

Ford Transit Custom

Ford Transit Custom, 2.2 diesel 'Trend' Kombi, LHD

2012 ★★★★★



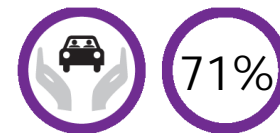
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 30 pts | 84%

FRONTAL IMPACT

12,8 pts



Driver



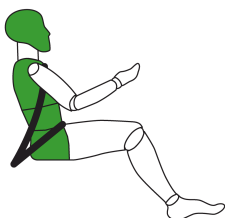
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,1 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,4 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	9mm
Steering wheel rearward	none
Steering wheel upward	36mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column; end of facia; glove box
Concentrated loads on knees	Steering column; end of facia; glove box

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 48mm
Upward pedal movement	clutch - 64mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	
Head restraint type	
Geometric assessment	0 pts

TESTS

- High severity	0 pts
- Medium severity	0 pts
- Low severity	0 pts

TEST RESULTS

CHILD OCCUPANT

Total 44 pts | 90%

18 MONTH OLD CHILD

Restraint Britax Baby Safe Plus ISOFIX
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Duo Plus ISOFIX
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

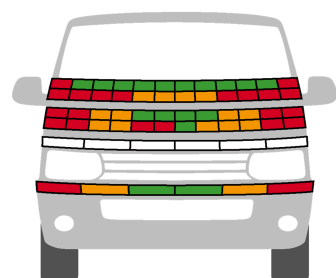
8 pts

Airbag warning Label

Text and pictogram on both sides of passenger sun visor

PEDESTRIAN

Total 14 pts | 48%



GOOD (Green)
MARGINAL (Yellow)
POOR (Red)

HEAD 12 pts
PELVIS 0 pts
LEG 2,3 pts

SAFETY ASSIST

Total 5 pts | 71%

SPEED LIMITATION ASSISTANCE 1 pts

- active, optional Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass

Yaw rate ratio (1.00s) 2,11 %

Yaw rate ratio (1.75s) -3,33 %

Lateral displacement (1.07s) 2,58 m

SEATBELT REMINDER 1 pts

- driver Pass

- passenger Not assessed

- rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Ford Transit Custom, 2.2 diesel 'Trend' Kombi, LHD
Body type	Van-based people carrier
Year of publication	2012
Kerb weight	2091kg
VIN from which rating applies	applies to all Transit and Tourneo Customs of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	meeting fitment requirements
Front seatbelt load limiters	meeting fitment requirements
Driver frontal airbag	
Front passenger frontal airbag	meeting fitment requirements
Side body airbags	meeting fitment requirements
Side head airbags	meeting fitment requirements
Speed Limitation Assistance	meeting fitment requirements
Electronic Stability Control	
Seatbelt Reminder	driver only

EURO NCAP ADVANCED REWARDS

2012 - Ford Lane Keeping Alert



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. However, structures in the dashboard were thought to present a risk to occupants of different sizes or those sat in different positions. The Transit Custom scored maximum points in the side barrier test with good protection of all body regions. In the more severe side pole impact, protection of the chest and abdomen was adequate while that of the head and pelvis was good. Whiplash protection was assessed by analysing the geometry of front and rear seats and head restraints. The assessment revealed marginal protection against whiplash in the event of a rear-end collision.

Child occupant

Based on dummy results in the frontal and side impacts, the Transit Custom scored maximum points for its protection of both the 18 month and 3 year infants. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, 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 child restraint to be used in that seating position. Clear information is provided to the driver about the status of the airbag and the system was rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly labelled on the vehicle interior.

Pedestrian

The bumper provided mixed protection to pedestrians' legs with good protection in some areas and poor or marginal protection in others. Similarly, in those areas likely to be struck by the head of a child or that of an adult, protection was mostly poor or marginal but was good in some areas. Assessment of the front edge of the bonnet was not appropriate owing to the shape and height of the vehicle.

Safety assist

TEST RESULTS

The Transit Custom has electronic stability control as standard equipment on passenger-carrying and commercial variants. A seatbelt reminder for the driver is also standard equipment. A driver-set speed limitation device is not fitted to all variants but is standard equipment in more than half of vehicles sold and met Euro NCAP's requirements for fitment and functionality.