



U.S. Department of Transportation
National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received: 2007 APR 17 AM 11:44
28-MAR-2007
Repository
Reference No. 10186380

OWNER INFORMATION (Type or Print)

Name: [REDACTED]
Address: [REDACTED]
City: GREAT NECK State: NY Zip Code: [REDACTED]

Daytime Telephone Number: [REDACTED] E-mail Address:
Evening Telephone Number:

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an author [REDACTED] your name or address to the vehicle manufacturer.
Signature of Owner: [REDACTED] Date: 4/3/07

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 3LNHM26TX [REDACTED]
Make: LINCOLN Model: MKZ Model Year: 2007

Date Purchased: 27-DEC-06 Dealer's Name and Telephone Number: PORT MOTORS 516-627-5910 Engine: No: Cylinders 6 Fuel Type: Gas
Original Owner: Dealer's City: ROSLYN State: NY Zip Code: 11576

Transmission Type: AUTOMATIC Antilock Brakes Powertrain: FRONT WHEEL DRIVE Vehicle Component Code: 162000 STRUCTURE:BODY
 Cruise Control Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 27-DEC-2006 Failure Mileage: Failure Speed:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make: Tire Model (Name or Number): Tire Size (Example P215/65R15):
DOT No. (Example: LUTMAL9ABC036) Original Equipment Prior Repair Failure Location:
Tire Component Code: Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: Date Manufactured: Model No./Name:
Seat Type: Installation System:
Child Seat Component Code: Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash: Yes No Fire: Yes No
Number of Persons Injured: 0 Number of Deaths: 0 Reported to Police: N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TL*- THE CONTACT OWNS A 2007 LINCOLN MKZ, AND WAS CONCERNED BECAUSE THE VEHICLE FAILED TWO FRONTAL OFFSET TEST THAT WERE CONDUCTED BY THE INSURANCE INSTITUTION OF HIGHWAY SAFETY. THE CONTACT FEARED THAT THIS COULD BE A SAFETY ISSUE. THE CURRENT MILEAGE WAS 1,000.*AK

PLEASE NOTE ENCLOSED INSUR. INSTIT. FOR HWY. SAFETY TESTS - OUR VEHICLE WAS BUILT PRIOR TO JAN. 2007, OCT. 5, 2006, AND WE ASK THAT OURS AND SIMILAR CARE BE BROUGHT UP TO CURRENT SPECIFICATIONS. PLEASE NOTE HIGHLIGHTED SECTIONS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.



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FORD FUSION

2006-07 models mfg. after Jan. 2006 and before Feb. 2007

results also apply to: **2007 Lincoln MKZ (mfg. before Feb. 2007)** |
2006 Lincoln Zephyr (mfg. after Jan. 2006) |
2006-07 Mercury Milan (mfg. after Jan. 2006 and before Feb. 2007)

FRONTAL OFFSET TEST

OVERALL EVALUATION: A

Structure/safety cage	Injury measures				Restraints/dummy kinematics
	Head/neck	Chest	Leg/foot, left	Leg/foot, right	
■	■	■	■	■	■

Important: Frontal crash test ratings can be compared only among vehicles of similar weight.

Test details:

The Ford Fusion, Mercury Milan, and Lincoln Zephyr were introduced in the 2006 model year. The Zephyr was renamed the MKZ beginning with 2007 models.

All 2006-07 Fusion, Milan, and Zephyr/MKZ models manufactured after January 2006 include a hard plastic "ramp" bolted above or below the carpeting near the base of the accelerator pedal designed to decrease right leg and foot injury risk in frontal offset crashes (note: information about when a specific vehicle was manufactured is on the certification label typically affixed to the car on or near the driver door).

2007

The Insurance Institute for Highway Safety has evaluated the crashworthiness of a Fusion with the added part in a 40 mph frontal offset crash test into a deformable barrier.

Restraints/dummy kinematics — Dummy movement was well controlled. During rebound, the dummy's head hit the roof rail and grab handle.

Injury measures — Measures taken from the head, neck, and chest indicate low risk of injuries to these body regions in a crash of this severity. ~~Forces on the right femur and tibia indicate that both upper and lower leg injuries would be possible. Also, a steel pin in the dummy's ankle broke, indicating forces high enough that ankle injuries would be likely.~~ Head acceleration from the roof rail hit was low.



Left to right:

- Action shot taken during the frontal offset crash test. Larger photo
- The dummy's position in relation to the steering wheel and instrument panel after the crash test indicates that the driver's survival space was maintained well. Larger photo
- Smeared greasepaint indicates where the dummy's head hit the roof rail during rebound. Head acceleration from this hit was low. Larger photo
- Postcrash photo indicating the added "ramp" intended to reduce loading on the right leg and foot in frontal offset crashes. (Cars built later in 2006 have the ramp hidden underneath the carpeting; Ford says hiding it does not affect performance.) Larger photo

Additional features:

- Side airbags: front and rear head curtain airbags and front seat-mounted torso airbags (standard beginning with 2007 models and in 2006 Zephyr, optional in 2006 Fusion and Milan models)
- Antilock brakes (optional on Fusion and Milan, standard on Zephyr/MKZ)

- Daytime running lights (optional on vehicles sold to fleets)

Tested vehicle specifications:

- 2006 Ford Fusion SE 4-door
- Class: Midsize moderately priced car
- Weight: 3,386 lbs.
- Side airbags: none
- Wheelbase: 107 in.
- Length: 190 in.
- Width: 72 in.
- Engine: 3.0 L V6
- EPA ratings: 21 mpg city | 29 mpg highway

See all test results for Ford Fusion | Lincoln MKZ | Lincoln Zephyr | Mercury Milan

Last updated: February 5, 2007

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FORD FUSION
2007 models mfg. after Jan. 2007

results also apply to: 2007 Lincoln MKZ (mfg. after Jan. 2007) |
2007 Mercury Milan (mfg. after Jan. 2007)

FRONTAL OFFSET TEST

OVERALL EVALUATION: [REDACTED]

Structure/safety cage	Injury measures				Restraints/dummy kinematics
	Head/neck	Chest	Leg/foot, left	Leg/foot, right	
[REDACTED]	A	[REDACTED]	[REDACTED]	A	[REDACTED]

Important: Frontal crash test ratings can be compared only among vehicles of similar weight.

Test details:

The Ford Fusion, Mercury Milan, and Lincoln Zephyr were introduced in the 2006 model year. The Zephyr was renamed the MKZ beginning with 2007 models.

Beginning with 2007 models manufactured after January 2007, structural reinforcements were added to the floor ahead of the front seats, and the hard plastic "ramp" bolted underneath the carpeting near the base of the accelerator pedal was modified to improve occupant protection in frontal offset crashes. In addition, the standard side airbags were changed so that they would deploy in severe frontal offset crashes. (Note: information about when a specific vehicle was manufactured is on the certification label typically affixed to the car on or near the driver door.)

The tested car was manufactured after all modifications had been made.

Restraints/dummy kinematics — Dummy movement was well controlled. During rebound, the dummy's head hit deployed side curtain airbag and the roof rail above it.

Injury measures — Measures taken from the head and chest indicate low risk of injuries to these body regions in a crash of this severity. Forces on the neck when the head hit the roof rail indicate that neck injuries would be possible, but head acceleration from this hit was low. Forces on the right tibia and foot indicate that injuries to the lower leg and foot would be possible.



Left to right:

- Action shot taken during the frontal offset crash test. Larger photo
- The dummy's position in relation to the steering wheel and instrument panel after the crash test indicates that the driver's survival space was maintained well. Larger photo
- Smear of greasepaint indicates where the dummy's head brushed across the side curtain airbag and hit the roof rail during rebound, producing high forces on the neck. Larger photo
- Postcrash photo with carpeting removed indicating the modified "ramp" intended to reduce loading on the right leg and ankle in frontal offset crashes. Larger photo

Additional features:

- Side airbags: front and rear head curtain airbags and front seat-mounted torso airbags (standard beginning with 2007 models and in 2006 Zephyr, optional in 2006 Fusion and Milan models)
- Antilock brakes (optional on Fusion and Milan, standard on Zephyr/MKZ)
- Daytime running lights (optional on vehicles sold to fleets)

Tested vehicle specifications: