



Ford Ka / Figo + 2 Airbags



0.00 max. 34.00 - Adult Occupant



33.51 max. 49.00 - Child Occupant

CAR DETAILS

Tested model: Ford KA

Year of publication: 2017

Made in: Brazil

Body type: 5 door hatchback / sedan

Crash test weight: Kg 1279

Test valid for: Latin NCAP market

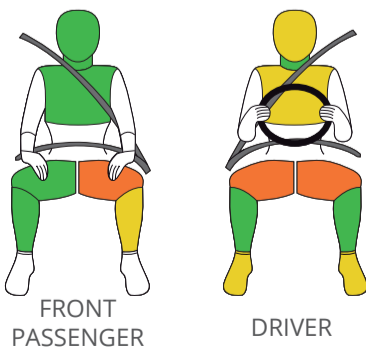
SAFETY EQUIPMENT

Driver frontal airbag	YES	Front seatbelt pretensioners	YES
Front passenger frontal airbag	YES	Front seatbelt pretensioners pass	NO
Side head airbags DRIVER	NO	SBR	Driver
Side head airbags PASSENGER	NO	ISOFIX anchorages	YES
Side body airbags DRIVER	NO	ABS (4 channel)	YES
Side body airbags PASSENGER	NO	ESC (UN13 or GTR8)	NO
Driver knee airbag	NO		



ADULT OCCUPANT PROTECTION

ODB FRONTAL



MBD SIDE



POLE SIDE



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY STABLE

SIDE IMPACT PROTECTION (STRUCTURAL) YES

COMMENTS

Adult occupant: Frontal impact: The driver head had adequate protection. The driver head bottomed out the airbag. Driver chest had marginal protection. The driver and passenger knees areas showed critical structures. Passenger head and neck had good protection while the chest showed adequate protection. The bodyshell was rated as stable and was capable of withstanding further loading. The footwell was stable and showed no rupture after the impact. The vehicle has Seat Belt Reminder (SBR) that meet Latin NCAP requirements for the Driver position only. The car has seatbelt pretensioner only in driver side. In the side impact the head and pelvis had good protection and, the abdomen adequate protection but chest showed poor protection directly in the dummy readings which explains the result of zero stars, the car does not have side airbags, it does not have side impact structural reinforcements in the doors and no pelvis energy absorption elements in the door or inner door panel. The car showed a high penetration of the movable barrier that caused a high displacement of the B-pillar which questions the protection capacity of the car to offer better side impact protection even when equipped with side airbags. The rear door opened during the side impact exposing the passengers to higher risks. The car is not equipped with ESC according to Latin NCAP requirements. Side pole impact test was not performed, the car does not offer side head protection airbags as standard.



CHILD OCCUPANT PROTECTION

Dynamic score:
23.41 (max 24)

Installation score:
10.10 (max 12)

Vehicle assessment score:
0.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX / LEG	RWF
3 year old child	Römer Duo Plus	Frontal 7.41 (8 max) Side 4.00 (4 max)	0+/1	ISOFIX / TT	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Fail	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe	Pass	Pass	Exempt	Pass
Q3	Römer Duo Plus	Pass	Pass	Exempt	Pass

COMMENTS

Child occupant: - The child seat for the 3-year-old child was able to prevent excessive forward movement during the impact and offered good protection for front and side impact. The dynamic performance of the 18 months child restraint was also good for frontal and side impact protection as both CRS were installed using the ISOFIX anchorages and Top Tether for the 3-year-old CRS. The car did not offer 3-point belts in all seating positions. It was not possible to disconnect the passenger airbag in case a rearward facing CRS will be installed in this position. The labels to warn about the risk of installing a rearward facing CRS with an airbag activated did not meet Latin NCAP requirements. ISOFIX marking did not meet Latin NCAP requirements. The CRS installation pass for almost all CRS assessed.



Latin NCAP

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