

## SECTION 7: Airbag Deployment Interference Zones

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## Section 7: Airbag Deployment Interference Zones

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#### Airbag Deployment Interference Zones

 **WARNING:**

Do not place objects or mount equipment in front of the airbag module cover or in the front seat area; this is to avoid contact with a deploying airbag. Placing objects on or over the airbag inflation area may cause those objects to be propelled by the airbag. Failure to follow these instructions may result in severe personal injury or death.

 **WARNING:**

Dash, tunnel or console-mounted equipment should be placed only within their specified zone. Failure to follow this instruction may result in severe personal injury or death.

 **WARNING:**

Do not mount equipment between the side of the front seat and the door trim that would block deployment of the side airbag. Failure to follow this instruction may result in personal injury.

 **WARNING:**

Do not attempt to service, repair or modify the airbag supplemental restraint systems (SRS) in any way. Failure to follow this instruction may result in severe personal injury. See your Ford or Lincoln dealer.

 **WARNING:**

Modifications to the front end of the vehicle, including frame, bumper, front end body structure, tow hooks and B-pillar surrounding parts may affect the performance of the airbag sensors, increasing the risk of injury. Do not modify the front end of the vehicle. Failure to follow these instructions may result in severe personal injury or death.

 **WARNING:**

Do not place objects or mount equipment on or near the headliner at the siderail that may come into contact with a deploying safety canopy. Failure to follow this instruction may increase the risk of personal injury in the event of a collision.

 **WARNING:**

Do not attempt to service, repair or modify the Safety Canopy® System, its fuses, the A, B, C, or D-pillar trim, or the headliner on a vehicle containing a Safety Canopy® System. See your Ford or Lincoln dealer. Failure to follow these instructions may result in personal injury.

**NOTICE:**

The side impact sensors are tuned to excite based on their mass (including wiring), as well as the host sheet metal. Any alteration to these components must be avoided. Additions, such as padding, wire connectors, retainers, tape or fasteners of any kind should not be used. All fasteners in this predominantly sheet metal environment should be made of steel or a non-conductive plastic to guarantee retention and longevity. If any part of a steel fastener is exposed to a wet area, it should be plated to resist corrosion.

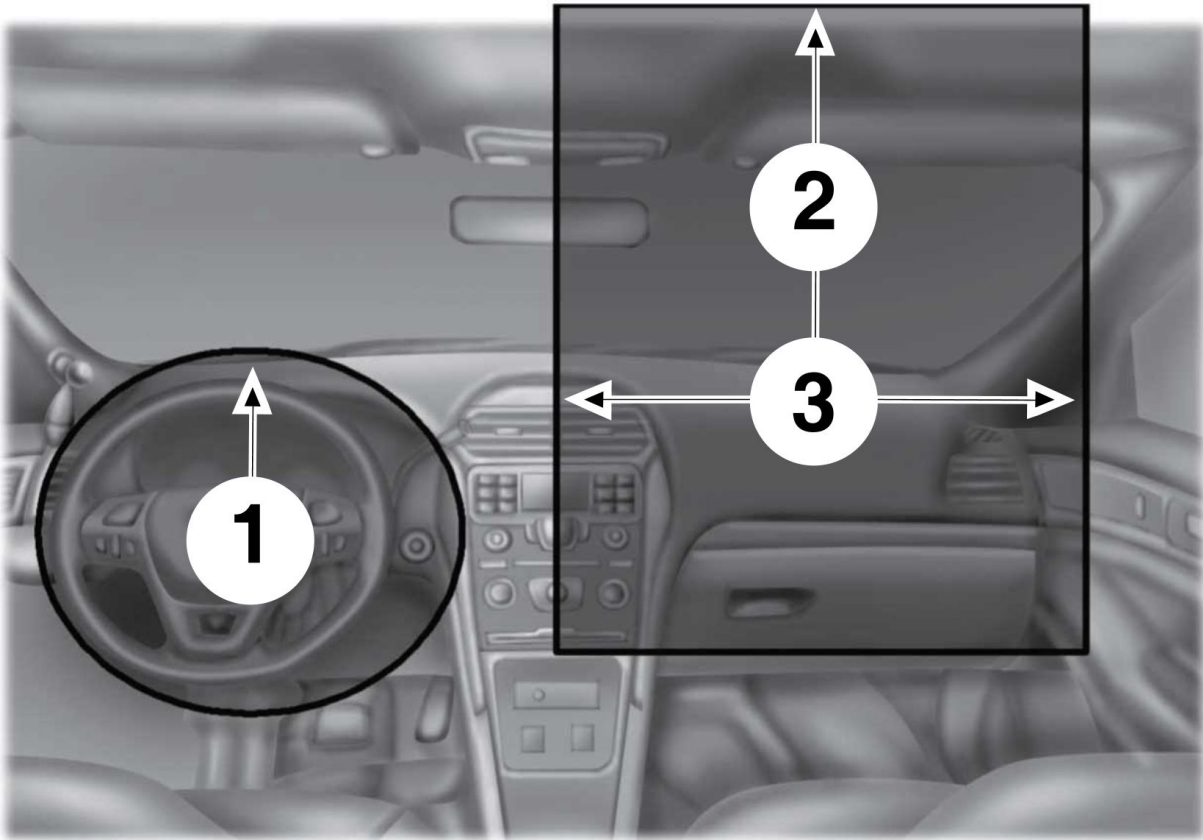
Driver/passenger airbags affect the way equipment can be mounted in vehicles. Any surface that could come into contact with an airbag during deployment must not damage the airbag or alter its deployment path. Sharp edges, corners or protrusions could damage the nylon airbag material and reduce the effectiveness of the airbag. Do not mount or place any objects in the deployment path of an airbag. Airbags must be allowed to fully deploy without restriction. The deployment of airbags is not compatible with any configuration of equipment mounting that places objects in the airbag deployment path. Equipment mounted or placed in the deployment area of an airbag will reduce the effectiveness of the airbag, damage the airbag and potentially damage or dislodge the equipment.

Some approximate dimensions for airbags, at full inflation, are provided. These dimensions are somewhat flexible and represent free-form deployments without the loading of occupants. The zone dimensions provided are approximate and will vary with the loading of occupants in the seats.

All airbag and equipment mounting zone dimensions are approximate due to different airbag deployment characteristics.

Do not mount equipment between the side of the front seat and the door trim that would block deployment of the side airbag.

## Section 7: Airbag Deployment Interference Zones



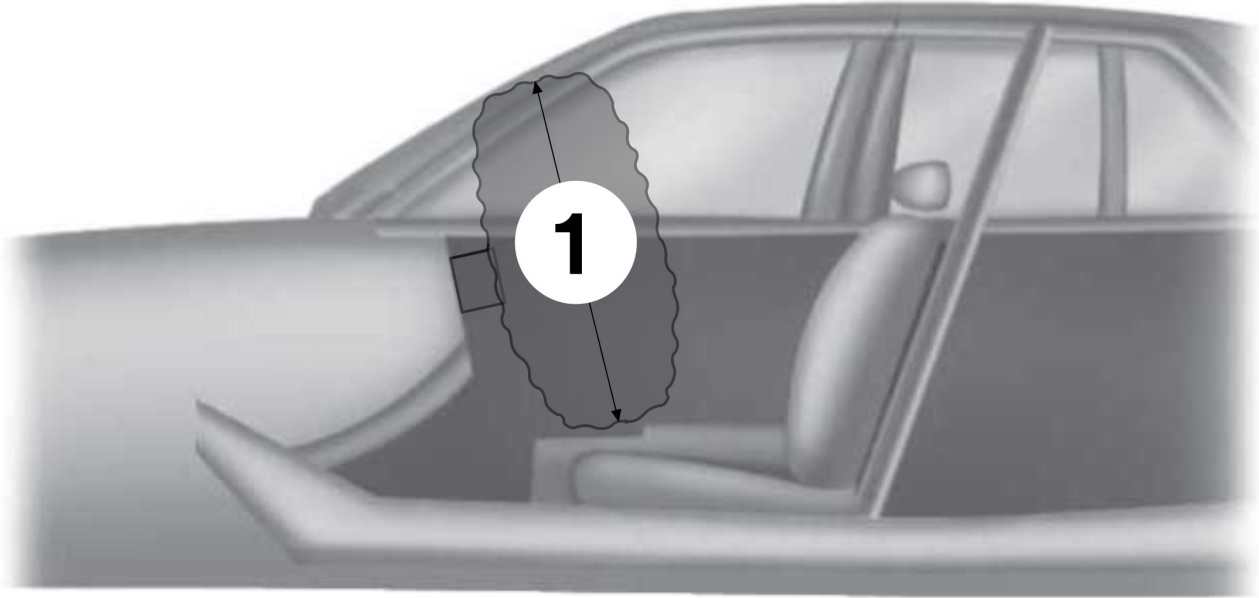
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**NOTE:**

Do not mount equipment on the instrument panel between the driver and passenger airbags due to deployment variability.

1. 240 mm (9.5 in) from center of emblem.
2. 350 mm (13.8 in) from center of airbag door
3. 720 mm (28.3 in)

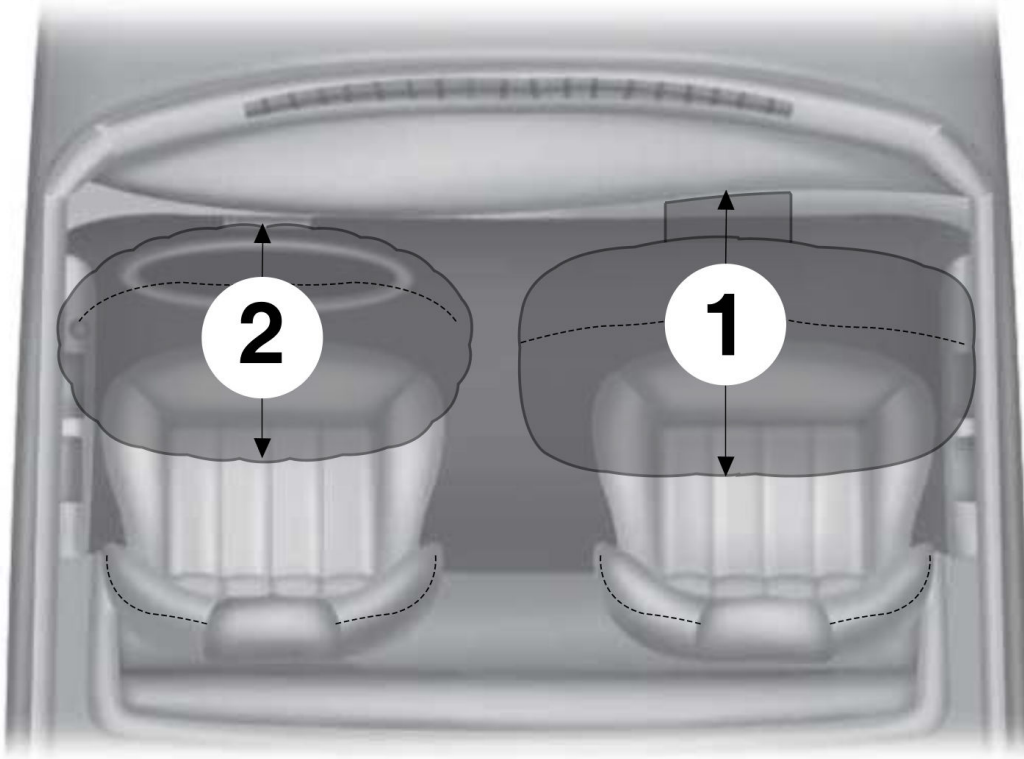
## Section 7: Airbag Deployment Interference Zones



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1. 700 mm (27.5 in)

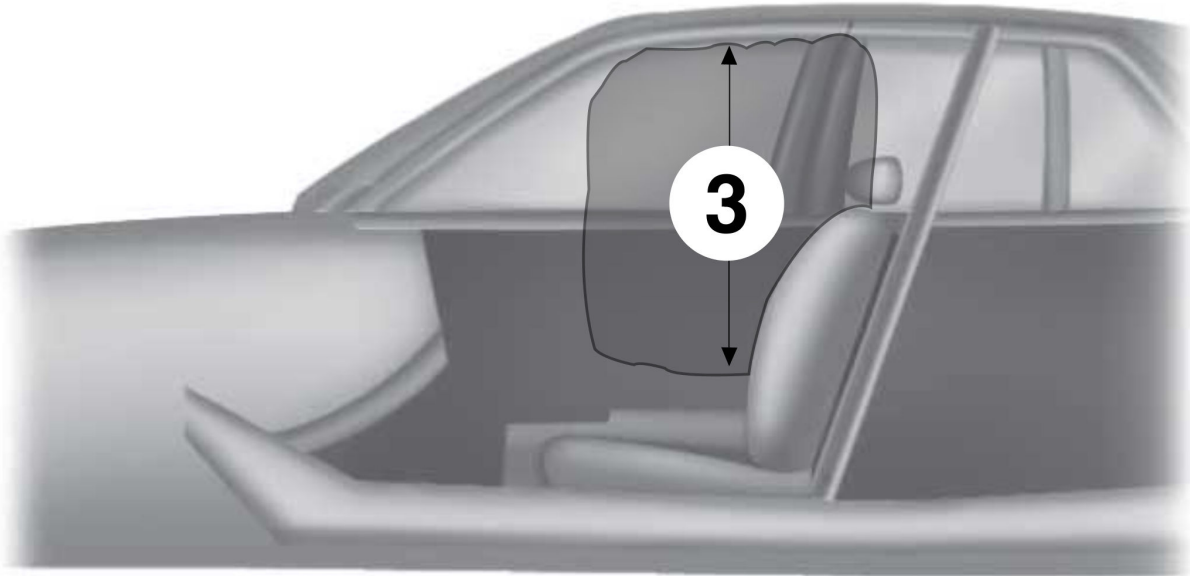
# Section 7: Airbag Deployment Interference Zones



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- 1. 580 mm (22.8 in) Front passenger airbag.
- 2. 430 mm (17 in) Front driver airbag.

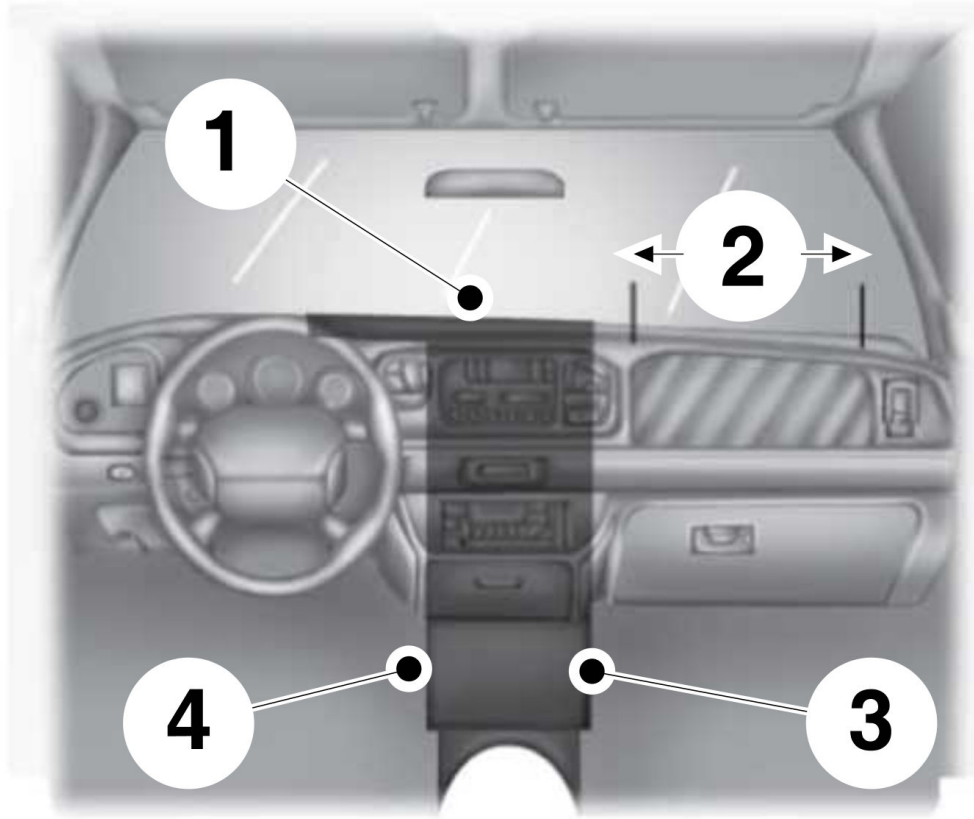
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3. 700 mm (27.5 in) Up from side airbag module

## Section 7: Airbag Deployment Interference Zones



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1. Area on top of the instrument panel.

**NOTE:**

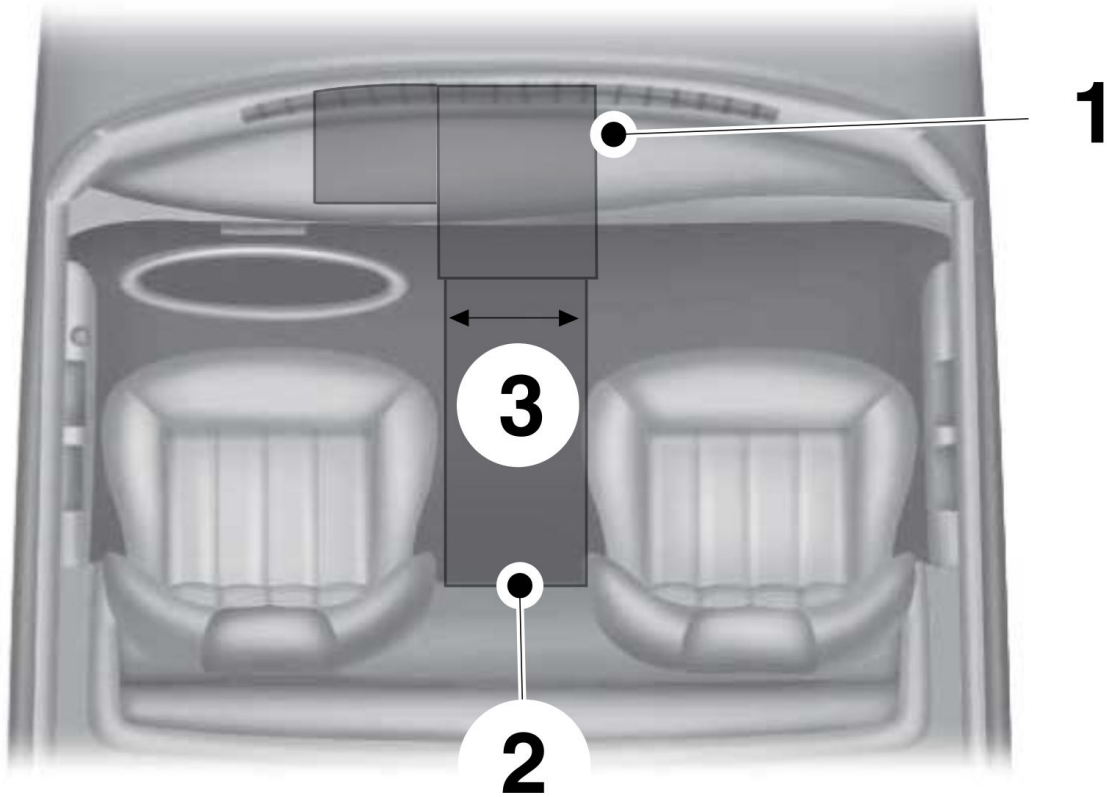
Equipment must not interfere with driver visibility.

2. Airbag door must be kept clear for deployment of the airbag.

3. Area in front of the center console from the bottom to the top of the instrument panel.

4. Area in front of electronic finish panel from the bottom to the top of the instrument panel.

## Section 7: Airbag Deployment Interference Zones



N0179723

1. Area on top of the instrument panel.

**NOTE:**

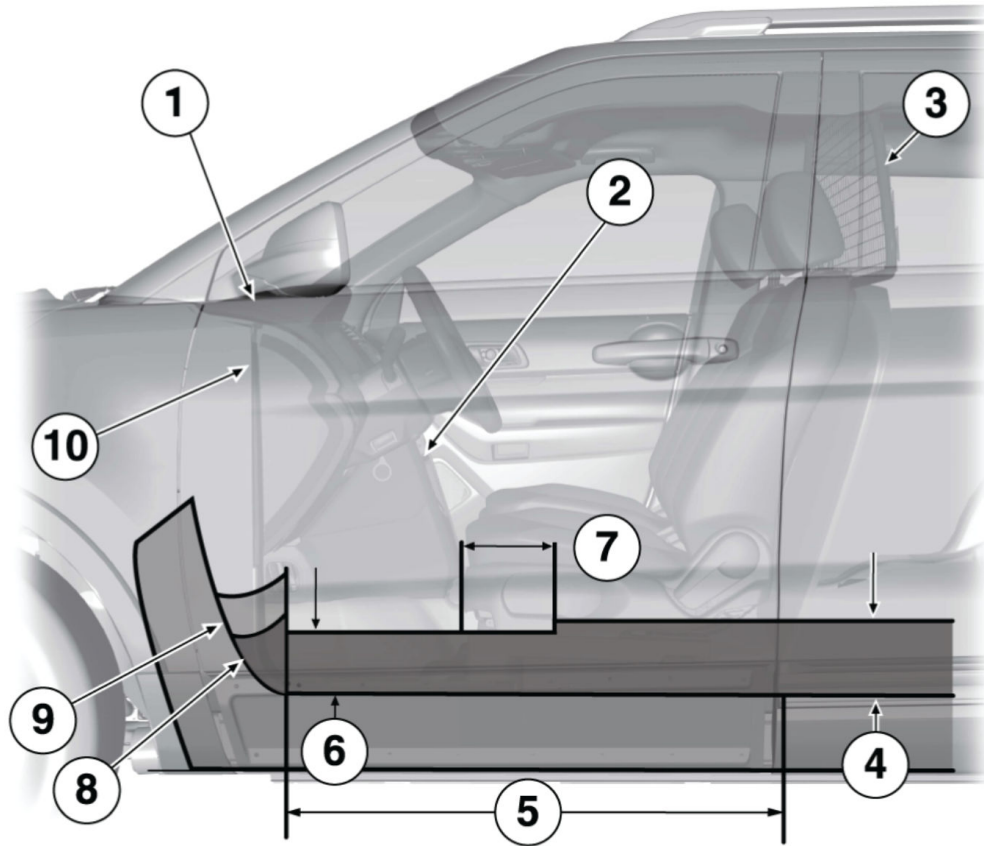
Equipment must not interfere with driver visibility.

2. Area on tunnel between seats.

3. 229 mm (9 in)



## Section 7: Airbag Deployment Interference Zones



N0179724

1. Area on top of instrument panel.
2. Area in front of center console from tunnel up to instrument panel.
3. Prisoner screen (reference only).
4. 254 mm (10 in)
5. Area on tunnel between seats.
6. Height: 216 mm (8.5 in)
7. 305 mm (12 in).
8. Area on tunnel beneath center console.
9. Tunnel.
10. 38 mm (1.5 in).

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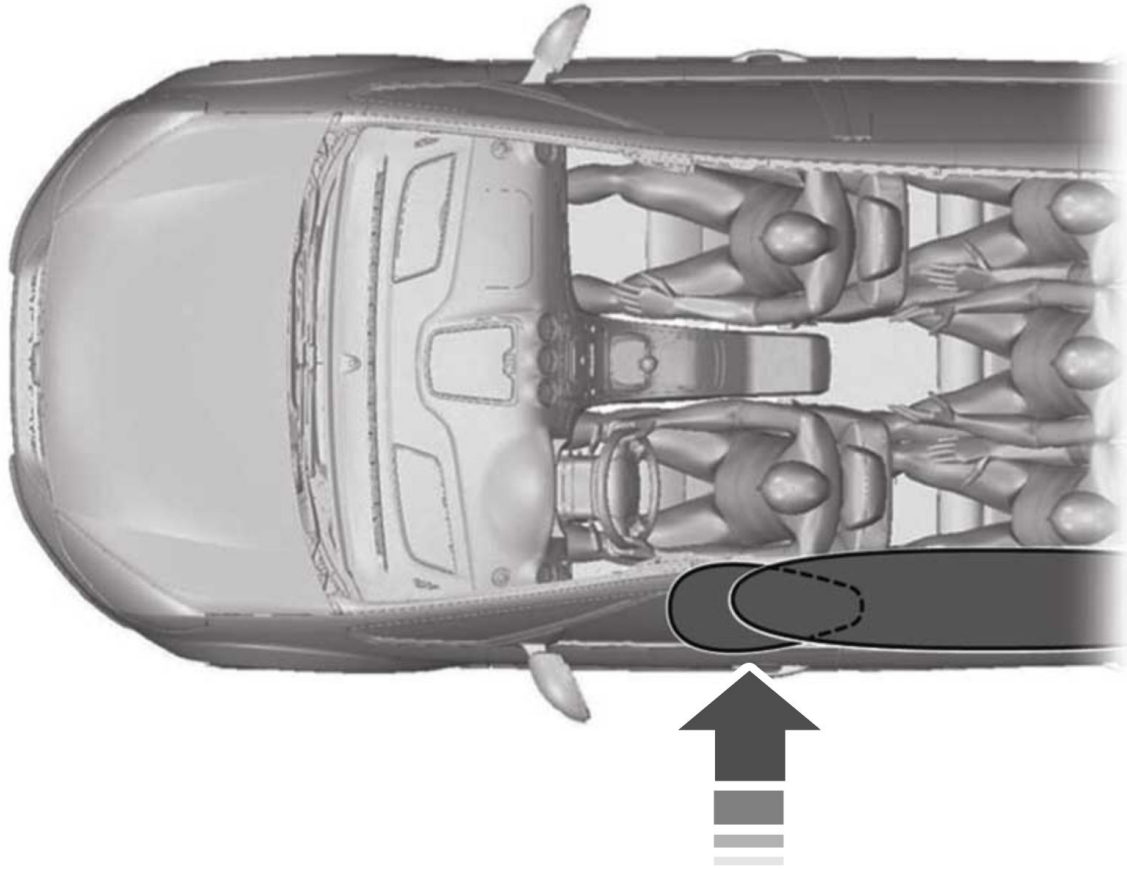


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The side airbags are located on the outboard side of the seatbacks of the front seats. In certain sideways crashes, the airbag on the side affected by the crash will be inflated. The airbag was designed to inflate between the door panel and occupant to further enhance the protection provided occupants in side impact crashes.

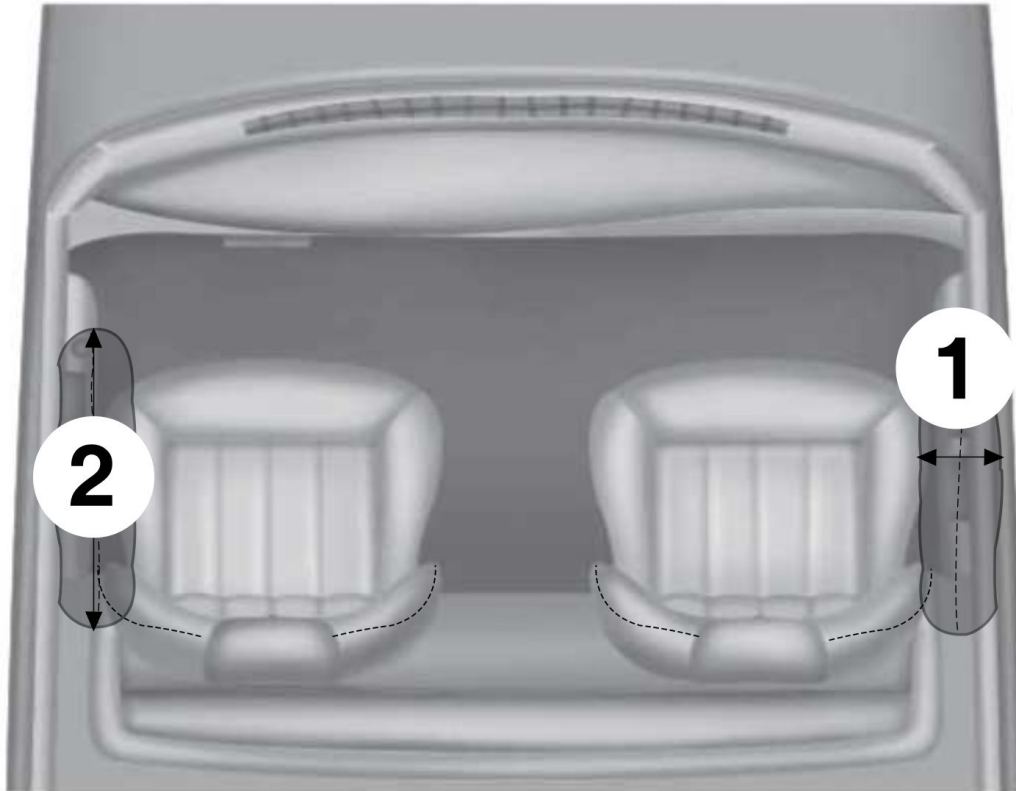
The Safety Canopy will deploy during significant side crashes or when a certain likelihood of a rollover event is detected by the rollover sensor. The Safety Canopy is mounted to the roof side-rail sheet metal, behind the headliner, above each row of seats. The Safety Canopy curtain airbags above the trim panels over the front and rear side windows identified by a label or wording on the headliner or roof pillar trim. In certain sideways crashes or rollover events, the Safety Canopy will be activated, regardless of which seats are occupied. The Safety Canopy is designed to inflate between the side window area and occupants to further enhance protection provided in side impact crashes and rollover events.

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# Section 7: Airbag Deployment Interference Zones



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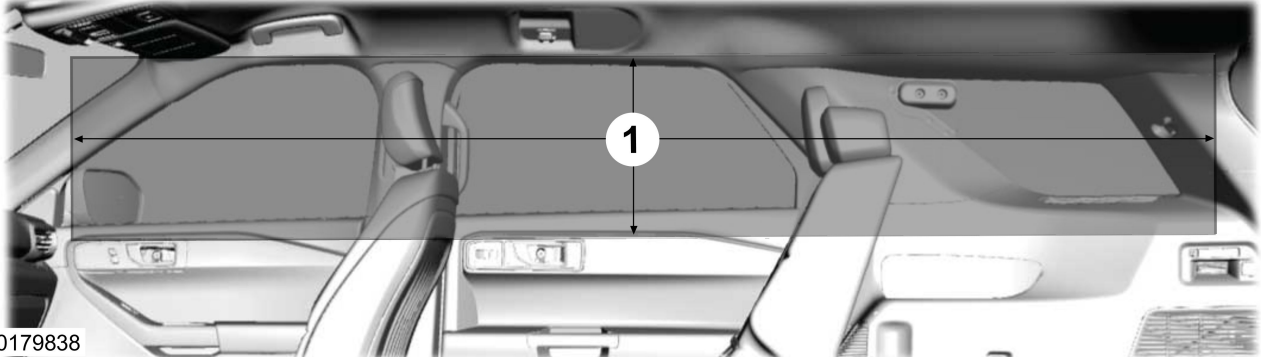
- 1. 200 mm (8 in) From outboard side of seat.
- 2. 380 mm (15 in) Forward of seatback.



N0179839

- 1. 75mm (6 in) from pillar trim (A through D)

## Section 7: Airbag Deployment Interference Zones



N0179838

1. Roof rail to 25mm (1 in) below window sill.

**NOTICE:**

Any surfaces that could come into contact with side air curtain (Safety Canopy® System) during deployment must not damage the curtain. Sharp edges, corners or protrusions could damage the curtain and reduce the overall effectiveness of the side air curtain.

**NOTICE:**

The side impact sensors are tuned to excite based on their mass (including wiring), as well as the host sheet metal. Any alteration to these components must be avoided. Additions, such as padding, wire connectors, retainers, tape or fasteners of any kind should not be used. All fasteners in this predominantly sheet metal environment should be made of steel or a non-conductive plastic to guarantee retention and longevity. If any part of a steel fastener is exposed to a wet area, it should be plated to resist corrosion.

- Do not mount equipment to the A, B, C and D-pillars.
- Do not mount equipment on the headliner within 200 mm (8 in) of the side edges.
- Do not mount equipment above the beltline within 200 mm (8 in) of the side glass from the A-pillar leading edge to the rear edge of the D-pillar.
- Do not mount equipment on the headliner along the siderails.