



Ford Explorer
Standard Safety Equipment

2024



Adult Occupant



89%

Child Occupant



86%

Vulnerable Road Users



80%

Safety Assist



72%

SPECIFICATION

Tested Model	Ford Explorer, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	2015kg
VIN From Which Rating Applies	- all Ford Explorers
Class	Small SUV

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	●	✘	—
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	●	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 35.7 Pts / 89%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 13.8 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.4 / 4 Pts




Rear Seat Front Seat


ADULT OCCUPANT

Total 35.7 Pts / 89%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Explorer remained stable in the frontal offset test. Other than the lower leg of the driver, protection of which was adequate, all critical body areas of both the driver and passenger were well protected. Ford demonstrated that a similar level of protection would be provided to the knees and femurs of occupants of different sizes and those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Explorer would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as marginal, based on dummy readings of compression. Otherwise, critical parts of the body were well or adequately protected. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good, and the Explorer 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 found to be marginal. The Explorer has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. In Euro NCAP's test, this performed well, with good protection of the head of both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Explorer has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Ford demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

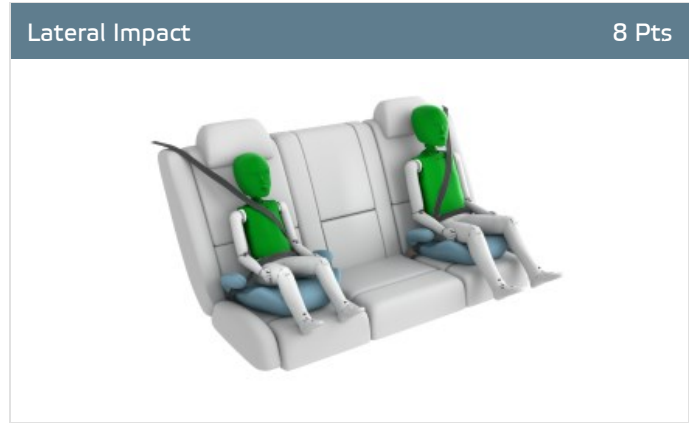
CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 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 (Booster only)*

Safety Features

6.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘
Top tether	✘	●	✘
Child Presence Detection	●	●	●

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version 290824

CHILD OCCUPANT

Total 42.2 Pts / 86%


Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●
	—	—	●	—	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✗	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 290824

 CHILD OCCUPANT

Total 42.2 Pts / 86%

Comments

In both the frontal offset and side barrier tests, the protection of all critical body areas of both child dummies was good, and the Explorer scored full points. 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. The Explorer is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Explorer is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 50.7 Pts / 80%



VRU Impact Protection

29.1 / 36 Pts



Pedestrian & Cyclist Head	11.1 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.7 / 27 Pts

System Name	Pre-collision Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	3 km/h



AEB Pedestrian

6.2 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

6.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 50.7 Pts / 80%



Cyclist Dooring Prevention 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist 5.7 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was good at all test locations, as was that of the femur. Protection of the knee and tibia was also good in all tests, and the Explorer scored maximum points in these three areas of assessment. The autonomous emergency braking (AEB) system of the Ford can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was adequate and to cyclists was good, including its protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. The collision avoidance system performed well in tests of its response to motorcyclists, both in AEB and lane support.

SAFETY ASSIST

Total 13.1 Pts / 72%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.4 / 3 Pts

System Name	Predictive Speed Assist + Traffic Sign Recognition
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder 1.0 / 1 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 0.3 / 2 Pts

System Name	Driver Alert System
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 13.1 Pts / 72%

Lane Support

3.0 / 3 Pts

System Name	Lane Keeping System
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.4 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 13.1 Pts / 72%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles, with collisions avoided in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting 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. The driver can choose to allow the Adaptive Cruise Control or limiter to be set automatically by the system

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	electric	Explorer	4 x 2 *	✓	✓
5 door SUV	electric	Explorer	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓