



2016





Adult Occupant



85%





Safety Assist

76%

Pedestrian



67%



89%

SPECIFICATION

Tested Model	Ford Edge 2.0 diesel 'Titanium', LHD
Body Type	- 5 door SUV
Year Of Publication	2016
Kerb Weight	1970kg
VIN From Which Rating Applies	- all Edges
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	×
Belt loadlimiter	•	•	×
Knee airbag	•	×	_
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	•	•	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Note: Other equipment may be available on the vehicle but was not considered in the test ye

Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety page	ack
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🚫 Not fitted to the test vehicle but available as option or as part of the safety pack 👚 💥 Not available	 Not applicable





Passenger

Total 32.5 Pts / 85%

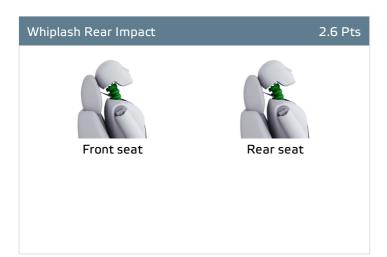
POOR

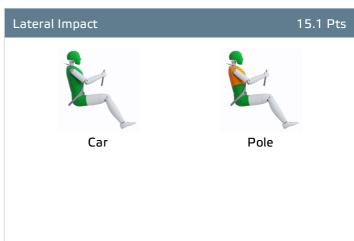


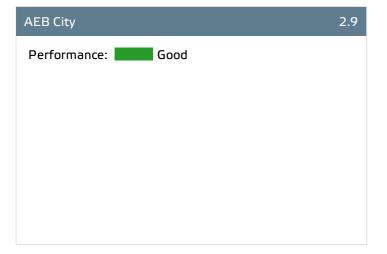
Driver



WEAK









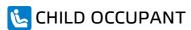


Total 32.5 Pts / 85%

Comments

The passenger compartment of the Edge remained stable in the offset deformable barrier test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver was good apart from the chest, protection of which was adequate. However, readings from the rear passenger dummy indicated poor protection of the head and chest, with injury parameters for both body regions exceeding safe limits. In the side barrier test maximum points were scored, with good protection of all critical parts of the body. In the more severe side pole impact, dummy readings of rib compression indicated a marginal level of protection for the chest. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision and a geometric assessment of the rear seats indicated good whiplash protection there, too. The Edge has an autonomous emergency braking system that operates at the low speeds, typical of city of driving, at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests, with a collision against a stationary car being avoided at almost all test speeds.





Total 37.7 Pts / 76%



Crash Test Performance based on 6 & 10 year old children

18.7 Pts





Restraint for 6 year old child: *Römer Kid Fix XP* Restraint for 10 year old child: *Graco*

Safety Features 7 Pts

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 Pts

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

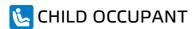
i-Size CRS











Total 37.7 Pts / 76%

ISOFIX CRS









Universal Belted CRS









Römer KidFix XP (Belt)



Total 37.7 Pts / 76%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	0	•		•
BeSafe iZi Kid X1 i-Size (iSize)		•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•
BeSafe iZi Kid X3 ISOfix (ISOFIX)		•		•
Römer Duo Plus (ISOFIX)		•		•
Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

In the frontal offset test, dummy readings from the 6 year dummy indicated marginal protection of the chest and poor protection of the neck. Similarly, protection of the neck was rated as poor for the 10 year dummy, as a result of high tensile forces during the test. In the side impact test, protection was good and maximum points were scored. 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 restraint types for which the Edge is designed could be properly installed and accommodated in the car.



🛕 PEDESTRIAN PROTECTION

Total 28.3 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 28.3 Pts



Head Impact 16 Pts

Pelvis Impact 3.6 Pts

Leg Impact 6 Pts

AEB Pedestrian		2.7 Pts			
System Name Pre-Collision-Assist					
Туре	Auto-Brake with Forward Collision Warning				
Operational From	10 Km/h				
Additional Information	Defaults on for every journey; operates above 40km/h				
PERFORMANCE PE					
	Autobrake Function				
	Avoidance Mitigation				
Running Adult crossing from Farside		Impact mitigated up to 40 km/h			
Walking Adult crossing from Nearside -25%		Impact mitigated up to 45 km/h			
Walking Adult crossing from Nearside -75%	Collision avoided up to 35 km/h	Impact mitigated up to 60 km/h			
Running Child from behind parked vehicles		Impact mitigated up to 45 km/h			

Comments

The bonnet provided predominantly good or adequate protection to a pedestrian's head. The bumper scored maximum points in Euro NCAP's tests, with good protection at all test locations. However, the protection provided to the pelvis was more mixed, and ranged from good to poor. The autonomous emergency braking system can detect pedestrians and performed adequately in Euro NCAP's tests, collision with the target being avoided or mitigated in some of the test scenarios.

GOOD



Total 10.7 Pts / 89%

POOR

ADEQUATE

Speed Assistance 2.5 Pts

MARGINAL

WEAK

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

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

— Not available Pass Fail

Lane Support 2.7 Pts

System Name	Lane Keeping Aid
Туре	Lane Keep Assist and Lane Departure Warning
Operational From	70 km/h
Warning	Audible and Visual
PERFORMANCE	
LKA Confirmation Test	Pass (4/5)
LDW Confirmation Test	Pass





Total 10.7 Pts / 89%

AEB Interurban 2.5 Pts

Pre-Collision-Assist		
Forward Collision Warning with Auto-Brake		
10 Km/h		
Default On; Supplementary Warning		
10-80 Km/h	10-80 Km/h	
Autobrake Function Only	Driver reacts to warning	
See AEB City	Crash avoided up to 45km/h. Crash speed reduced up to 80km/h.	
Crash speed reduced up to 70km/h.	Crash speed reduced up to 80km/h.	
FOLLOWING A CAR AT SHORT DISTANCE		
Avoidance	Avoidance	
Mitigation	Mitigation	
FOLLOWING A CAR AT LONG DISTANCE		
Mitigation	Avoidance	
Avoidance	Avoidance	
	Forward Collision Wa 10 P Default On; Suppl 10-80 Km/h Autobrake Function Only See AEB City Crash speed reduced up to 70km/h. LLOWING A CAR AT SHORT DISTANCE Avoidance Mitigation LLOWING A CAR AT LONG DISTANCE Mitigation	

Comments

The Edge has a seatbelt reminder system for the front and rear seats. Its standard-fit autonomous emergency braking system showed good performance in tests of its functionality at highway speeds, with complete avoidance of the target in some of the test scenarios. The Edge also has a lane assistance system that warns the driver when the car is drifting towards a lane marking and gently steers the car back to its path and an intelligent speed assistance system which identifies the local speed limit and allows the driver to set the limiter to that speed.