Ford Tourneo Courier

Standard Safety Equipment

2024

Adult Occupant	Child Occupant
62%	80%

Vulnerable Road Users	Safety Assist
81%	54%

SPECIFICATION

Tested Model	Ford Tourneo Courier, 1.0 'Trend', LHD
Body Type	- 5 door MPV
Year Of Publication	2024
Kerb Weight	1373kg
VIN From Which Rating Applies	- all Tourneo Couriers
Class	Small MPV

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	●	✖	–

	Driver	Passenger	Rear
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 25.2 Pts / 62%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 3.6 / 16 Pts

Mobile Progressive Deformable Barrier

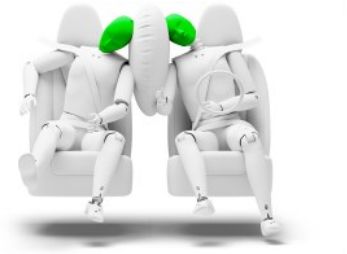
Full Width Rigid Barrier

Lateral Impact — 16.0 / 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 25.2 Pts / 62%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Rescue and Extrication	2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

Comments

The passenger compartment of the Ford Tourneo Courier 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 the knees and femurs of occupants of different sizes and to those sitting in different positions. Based on dummy readings of compression, protection of the driver's chest was rated as marginal. Protection was good for all critical body areas of the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Ford Tourneo Courier would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's head was rated as poor, based on dummy readings of deceleration, and the car scored no points for this test. In the side barrier test, protection was good for all critical body areas, and maximum points were scored. In the more severe side pole impact, protection the chest was adequate and that of other body areas was good. 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 good. The Ford Tourneo Courier has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Ford demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 39.3 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 21.1 / 24 Pts

Frontal Impact	13.3 Pts

Lateral Impact	7.8 Pts

Restraint for 6 year old child: *Britax Römer Kid Fix M iSize*
Restraint for 10 year old child: *Britax Römer Kid Fix M iSize booster*

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		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 011124

CHILD OCCUPANT

Total 39.3 Pts / 80%

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

CHILD OCCUPANT

Total 39.3 Pts / 80%

Comments

In both the frontal offset test, protection of the head of the 6 year dummy was rated as marginal, based on readings of decelerations. Otherwise, all critical parts of the body were well or adequately protected for the 6 and 10 year dummy in both the frontal offset and side barrier tests. 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 Tourneo Courier 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 Ford Tourneo Courier is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.2 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

29.2 / 36 Pts

Pedestrian & Cyclist Head	13.1 Pts
Pelvis	2.7 Pts
Femur	4.5 Pts
Knee & Tibia	8.9 Pts

VRU Impact Mitigation

22.0 / 27 Pts

System Name	Pre-Collusion Assist
Operational From	4 km/h

PERFORMANCE |

AEB Pedestrian

6.3 / 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

7.7 / 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 51.2 Pts / 81%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

6.0 / 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

2.0 / 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, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was good at all test locations, while that of the femur was mostly good. Protection of the knee and tibia was 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's response both to pedestrians was adequate, but the system does not react to pedestrians to the rear of the car. The system's performance in tests of its reaction to cyclists was good, but there is no protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was good in tests of its response to motorcyclists.

SAFETY ASSIST

Total 9.8 Pts / 54%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.0 / 3 Pts

System Name	Intelligent Speed Assistance
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (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	10 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 9.8 Pts / 54%

Lane Support

2.5 / 3 Pts

System Name	LKS
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

4.1 / 9 Pts

System Name	Pre-Collision System
Type	Autonomous emergency braking and forward collision warning
Operational From	4 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 9.8 Pts / 54%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was marginal in tests of its reaction to other vehicles, with no reaction to vehicles crossing the car's path. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue but not distraction. 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 limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	1.0 petrol	Tourneo Courier *	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2024	Rating Published	2024 ★★★☆☆	✓