Ford Mondeo

Ford Mondeo 2.0 diesel 'Trend/Wagon', LHD

2014 ★★★★★

86% ADULT OCCUPANT

82% CHILD OCCUPANT

66% PEDESTRIAN

66% SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Ford Mondeo 2.0 diesel 'Trend/Wagon', LHD
Body type	5 door wagon
Year of publication	2014
Kerb weight	1634kg
VIN from which rating applies	applies to all Mondeos of the specification tested

SAFETY EQUIPMENT

Frontal airbags	Driver (Single Stage), Passenger (Single Stage)
Pre-tensioners	Driver (single), Passenger (single)
Load-limiters	Driver, Passenger
Knee airbags	Driver
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	Manual switch
iSize Seats	2nd row (outboard)
Integrated child restraint	None
Active Pedestrian Protection	None,
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESP, Standard, Always On
Speed Assistance Systems	Driver-set speed limitation, Optional (meeting fitment requirements)
Lane Support	Lane Keeping Assistance, Optional (meeting fitment requirements)
Autonomous Braking	'Pre-Collision Assist with Pedestrian Detection', city, inter-urban and pedestrian functionality, Optional (not meeting fitment requirements)
Other	Inflatable seatbelts (optional)

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 33 pts | 86%

CRASH TEST PERFORMANCE

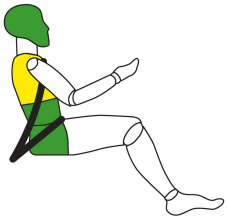
FRONT OFFSET 15,6 pts

Driver

Passenger

SIDE CAR 7,7 pts

SIDE POLE 7,2 pts



Side car

Side pole

FRONT OFFSET

HEAD	
Driver airbag contact	stable
Passenger airbag contact	stable
CHEST	
Passenger compartment	stable
Windscreen Pillar rearward	5mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none
UPPER LEGS, KNEES AND PELVIS	
Stiff structures in dashboard	none
Concentrated loads on knees	none
LOWER LEGS AND FEET	
Footwell Collapse	none
Rearward pedal movement	Brake - 27.6mm
Upward pedal movement	Brake - 10.2mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH PROTECTION

FRONT, REAR SEATS 2,4 pts

Front seats

Rear seats

HEAD RESTRAINT

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Front geometric assessment	2 pts
TESTS	
- High severity	2,2 pts
- Medium severity	2,2 pts
- Low severity	2,4 pts

AEB CITY 0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT

Total 40 pts | 82%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Römer BabySafe + ISOFIX Base
Facing rearward facing
Installation ISOFIX and Supportleg

PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement	protected
Head acceleration	good
Chest load	good

SIDE IMPACT

Head containment	protected
Head acceleration	good

3 YEAR OLD CHILD

Restraint Römer Duo Plus
Facing rearward facing
Installation ISOFIX and TopTether

PERFORMANCE **11,8 pts**

FRONTAL IMPACT

Head forward movement	protected
Head acceleration	good
Chest load	good

SIDE IMPACT

Head containment	protected
Head acceleration	good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK

iSize

Safety features score	**5 pts**
Installation check score	**11,7 pts**

Pass	Install without problem
Partial Fail	Install with care
Fail	Safety critical problem
Exempt	Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	*N/A*	*Pass*	*Pass*	*Pass*	*Pass*	*N/A*	*N/A*	*N/A*
Römer King Plus (Seatbelt)	*N/A*	*Pass*	*Pass*	*Pass*	*Pass*	*N/A*	*N/A*	*N/A*
Römer Duo Plus (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Römer KidFix (Seatbelt)	*N/A*	*Pass*	*Pass*	*Fail*	*Pass*	*N/A*	*N/A*	*N/A*
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
BeSafe iZi Kid X3 ISOfix (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Maxi Cosi Pearl and Familyfix (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Römer KidFix (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Römer BabySafe + ISOFIX Base (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*
Römer Duo Plus (ISOFIX)	*N/A*	*Exempt*	*Pass*	*Exempt*	*Pass*	*N/A*	*N/A*	*N/A*

SAFETY ASSIST

Total 9 pts | 66%

SPEED ASSISTANCE SYSTEM 1,7 pts

Optional (meeting fitment requirements)	
Speed Information	PASS
Speed Assistance (Manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP	Meets requirements

SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

LANE SUPPORT SYSTEMS 1 pts

Optional (meeting fitment requirements)	
Lane Keeping Assistance	Meets requirements

PEDESTRIAN

Total 24 pts | 66%

HEAD	17,9 pts
PELVIS	0 pts
LEG	6 pts

GOOD ADEQUATE MARGINAL WEAK POOR

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Ford showed that a similar level of protection would be provided to occupants of different statures and to those sat in different positions, whose knees might contact the dashboard in different places. In the side barrier test, protection of all critical body regions was rated as good except for the chest, protection of which was adequate. In the more severe side pole test, protection of the chest was marginal. Tests on the front seats and head restraints, and a geometric assessment of the rear seats, indicated good protection against whiplash injuries for all seating positions. An autonomous emergency braking system is available as an option, and works at low speeds typical of city driving. As it is not standard equipment, it was not included in this assessment.

Child occupant

Based on dummy readings in the dynamic crash tests, the Mondeo scored maximum points for its protection of the 1½ year dummy, sat in a rearward-facing restraint. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive but marginally elevated neck forces lost the car a fraction of a point. In the side impact test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contact with the vehicle interior. The front passenger airbag can be deactivated 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 restraint types for which the car is designed could be properly installed and accommodated in the car except for the universal group II/III restraint which could not be stably installed in the rear centre seating position. The Mondeo lost some points because the universal group 0+/1 seats should not be used in the rear outboard seats if optional seatbelt airbags are fitted.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs, and scored maximum points. However, the front edge of the bonnet scored no points, providing poor protection to the pelvis region. Tests on the bonnet surface revealed predominantly good or adequate levels of protection to the head of a struck pedestrian, with poor results recorded only on the stiff windscreen pillars. Ford's autonomous emergency braking system is available as an option and can detect pedestrians as well as other vehicles, helping to avoid or to mitigate injuries to pedestrians and other vulnerable road users. As the system is not standard equipment, it was not included in the assessment.

Safety assist

Electronic stability control is standard equipment on the Mondeo, together with a seatbelt reminder for the front and rear seats. A combined lane departure warning/lane keeping assistance system is an option. It is expected to be fitted to most cars sold so it was included in the assessment and met Euro NCAP's requirements. A camera-based sign recognition system provides information about the relevant speed limit to the driver who can then set the speed limiter appropriately. An autonomous emergency braking system is available that works from low, city-type speeds to the higher speeds typical of open-road driving. The system is not expected to meet fitment requirements so it was not included in the assessment.