, the airbag can be disabled by means of a switch to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. There are clear warnings of the dangers of using a rearward-facing child seat without first disabling the airbag.

### Pedestrian

The bumper scored maximum points for the protection it provided to pedestrians' legs. In most areas tested, the front edge of the bonnet also performed well. The bonnet provided predominantly good protection in the areas where a child's head might strike but provided mostly poor protection to the head of an adult.

### Safety assist

The Fiesta is equipped as standard with electronic stability control and a seatbelt reminder for driver and front passenger. There is no rear seatbelt reminder and the car is not equipped with a speed limitation device.