

**Ford** **Ford Transit**  
2.0 EcoBlue



**SAFETY ASSIST PERFORMANCE**  **63%**

**SPECIFICATION**

TESTED MODEL	Ford Transit – 2.0 EcoBlue
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2180 kg / 1320 kg / 2840 kg
APPLIES TO	4 <sup>th</sup> generation facelift in 2020

**SAFETY EQUIPMENT**

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	✘

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	○
AEB Cyclist	○
Lane Support Systems	○
Speed Assist Systems	○
Attention Assist	○

● STANDARD    ○ FITTED AS OPTION    ✘ NOT AVAILABLE

**Verdict**

Overall, a good result for the Transit. It has a lot of safety equipment available as an option and this generally works well. Small details, such as a default-on driver-state monitoring system, would improve the score but, even as it is, the vehicle clears the threshold for a 2021 gold medal.

For detailed comments see below.

**SAFETY ASSIST PERFORMANCE**

Total 63%

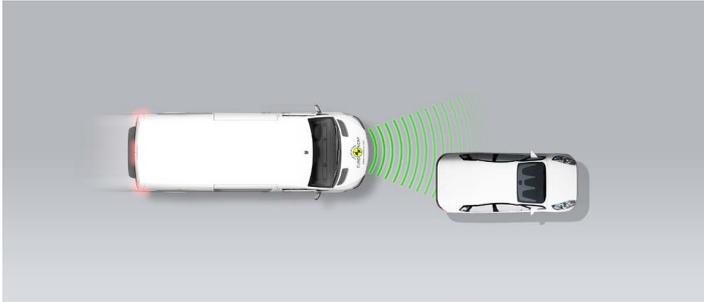
AEB CAR-TO-CAR

22.1 / 30 Pts

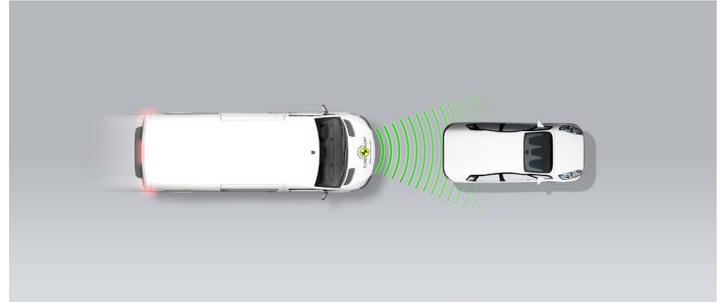
Type	AEB & FCW
Operational From	10 km/h

**Autobrake function only**

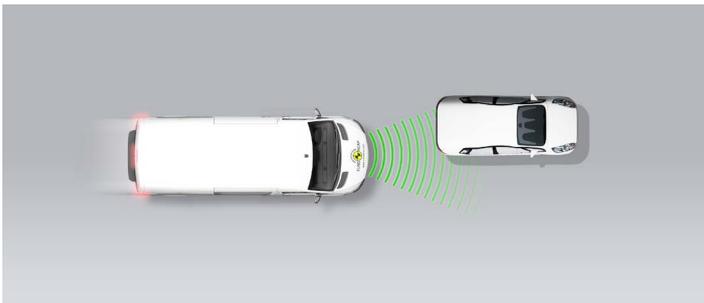
Approaching a stationary car



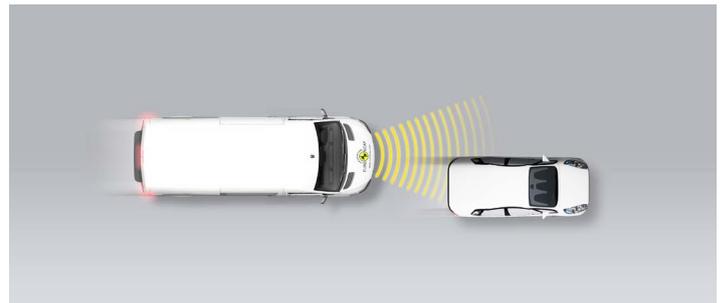
Approaching a stationary car



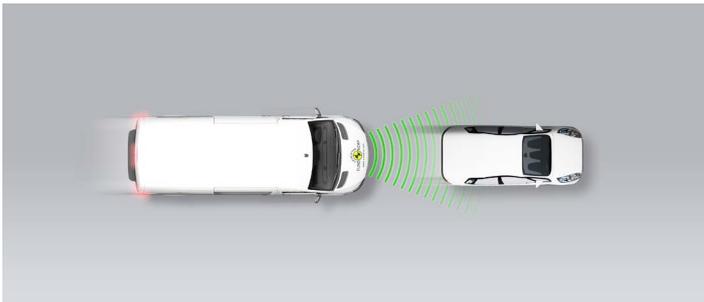
Approaching a stationary car



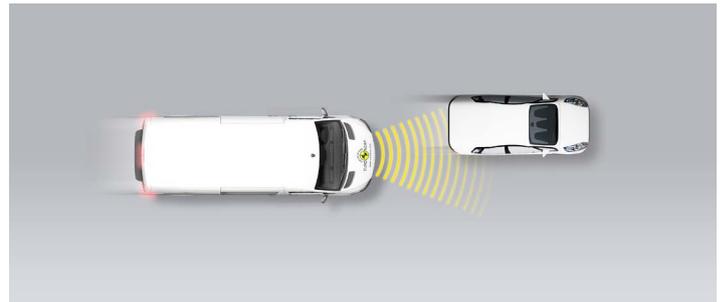
Approaching a slower moving car



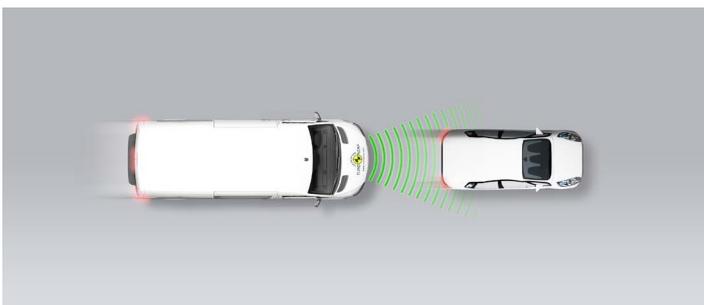
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



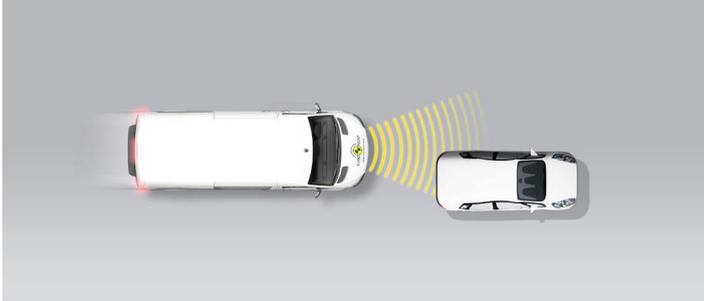
GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

# SAFETY ASSIST PERFORMANCE

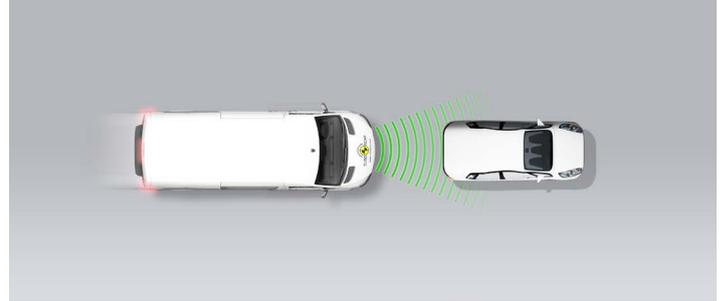
Total 63%

## Driver reacts to warning (Forward Collision Warning - FCW)

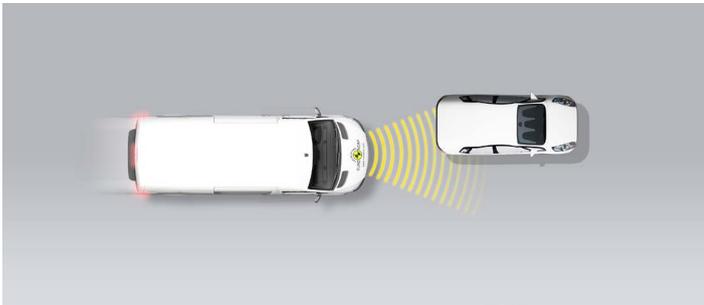
Approaching a stationary car



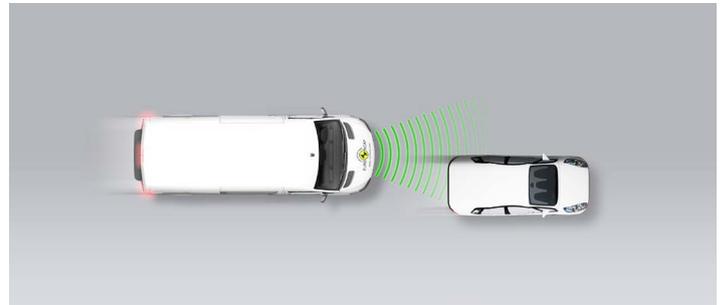
Approaching a stationary car



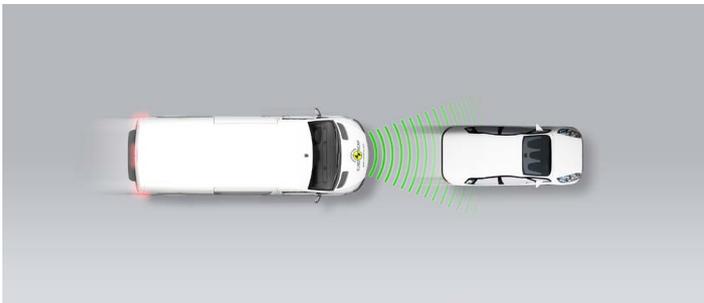
Approaching a stationary car



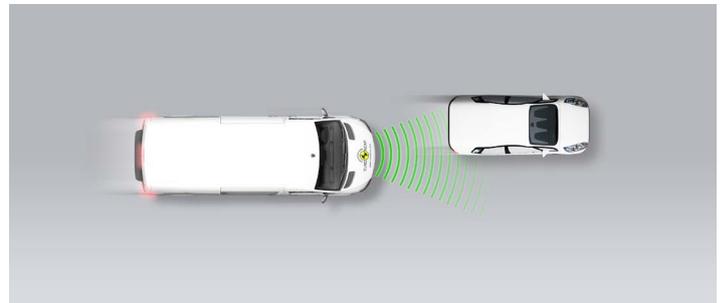
Approaching a slower moving car



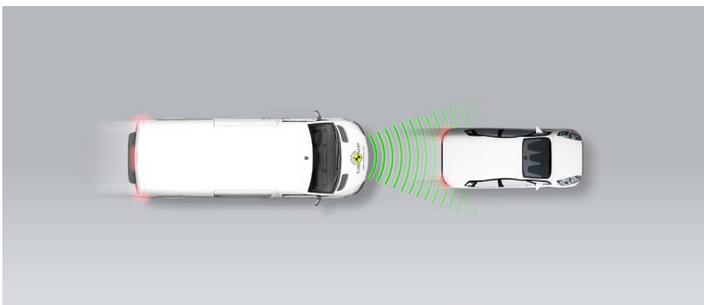
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD ADEQUATE MARGINAL WEAK POOR

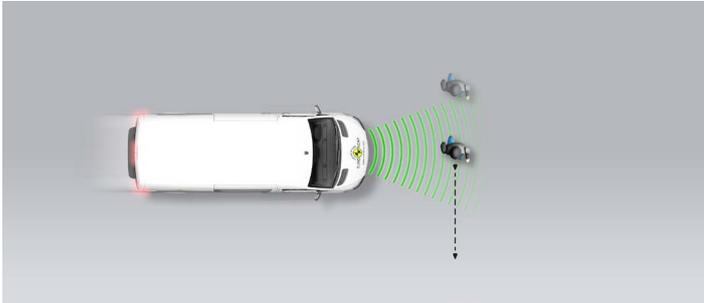
 SAFETY ASSIST PERFORMANCE

Total 63%

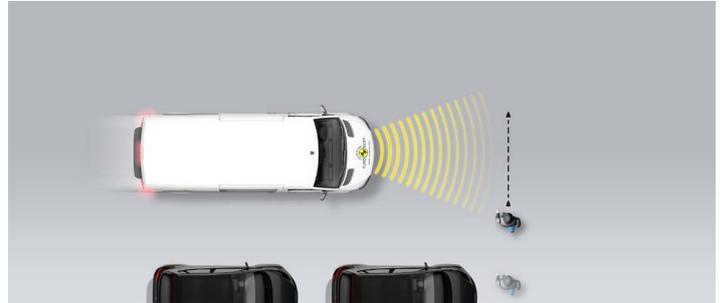
AEB PEDESTRIAN

 9.0 / 10 Pts

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



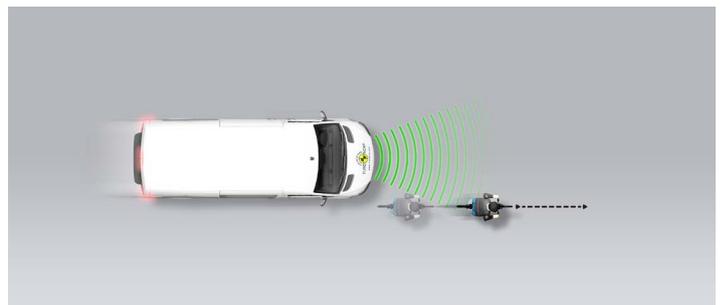
AEB CYCLIST

 8.6 / 10 Pts

Cyclist crossing



Cyclist along the roadside



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

# SAFETY ASSIST PERFORMANCE

Total 63%

## LANE SUPPORT 3.8 / 20 Pts

Type	ELK/LKA, LDW & BLIS
Operational From	65 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

## SPEED ASSISTANCE 15.0 / 15 Pts

Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised

## OCCUPANT STATUS MONITORING 5.0 / 15 Pts

<b>DRIVER MONITORING</b>	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

PASS   FAIL   NOT AVAILABLE

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

 SAFETY ASSIST PERFORMANCE

Total 63%

## Comment

The optional autonomous emergency braking (AEB) system, which includes Forward Collision Warning (FCW) was fitted to the test vehicle. In tests of its reaction to a car in front, the system generally performed well, with collisions avoided or mitigated in most situations. However, there was no reaction from the FCW at the higher test speeds. The system also detects vulnerable road users like pedestrians and cyclists, and here it scored well. Even in the most challenging of Euro NCAP's pedestrian tests – a child running from behind parked cars into the path of the vehicle – the system responded well up to around 40 km/h and, in general, collisions were avoided or mitigated for pedestrians and cyclists.

Lane assistance is provided by the optional lane departure warning (LDW) system coupled to lane keep assist (LKA), which gently corrects the vehicle's path if it is drifting out of lane. The LKA system responds to a variety of lane edges, such as marked lines and unmarked road edges. However, it allowed the vehicle to drift too far over the lane edge before the steering intervention began, and no points were scored. The LDW system met Euro NCAP's requirements and was rewarded.

A camera and digital mapping is used to establish the local speed limit and this information is presented to the driver who can then set the speed limiter accordingly. This optional speed assistance system was awarded maximum points.

A seatbelt reminder is provided for the driver only. A driver-state monitoring system uses steering inputs to identify behaviour which is characteristic of fatigued or impaired driving and advises the driver to rest. However, the system does not switch on by default (i.e. it has to be turned on by the driver), so was not rewarded.

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

**FITMENT**

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
<b>AUTONOMOUS EMERGENCY BRAKING SYSTEMS</b>								
AEB Car-to-Car	○	○	○	○	○	○	○	○
AEB Pedestrian	○	○	○	○	○	○	○	○
AEB Cyclist	○	○	○	○	○	○	○	○
<b>LANE SUPPORT SYSTEMS</b>								
Emergency Lane Keeping / Lane Keep Assist	○	○	○	○	○	○	○	○
Lane Departure Warning	○	○	○	○	○	○	○	○
Blind Spot Information System	○	○	○	○	○	○	○	○
<b>SPEED ASSIST SYSTEMS</b>								
Speed Limit Information Function	○	○	○	○	○	○	○	○
Speed Limitation Function	○	○	○	○	○	○	○	○
<b>OCCUPANT STATUS MONITORING SYSTEMS</b>								
Seatbelt Reminder - Driver	●	●	●	●	●	●	●	●
Seatbelt Reminder - Passenger	✘	✘	✘	✘	✘	✘	✘	✘
Attention Assist	○	○	○	○	○	○	○	○
<span>● STANDARD</span> <span>○ FITTED AS OPTION</span> <span>✘ NOT AVAILABLE</span>								

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