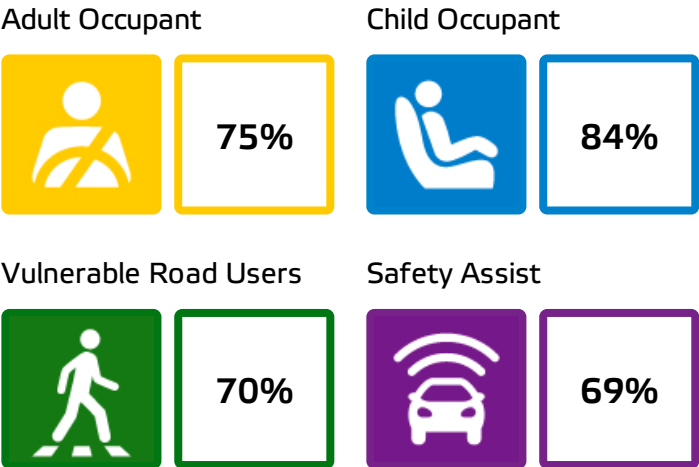




Ford Puma
Standard Safety Equipment

2022 ★★★★★



SPECIFICATION

Tested Model	Ford Puma 1.0 MHEV, 'Titanium', LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1334kg
VIN From Which Rating Applies	- all Ford Pumas
Class	Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	✗	✗	—

Version 231122

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 28.7 Pts / 75%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

13.7 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

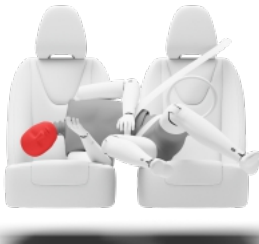
12.0 / 16 Pts



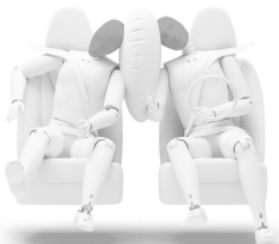
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

2.1 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 28.7 Pts / 75%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

1.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Ford Puma remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Ford demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different position. Protection of the driver's chest was rated as marginal, based on dummy readings of compression, but protection was good for all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a benign partner in a frontal collision. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal. In both the side barrier and side pole tests, all critical body areas were well protected and the Puma scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was poor. The Puma does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The Puma does not offer an advanced eCall system which alerts the emergency services in the event of an accident but it does offer a system to prevent secondary collisions.

CHILD OCCUPANT

Total 41.3 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.3 / 24 Pts

Frontal Impact

14.3 Pts



Lateral Impact

8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix M i-Size*
 Restraint for 10 year old child: *Britax Römer Kidfix M i-Size*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 41.3 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 41.3 Pts / 84%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed
 — Not available

Comments

In both the frontal offset and side barrier tests, good or adequate protection was provided to all critical body areas for both child dummies. 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 child restraint types for which the Ford Puma is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 37.9 Pts / 70%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

26.6 / 36 Pts



Head Impact	14.6 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

11.4 / 18 Pts

System Name	Pre-Collision Assist with Pedestrian Detection
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h



VULNERABLE ROAD USERS

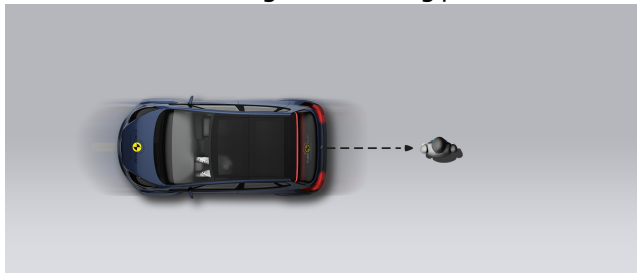
Total 37.9 Pts / 70%

AEB Pedestrian

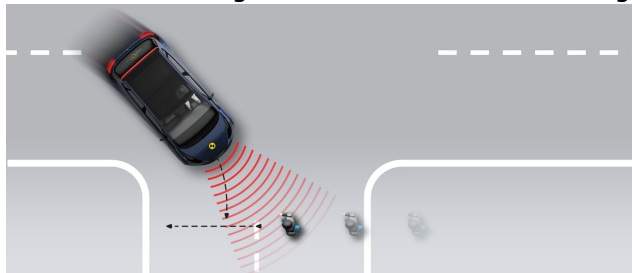
5.4 / 9 Pts

■ Day time

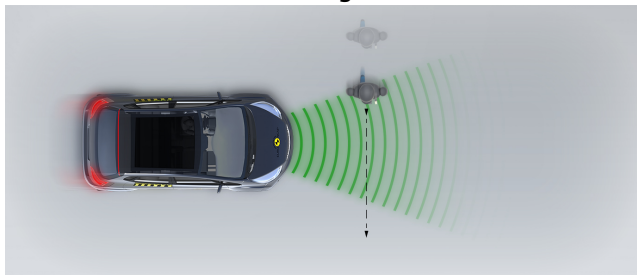
Vehicle reversing into standing pedestrian



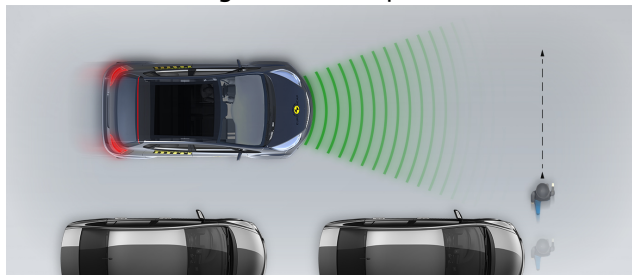
Pedestrian crossing a road into which a car is turning



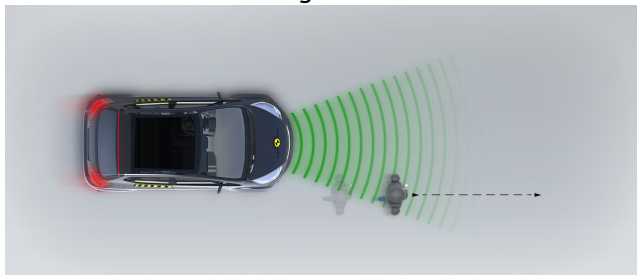
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

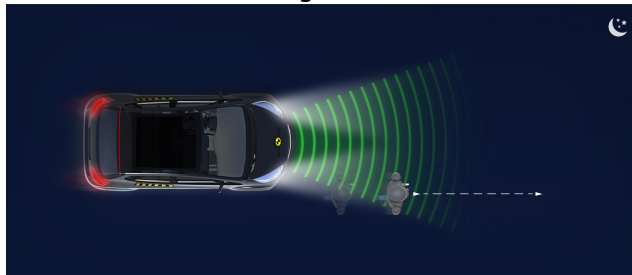


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 37.9 Pts / 70%

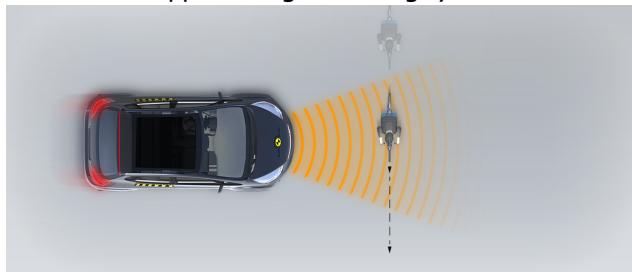
AEB Cyclist

6.0 / 9 Pts

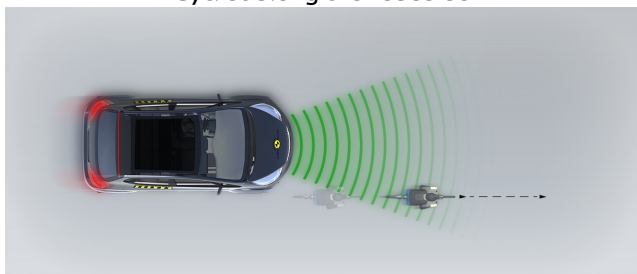
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

Protection of the head was predominantly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The autonomous emergency braking (AEB) system of the Ford can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and in tests of its response to cyclists, with collisions avoided in many cases.



SAFETY ASSIST

Total 11.0 Pts / 69%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.9 / 3 Pts








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




Occupant Status Monitoring

 2.0 / 3 Pts


> Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Alert
Type	Steering input
Operational From	60 km/h



SAFETY ASSIST

Total 11.0 Pts / 69%

Lane Support

3.5 / 4 Pts

System Name	Lane Keeping System		
Type	LKA		
Operational From	60 km/h		
PERFORMANCE			
Emergency Lane Keeping	<div><div></div></div>	GOOD	
Lane Keep Assist	<div><div></div></div>	GOOD	
Human Machine Interface	<div><div></div></div>	GOOD	

AEB Car-to-Car

2.7 / 6 Pts

System Name	Pre-Collision Assist	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

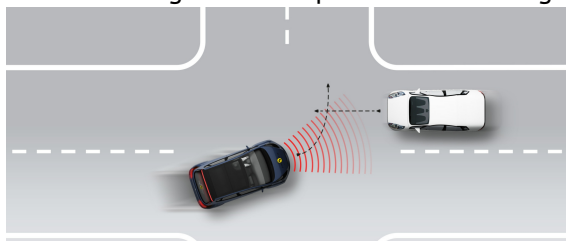


SAFETY ASSIST

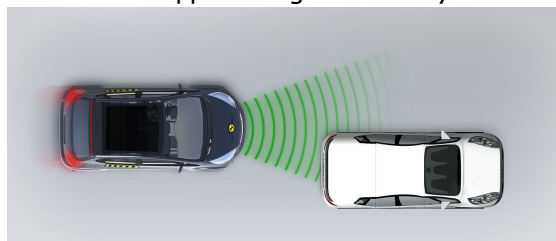
Total 11.0 Pts / 69%

■ Autobrake function only

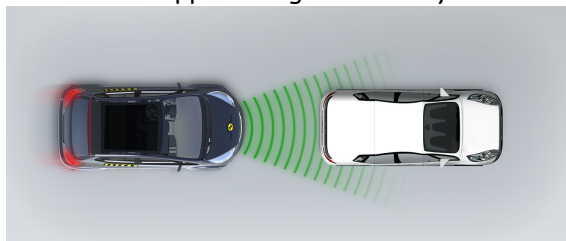
Car turning across the path of an oncoming car



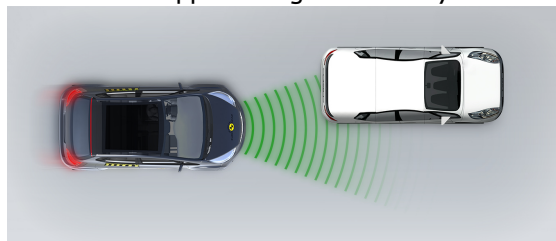
Approaching a stationary car



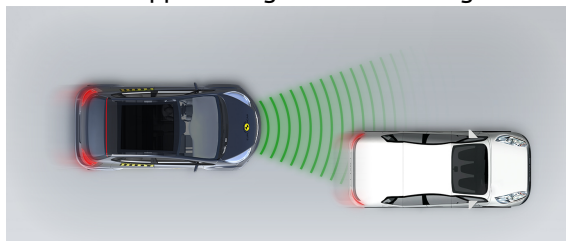
Approaching a stationary car



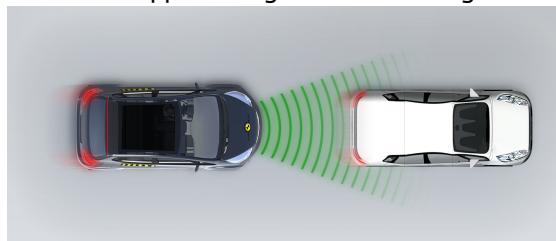
Approaching a stationary car



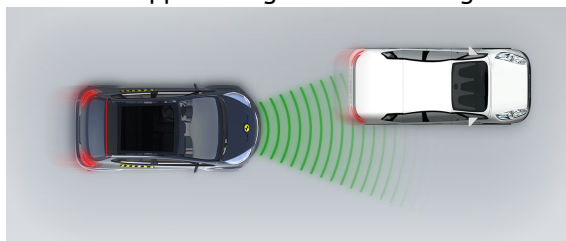
Approaching a slower moving car



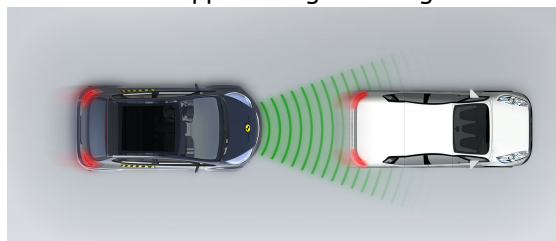
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



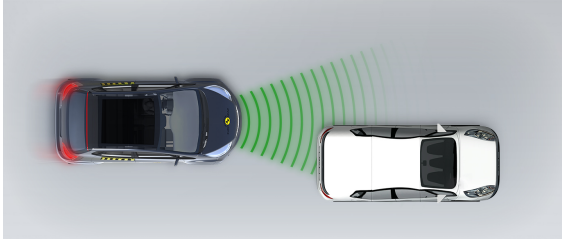


SAFETY ASSIST

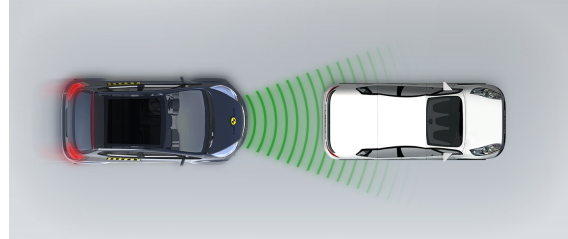
Total 11.0 Pts / 69%

■ Driver reacts to warning

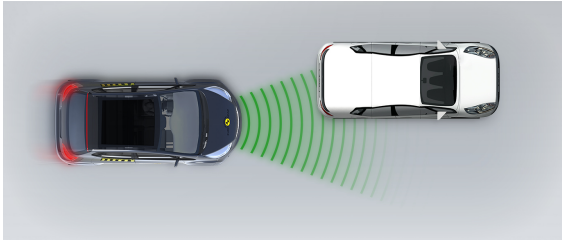
Approaching a stationary car



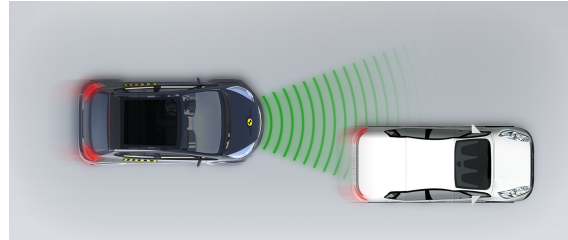
Approaching a stationary car



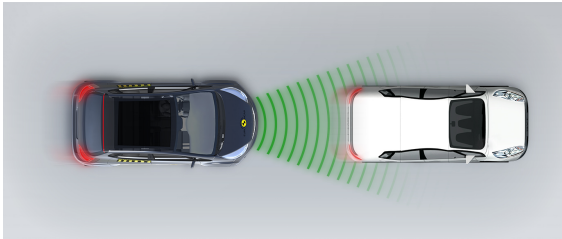
Approaching a stationary car



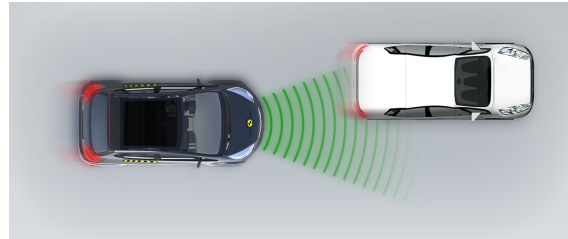
Approaching a slower moving car



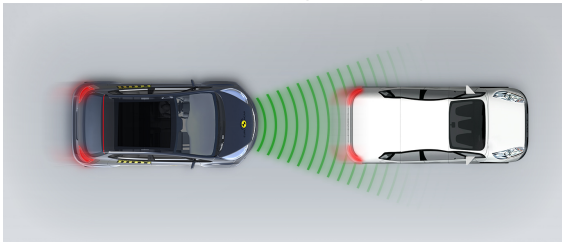
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 11.0 Pts / 69%

Comments

The autonomous emergency braking (AEB) system of the Ford Puma performed well in tests of its reaction to other vehicles. However, the marginal performance of the front seats and head restraints meant that points were not awarded for the low-speed AEB performance, and overall AEB performance was rated as marginal. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.0 l petrol MHEV *	4 X 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2022	Rating Published	2022 ★ ★ ★ ★ ☆	✓