

# FORD - Focus Hatchback + 2 Airbags



### **TECHNICAL SHEET**





13.56 max. 17.00 - Adult Occupant



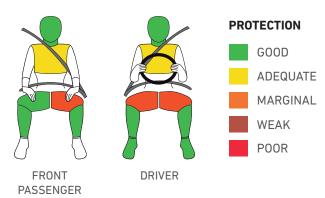


33.68 max. 49.00 - Child Occupant





## **ADULT OCCUPANT PROTECTION**





### **CHILD RESTRAINT SYSTEM**

|                    | CHILD RESTRAINT          | HEAD / CHEST         | CRS TYPE | ADJUST | POSITION        |
|--------------------|--------------------------|----------------------|----------|--------|-----------------|
| 18 month old child | Ford Romer Babysafe Plus | Protected / Good     | 0+       | Belted | Rearward facing |
| 3 year old child   | Ford Romer Duo Plus      | Protected / Adequate | 1        | Belted | Forward facing  |



### **CAR DETAILS**

Tested model: Ford Focus Hatchback, LHD Year of publication: 2011 Made in: Argentina

Body Type: 4 door Hatchback Crash test weight: 1517 kg

| SAFETY | ' EQUIPMENT |
|--------|-------------|
|--------|-------------|

| SAFETT EQUIPMENT               |     |
|--------------------------------|-----|
| Front seatbelt pretensioners   | YES |
| Driver frontal airbag          | YES |
| Front passenger frontal airbag | YES |
| Side body airbags              | NO  |
| Side head airbags              | NO  |



Adult occupant: The body structure is stable and suffered minimal deformation. The single stage and tethered airbags and belt pretensiones with load limiters worked well and kept the loading of the passengers quite low. There are hazard structures in the area of the driver and passengers knees. All doors could be opened easily after the impact.

Child occupant: The child restraint for the 3 year old was the Ford branded Römer Duo Plus, belted with the 3 point seat belt. The head was well protected while the chest acceleration was quite high. The 1 1/2 year old child was placed in a rearward fitted Ford branded Römer Baby Safe plus, belted, and well protected. The neck loads were lightly above the higher performance limits. Both CRS had permanent labels attached to the seats.

(\*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

