



**Ford Edge**  
Standard Safety Equipment

2016 ★★★★★



Adult Occupant



85%

Child Occupant



76%

Pedestrian



67%

Safety Assist



89%

## SPECIFICATION

Tested Model	Ford Edge 2.0 diesel 'Titanium', LHD
Body Type	- 5 door SUV
Year Of Publication	2016
Kerb Weight	1970kg
VIN From Which Rating Applies	- all Edges
Class	Large Off-Road

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	✗
Belt loadlimiter	●	●	✗
Knee airbag	●	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

Version 201116

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**

- Fitted to the vehicle as standard    ● Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack    ✗ Not available    — Not applicable

**ADULT OCCUPANT**

Total 32.5 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.8 Pts

Passenger                      Driver

**Frontal Full Width** 4 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.6 Pts

Front seat                      Rear seat

**Lateral Impact** 15.1 Pts

Car                      Pole

**AEB City** 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 32.5 Pts / 85%

## Comments

The passenger compartment of the Edge remained stable in the offset deformable barrier test. Dummy readings indicated good protection of 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 the driver was good apart from the chest, protection of which was adequate. However, readings from the rear passenger dummy indicated poor protection of the head and chest, with injury parameters for both body regions exceeding safe limits. In the side barrier test maximum points were scored, with good protection of all critical parts of the body. In the more severe side pole impact, dummy readings of rib compression indicated a marginal level of protection for the chest. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision and a geometric assessment of the rear seats indicated good whiplash protection there, too.

The Edge has an autonomous emergency braking system that operates at the low speeds, typical of city of driving, at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests, with a collision against a stationary car being avoided at almost all test speeds.

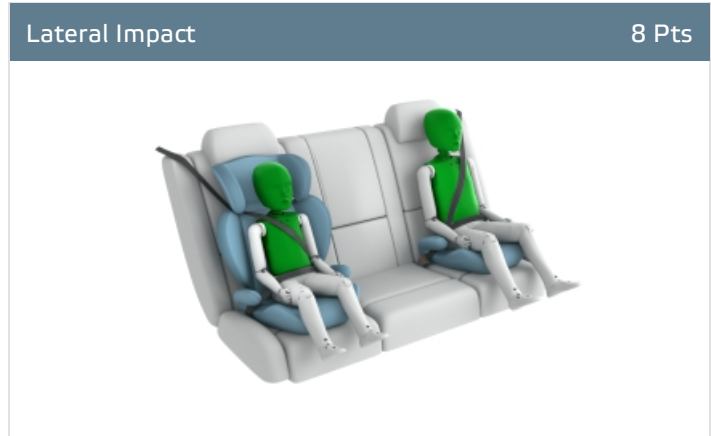
**CHILD OCCUPANT**

Total 37.7 Pts / 76%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

18.7 Pts



Restraint for 6 year old child: *Römer Kid Fix XP*  
 Restraint for 10 year old child: *Graco*

Safety Features

7 Pts

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   
 ● Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

**i-Size CRS**



**CHILD OCCUPANT**

Total 37.7 Pts / 76%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 37.7 Pts / 76%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X1 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

## Comments

In the frontal offset test, dummy readings from the 6 year dummy indicated marginal protection of the chest and poor protection of the neck. Similarly, protection of the neck was rated as poor for the 10 year dummy, as a result of high tensile forces during the test. In the side impact test, protection was good and maximum points were scored. 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. All of the restraint types for which the Edge is designed could be properly installed and accommodated in the car.

**PEDESTRIAN PROTECTION**

Total 28.3 Pts / 67%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	28.3 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16 Pts	Pelvis Impact	3.6 Pts	Leg Impact	6 Pts
Head Impact	16 Pts						
Pelvis Impact	3.6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	2.7 Pts
System Name	Pre-Collision-Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	10 Km/h
Additional Information	Defaults on for every journey; operates above 40km/h

PERFORMANCE   <span style="color: yellow;">■</span>	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside		Impact mitigated up to 40 km/h
Walking Adult crossing from Nearside -25%		Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles		Impact mitigated up to 45 km/h

**Comments**

The bonnet provided predominantly good or adequate protection to a pedestrian's head. The bumper scored maximum points in Euro NCAP's tests, with good protection at all test locations. However, the protection provided to the pelvis was more mixed, and ranged from good to poor. The autonomous emergency braking system can detect pedestrians and performed adequately in Euro NCAP's tests, collision with the target being avoided or mitigated in some of the test scenarios.



SAFETY ASSIST

Total 10.7 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	System advised
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

3 Pts

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

● Pass   
 ● Fail   
 — Not available

Lane Support

2.7 Pts

System Name	Lane Keeping Aid
Type	Lane Keep Assist and Lane Departure Warning
Operational From	70 km/h
Warning	Audible and Visual

PERFORMANCE	
LKA Confirmation Test	Pass (4/5)
LDW Confirmation Test	Pass

## SAFETY ASSIST

Total 10.7 Pts / 89%

## AEB Interurban

2.5 Pts

System Name	Pre-Collision-Assist	
Type	Forward Collision Warning with Auto-Brake	
Operational From	10 Km/h	
Additional Information	Default On; Supplementary Warning	
PERFORMANCE		
Operational Speed	10-80 Km/h	10-80 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 45km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash speed reduced up to 70km/h.	Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

## Comments

The Edge has a seatbelt reminder system for the front and rear seats. Its standard-fit autonomous emergency braking system showed good performance in tests of its functionality at highway speeds, with complete avoidance of the target in some of the test scenarios. The Edge also has a lane assistance system that warns the driver when the car is drifting towards a lane marking and gently steers the car back to its path and an intelligent speed assistance system which identifies the local speed limit and allows the driver to set the limiter to that speed.