

# 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



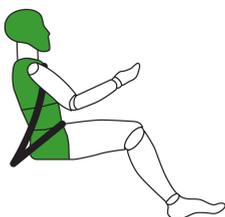
Passenger

### 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

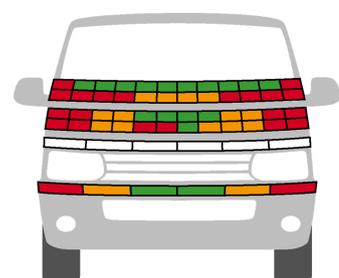
8 pts

**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

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

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	meeting fitment requirements
<b>Front seatbelt load limiters</b>	meeting fitment requirements
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	meeting fitment requirements
<b>Side body airbags</b>	meeting fitment requirements
<b>Side head airbags</b>	meeting fitment requirements
<b>Speed Limitation Assistance</b>	meeting fitment requirements
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	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.