

## FORD - Focus III - 2 Airbags



### TECHNICAL SHEET



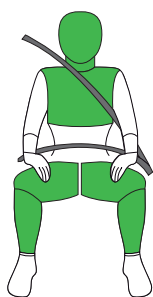
16.52 max. 17.00 - Adult Occupant



38.06 max. 49.00 - Child Occupant



### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

#### PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

#### SIDE IMPACT TEST (UNECE 95) \*

**PERFORMED - PASS**

#### CABIN STRUCTURE

**STABLE**



### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Ford Romer Babysafe plus	Protected / Good	0+	ISOFIX, leg	Rearward facing
3 year old child	Ford Romer Duo Plus	Protected / Fair	1	ISOFIX, TT	Forward facing



### CAR DETAILS

Tested model: FORD FOCUS, LHD

Year of publication: 2013

Body type: 4 door Hatch

Crash test weight: 1517 kg

### SAFETY EQUIPMENT

Front seatbelt pretensioners	<b>YES</b>	Driver knee airbag	<b>NO</b>
Driver frontal airbag	<b>YES</b>	Seatbelt Reminder System	<b>YES</b>
Front passenger frontal airbag	<b>YES</b>	ABS	<b>YES</b>
Side body airbags	<b>NO</b>	ISOFIX	<b>YES</b>
Side head airbags	<b>NO</b>		



## COMMENTS

**Adult occupant:** In the frontal impact the head and neck of driver and passenger were well protected. The driver's chest showed adequate protection and the passenger's chest good protection from the restraint systems. The driver and passengers knees readings remained in an acceptable level and it was demonstrated that these parts offers a similar level of protection to occupants of different sizes or those sat in different positions. The footwell area was nearly undeformed after the impact. The bodyshell was rated as stable and was capable of withstanding further loading.

**Child occupant:** The Isofix child seats for the child occupants were able to prevent excessive forward movement during the impact. The installation instructions on both child seats were sufficient and permanently attached to the seat. The vehicle gives warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag but they were not enough to meet Latin NCAP requirements.

(\*) 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.

