









SPECIFICATION

TESTED MODEL Ford Transit Custom — 2.0 EcoBlue D

BODY TYPE / CATEGORY Monocoque / N1

KERB / PAYLOAD / TEST WEIGHT 2106 kg / 794 kg / 2637 kg

APPLIES TO 4th generation, production from Sept 2021

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder		

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)				
AEB Car-to-Car	O			
AEB Pedestrian	0			
AEB Cyclist	O			
Lane Support Systems	Ο			
Speed Assist Systems				
Attention Assist	0			

- 4	
- 🔻	

STANDARD



FITTED AS OPTION



NOT AVAILABLE

Verdict

The Transit Custom performs well in Euro NCAP's tests and just makes it into the top tier. Some refinement to its lane support system, and a default-on driver monitoring system would further consolidate its position amongst the gold medal winners.

For detailed comments see below.



Total

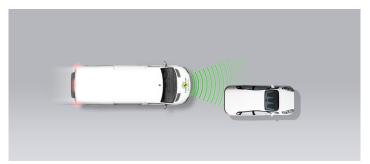
63%

AEB CAR-TO-CAR 24.6 / 30 Pts

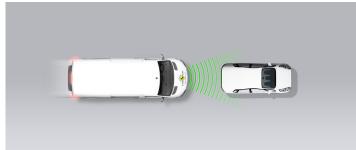
Туре	AEB & FCW
Operational From	10 km/h

Autobrake function only

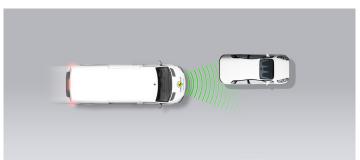
Approaching a stationary car



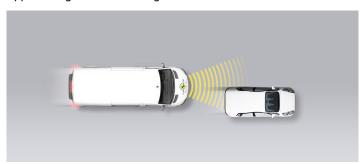
Approaching a stationary car



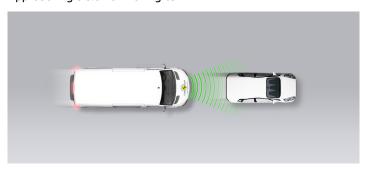
Approaching a stationary car



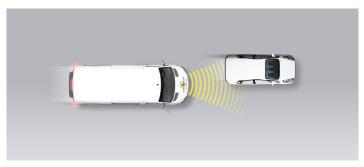
Approaching a slower moving car



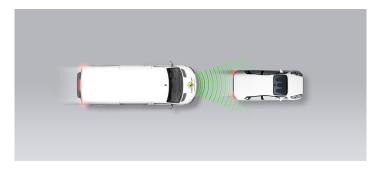
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD

ADEQUATE

MARGINAL



WEAK



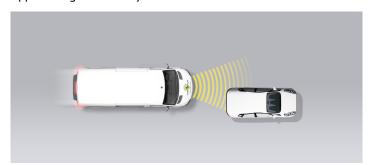


Total

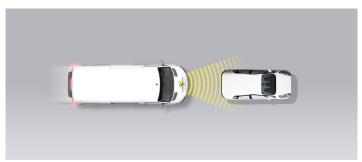
63%

Driver reacts to warning (Forward Collision Warning - FCW)

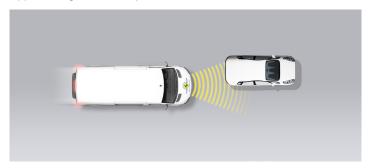
Approaching a stationary car



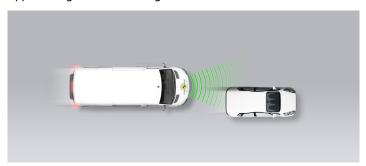
Approaching a stationary car



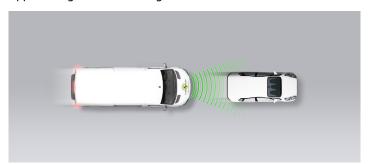
Approaching a stationary car



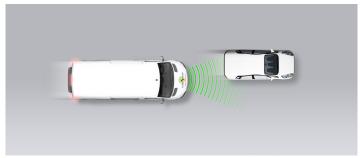
Approaching a slower moving car



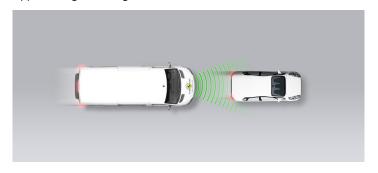
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





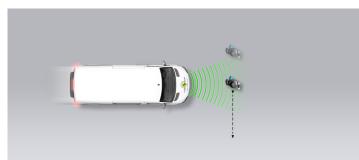
Total

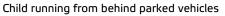
63%

AEB PEDESTRIAN

8.2 / 10 Pts

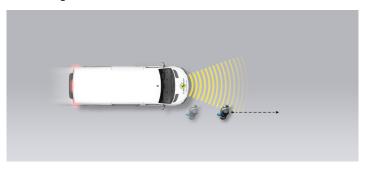






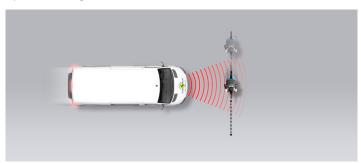


Adult along the roadside

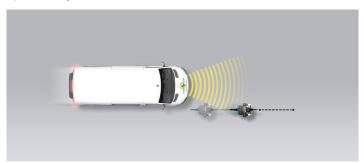


AEB CYCLIST 2.9 / 10 Pts

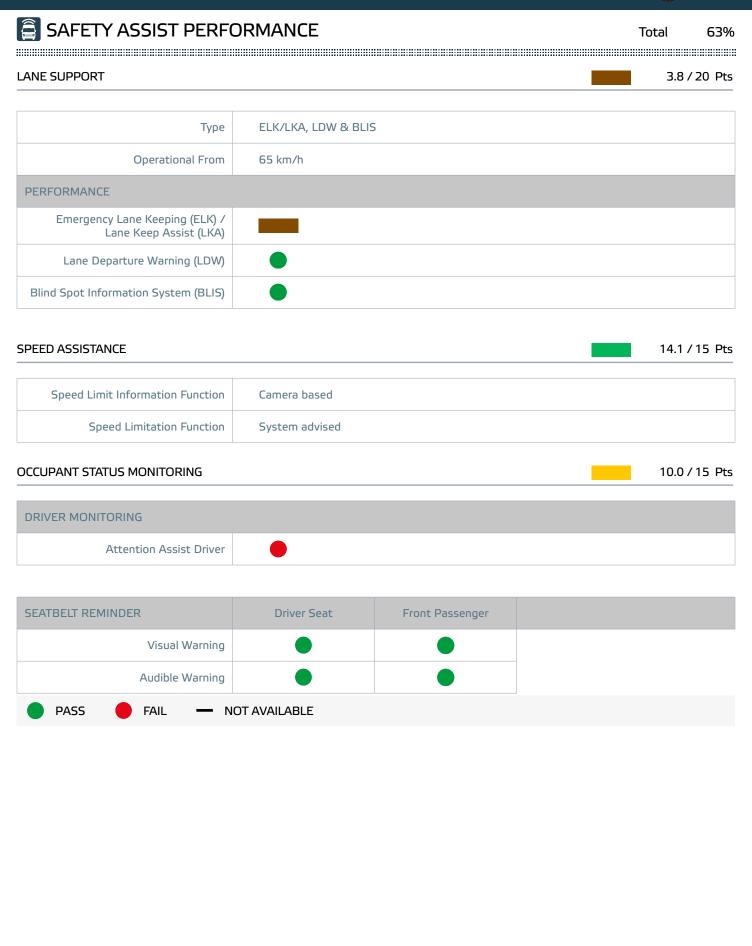
Cyclist crossing



Cyclist along the roadside







MARGINAL

GOOD

ADEQUATE

POOR

WEAK



Total

63%

Comment

Euro NCAP's test vehicle came with all available safety features although they are offered only as options. One such system is autonomous emergency braking (AEB), which incorporates forward collision warning (FCW). The system was tested for its reaction to a target vehicle ahead. Where that target was stationary, the system responded well, with collisions avoided or mitigated in most tests. However, as the speed of the tests increased, performance deteriorated and there was no reaction at the higher test speeds. When approaching a braking car, performance was again good and, for FCW, remained so even up to the higher test speeds. For AEB, performance was marginal at best for the higher speeds. In tests of the system's response to vulnerable road users, tests showed good performance overall for pedestrians. The system did not respond to a cyclist crossing the vehicle's path but did react when the cyclist was travelling in the same direction as the vehicle.

The lane support system, also an option, comprises lane departure warning (LDW), which warns the driver when the vehicle is drifting out of lane and lane keep assist (LKA) which gently steers the vehicle back into lane. LDW met Euro NCAP's requirements but the LKA system, although it recognised various road edges (marked, unmarked etc), did not react sufficiently quickly and allowed the vehicle to travel too far over the lane edge. A blind-spot information system is available as an option.

Speed assistance is provided in the form of a camera-based traffic-sign recognition system which provides information to the driver about the local limit and a driver-set speed limiter. Both met Euro NCAP's requirements and were rewarded.

A seatbelt reminder is standard for the driver's seat and, as of early autumn 2021, also for the passenger and centre seating positions. A driver-state monitoring system warns the driver if steering behaviour typical of fatigued or impaired driving is detected. However, the system did not score points as it is not switched on by default at the start of each journey.

Version 22102

GOOD

ADEQUATE

MARGINAL

WEAK

POOR



FITMENT

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE	UNITED KINGDOM	
AUTONOMOUS EMERGENCY BRAKING SYSTEMS									
AEB Car-to-Car	0	0	0	0	0	0	0	0	
AEB Pedestrian	0	0	0	0	0	0	0	0	
AEB Cyclist	0	0	0	0	0	0	0	0	
LANE SUPPORT SYSTEMS									
Emergency Lane Keeping / Lane Keep Assist	0	0	0	0	0	0	0	0	
Lane Departure Warning	0	0	0	0	0	0	0	0	
Blind Spot Information System	0	0	0	0	0	0	0	0	
SPEED ASSIST SYSTEMS									
Speed Limit Information Function	0	0	0	0	0	0	0	0	
Speed Limitation Function	0	0	0	0	0	0	0	0	
OCCUPANT STATUS MONITORING S	SYSTEMS								
Seatbelt Reminder - Driver									
Seatbelt Reminder - Passenger									
Attention Assist	0	0	0	0	0	0	0	0	

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