



Ford Fiesta

RATING	SCORE
 ADULT OCCUPANT ★★☆☆☆	25 Front: 11 Side: 14
 PEDESTRIAN ★★☆☆☆	14

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child Britax Roemer Baby-safe, rearward facing

3 year old Child Britax Renaissance, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	RHD
Tested model	Ford Fiesta 1.4 Trend
Body type	3 door hatchback
Year of publication	2002
Kerb weight	1165
VIN from which rating applies	GAJD2R19451

Comments

The Fiesta protected well in all areas tested but its restraint system fed high loads to the driver's chest, increasing the risk of injury. Testers noted that while Ford has worked hard to safeguard the driver's knees it had not cleared all the hazards. Protection in the side impact was reasonable and was achieved without a thorax-protecting airbag. Ford says that a new ISOFIX child protection system is to be introduced and the restraints in this test are to be replaced, even though they worked reasonably. Protection for pedestrians was better than average.

Front impact

The restraint systems were effective but the chest loadings were on the high side. The body withstood the impact well, with minimal distortion of the footwell and screen pillar. As with any small car it was difficult to provide room to protect the driver's knees fully. The only hazards arose from the steering column and shroud. Substantial padding was provided but testers judged that the ignition barrel and adjuster lever presented hazards to the driver's knees. A three-point belt was fitted to the centre rear seat, which protects far better than a lap-only belt.

Side impact

The side impact protection worked quite well without a side-impact airbag. However, the driver's ribs, abdomen and pelvis were loaded by the door during the impact.

Child occupant

Ford told Euro NCAP that it is to replace the restraints supplied here with a new design using ISOFIX. The ones tested relied on the adult belts to secure them and worked well, protecting the children's heads in side and frontal impact. The children's chests and necks

were protected in the side impact but not in the frontal impact. Ford also offers the option of a dealer-fitted passenger airbag on/off switch but stops short of actively recommending that it be used.

Pedestrian

The bonnet was fairly compliant where an adult's head was most likely to hit it but the wings and front of the car were unforgiving. Unusually, the bonnet's front edge was fairly 'pedestrian friendly'. The Fiesta ranked as one of the better cars tested here.