

# Crash Test Results

## New Car Safety

### FORD SZ TERRITORY

From 2011 Front+side curtain+knee airbags



Offset crash test at 64km/h (2006)



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

**Occupant Protection Score 32.57 out of 37**

Variant: All

Eng: Tested 4 litre

Kerb mass: 2080 kg

Category: SUV - LARGE

Vehicles built: 2006

#### Model History and Safety Features

The Ford SZ Territory is available from May 2011. This rating is based on crash tests conducted by ANCAP in 2006 and technical information provided about the updated model. The SZ Territory can be expected to provide better chest protection than the 2006 model. It also has improved knee protection due to a driver knee airbag.

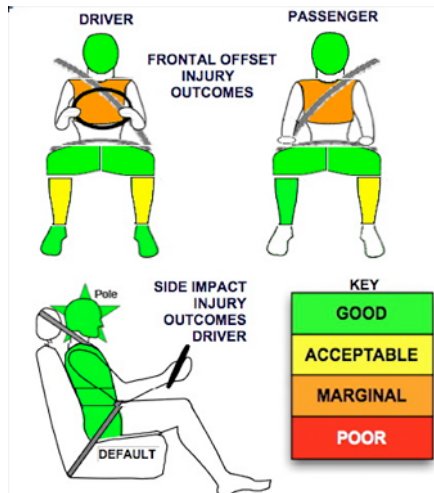
Dual front airbags, head-protecting side curtains and a driver knee airbag are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats. A reversing camera is available on some variants.

Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash.

#### OCCUPANT PROTECTION: 5 Stars

The Territory scored 12.57 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a moderate risk of serious chest injury for the driver and passenger. Each had a slight risk of lower leg injury.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test and a further two points in the optional pole test.



Note that chest protection was rated as "weak" in the 2006 rating. ANCAP has simplified the injury rating and this level of chest protection is now rated "marginal".

#### FRONTAL OFFSET CRASH TEST (v4.1)

Body region scores out of 4 points each: Head/neck 4 pts, chest 1.14 pts, upper legs 4 pts, lower legs 3.422 pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 57 mm and upwards 12 mm. By design, the brake pedal hinge separated during the crash, allowing the brake pedal to swing freely. This reduces the risk of lower leg injury. The feet were protected from footwell deformation by a laminated insert under the carpet. The steering wheel hub moved forwards 61mm, upwards 23 mm and sideways 7 mm. The front ("A") pillar moved 8 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort. The airbag cushioned the head of the driver and contact was stable. There were no deductions for knee hazards. The passenger's head was also cushioned by an airbag.

#### SIDE IMPACT CRASH TEST (v4.1)

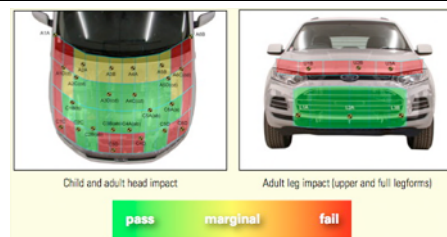
Body region scores out of 4 points each: Head 4 pts, chest 4, abdomen 4 pts, pelvis 4 pts. Default scores awarded.

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 Territory. 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. ANCAP conducted a pole test of a Territory with head-protecting side curtains and the vehicle earned the maximum two points.

#### PEDESTRIAN PROTECTION: Acceptable

Central areas of the bonnet provided fair protection for the child and adult head. The bumper provided good protection for the knee, however the front edge of the bonnet provided poor protection.

PEDESTRIAN PROTECTION	Child head impacts	7
<b>ACCEPTABLE</b> v5.3	Adult head impacts	5.93
	Upper leg impacts	Zero
	Lower leg impacts	6
	Total (out of 36)	18.93



April 2011

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territory11.doc Rated: 2011

Revised 18/1/2012



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NEW CAR ASSESSMENT  
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# TECHNICAL DATA - FORD NEW TERRITORY - From 2011

## INJURY MEASUREMENTS

Body region	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passenger	Driver
<b>Head HIC</b>	413	288	Default score awarded
Acceleration (g for 3ms)	53.2	42.2	
<b>Neck - Shear (kN)</b>	0.46	0.89	
Tension (kN)	1.35	1.57	
Extension (Nm)	36.5	25.5	
<b>Chest Accln (g for 3ms)</b>	50.500	39.700	
Compression (mm)	42.00	35.50	
Viscous criterion (m/s)	0.24	0.22	
<b>Abdomen - Force (kN)</b>	-	-	
<b>Pelvis - Force (kN)</b>	-	-	
<b>Upper legs Force (kN)</b>			
Left	0.66	0.83	
Right	0.17	1.32	
Knee displ (mm)			
Left	0.11	2.25	
Right	0.10	3.70	
<b>Lower legs Force (kN)</b>			
Left	1.83	2.04	
Right	2.23	1.65	
Index (Upper/Low)			
Left	0.51 /0.18	0.31 /0.30	
Right	0.43 /0.53	0.34/0.28	

### Bonus points (maximum 5)

Pole Test: 2 pts

Seat belt reminders: 2 (see table below for details)

### 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

Note: Steering column and pedal movements are measured relative to the driver's seat.

### Modifiers - deductions from side impact test scores

Default score awarded

### Safety features (May 2011)

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	X	3 point centre rear seat belt	S
Side airbags, front seats - head protection	S	Whiplash protection (RCAR protocol)	Not tested
Side airbags, rear seats - head protection	S	Intelligent seat belt reminder - driver	S
Driver knee airbag	S	Intelligent seat belt reminder - front passenger	S
Seat belt pretensioners (Front/rear outboard)	S/X	Rear seat belt status indicator	X

Key:

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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