

TEST RESULTS

# Ford EcoSport

Ford EcoSport Titanium, LHD

2013 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 34 pts | 93%

### FRONTAL IMPACT

15,1 pts



Driver



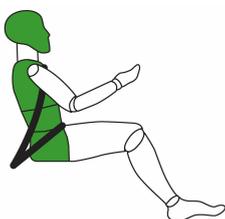
Passenger

### SIDE IMPACT CAR

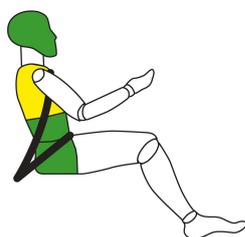
8 pts

### SIDE IMPACT POLE

7,5 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,1 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	4mm
Steering wheel rearward	none
Steering wheel upward	1mm
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Brake - 23.9mm
Upward pedal movement	Brake - 2.1mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	0,7 pts

#### TESTS

- High severity	1,8 pts
- Medium severity	2,6 pts
- Low severity	2,5 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 38 pts | 77%

### CRASH TEST PERFORMANCE

#### 18 MONTH OLD CHILD

**Restraint** Britax-Römer BabySafe  
**Facing** rearward facing  
**Installation** ISOFIX and Supportleg



PERFORMANCE **12 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-Römer Duo Plus  
**Facing** forward facing  
**Installation** ISOFIX and TopTether



PERFORMANCE **10 pts**

#### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

#### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isifix

**Safety features score** **4 pts**  
**Installation check score** **12 pts**

*Pass* Install without problem  
*Partial Fail* Install with care  
*Fail* Safety critical problem  
*Exempt* Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Exempt	Exempt	Exempt	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer BabySafe + ISOFIX Base (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

**PEDESTRIAN**

Total 21 pts | 58%



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

<b>HEAD</b>	14,7 pts
<b>PELVIS</b>	0,4 pts
<b>LEG</b>	6 pts

**SAFETY ASSIST**

Total 5 pts | 55%

**SPEED ASSISTANCE SYSTEM** 0 pts

**ELECTRONIC STABILITY CONTROL (ESC)** 3 pts

- ESP Pass

Yaw rate ratio (1.00s) 3,39 %

Yaw rate ratio (1.75s) 3,56 %

Lateral displacement (1.07s) 2,79 m

**SEATBELT REMINDER** 2 pts

- driver and passenger Pass

- rear Not Available

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Ford EcoSport Titanium, LHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2013
<b>Kerb weight</b>	1350kg
<b>VIN from which rating applies</b>	applies to all EcoSports of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>
<b>Front seatbelt load limiters</b>
<b>Driver frontal airbag</b>
<b>Front passenger frontal airbag</b>
<b>Side body airbags</b>
<b>Side head airbags</b>
<b>Electronic Stability Control</b>
<b>Seatbelt Reminder</b>

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. The EcoSport scored maximum points for its protection of the front passenger dummy, with all body regions being well protected. In the side barrier test, protection of all regions was good and maximum points were scored. Even in the more severe side pole impact, protection of the chest was adequate and that of other body regions was good. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

### Child occupant

Based on dummy readings in the dynamic tests, the EcoSport scored maximum points for its protection of the 1 year infant. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive although chest loading indicated fair protection. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of 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 regarding the status of the airbag and the system was rewarded by Euro NCAP. The dangers of using a rearward-facing restraint without first disabling the passenger airbag are clearly indicated inside the car. All of the seats for which the car is designed could be properly installed and accommodated.

### Pedestrian

The EcoSport scored maximum points for the protection provided by the bumper, with good performance in all areas tested. However, the front edge of the bumper offered predominantly poor protection to the pelvis area. The protection provided by the bonnet surface was mostly good or adequate with poor results recorded along the base of the windscreen and on the stiff windscreen pillars.

### Safety assist

The EcoSport has electronic stability control as standard, and met Euro NCAP's test requirements. A seatbelt reminder system is standard for both the front seats but is not available for the rear seats. The EcoSport is not offered with a speed limitation device.