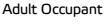




2015

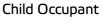








87%





Safety Assist

87%

Pedestrian



79%



71%

SPECIFICATION

Tested Model	Ford Galaxy 2.0 diesel 'Titanium', LHD
Body Type	5 door wagon
Year Of Publication	2015
Kerb Weight	1725kg
VIN From Which Rating Applies	applies to all S-MAX's of the specification tested
Class	Large MPV

SAFETY EQUIPMENT

FRONTAL CRASH PROTECTION

Frontal airbag
Belt pretensioner
Belt loadlimiter

Knee airbag
Side head airbag
Side pelvis airbag
Side pelvis airbag

Driver
Passenger
Rear

Rear



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 Fitted to test car as option
 Not applicable
 X Not available
- Not fitted to test car but available as option

General Comments

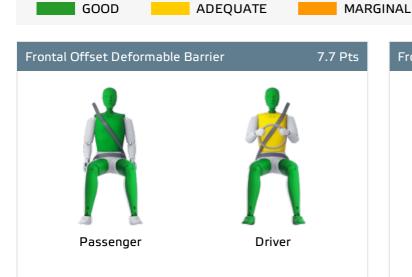
Euro NCAP examined the new Ford S-MAX and confirmed that it would perform equally or marginally better than the Ford Galaxy. Accordingly, the Galaxy was tested but the results of that assessment, and the star rating achieved, are valid also for the S-MAX.





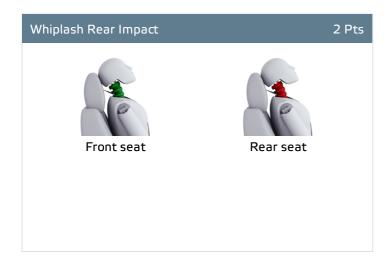
Total 33.2 Pts / 87%

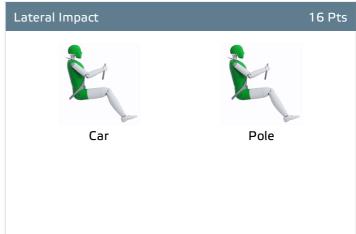
POOR

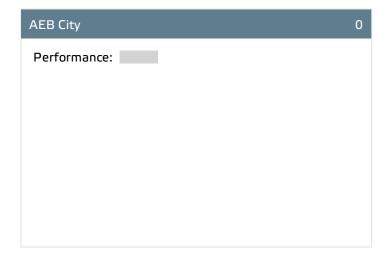




WEAK









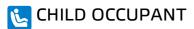


Total 33.2 Pts / 87%

Comments on Adult Occupant

The passenger compartment remained stable in the frontal impact. All critical body areas of the passenger dummy were well protected. Dummy readings showed good protection for the knees and femurs of both the driver and passenger dummies. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of all body areas was good for except for the chest. Dummy readings indicated adequate chest protection for the driver dummy and marginal chest protection for the rear passenger. Maximum points were scored in both the side barrier impact and the more severe side pole test, with good protection of all body areas. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats, including the optional third row, indicated poor whiplash protection for those seating positions. An autonomous emergency braking system is available as an option but does not qualify for assessment as it is not standard equipment.



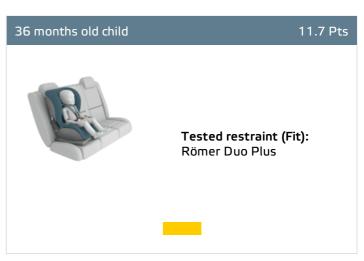


Total 42.7 Pts / 87%



Crash Test Performance 23.7 Pts





Safety Features 7 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isofix	×	•	•	×	
i-Size	×	•	×	×	
Integrated CRS	×	×	×	×	

Fitted to test car as standard

Not on test car but available as option

🗶 Not available

CRS Installation Check 12 Pts

Install without problem
 Safety critical problem
 Install with care
 Installation not allowed

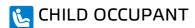
Infants up to 13 kg











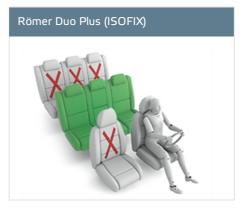
Total 42.7 Pts / 87%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg





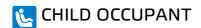


Toddlers over 18 kg









Total 42.7 Pts / 87%

	Seat Position							
	Front		2nd row		3rd row			
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Römer King Plus (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt
Römer KidFix (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	Exempt	N/A	Exempt

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

The car scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive in the frontal impact, although neck tensile forces were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the vehicle is designed could be properly installed and accommodated in the vehicle, including those in the optional third row seats.



🏌 PEDESTRIAN PROTECTION

Total 28.6 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 28.6 Pts



Head Impact	16.8 Pts
Pelvis Impact	5.8 Pts
Leg Impact	6 Pts

Comments on Pedestrian

The bumper scored maximum points, showing good protection to pedestrians' legs in all areas tested. The pelvic area was well or adequately protected. The bonnet offered predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded only on the stiff windscreen pillars. The S-MAX's optional-fit autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.





Total 9.3 Pts / 71%

Speed Assistance 2.3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	Manually or automatically set

Electronic Stability Control

3 Pts

System Name	ESP		
PERFORMANCE			
Vehicle Yaw Rate @ COS + 1.00 s	3.1%	meets ECE requirements	
Vehicle Yaw Rate @ COS + 1.75 s	1.7%	meets ECE requirements	
Lateral Displacement @ BOS + 1.07 s	3.4 m	meets ECE requirements	

Seat Belt Reminder 3 Pts

Applies To	All seats			
Warning	Driver Seat	rear passenger(s)		
Visual	Pass	Pass	Pass	
Audible	Pass	Pass	Pass	

Lane Support 1 Pts

System Name	Lane Keeping Alert and Lane Keeping Aid
Туре	Lane Departure Warning and Lane Keep Assist
Waming	Visual & Haptic
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements





Total 9.3 Pts / 71%

AEB Interurban 0 Pts

Operational From	0 Km/h						
Additional Information	FALSE						
PERFORMANCE	PERFORMANCE						
	Autobrake Function	Only	Driver reacts to war	ning			
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION			
Approaching a stationary car			<= - Km/h				
Approaching a slower moving car	<= - Km/h	Km/h	<= - Km/h				
FO	LLOWING A CAR AT S	HORT DISTANCE					
Car in front brakes gently		-		-			
Car in front brakes harshly		-		-			
FOLLOWING A CAR AT LONG DISTANCE							
Car in front brakes gently		-		-			
Car in front brakes harshly		-		-			

Comments on Safety Assist

Electronic stability control is standard equipment, as is a seatbelt reminder system for the front and rear seats. A lane assistance system is an option that is expected to be widely fitted. The system combines lane departure warning with lane keeping assistance i.e. it will warn the driver if the car is drifting to the edge of the lane and will automatically steer the car gently back into its lane if needed. A speed assistance system is also an option. It uses a camera to detect the local speed limit and provides this information to the driver, who can then set the speed limiter appropriately or allow the system to do so automatically. An autonomous emergency braking system is available as an option but is not expected to be sold in sufficient numbers to qualify for assessment here.