

Ford Kuga

Ford Kuga 2.0 diesel 'Trend', LHD

2012 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 94%

FRONTAL IMPACT

15,3 pts



Driver



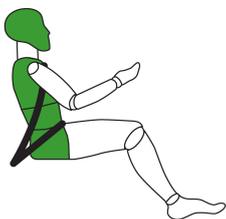
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,3 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,2 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	15mm
Steering wheel rearward	none
Steering wheel upward	2mm
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	accelerator - 42mm
Upward pedal movement	accelerator - 8mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard cloth 4 way manual
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2,4 pts
- Medium severity	2,2 pts
- Low severity	2,2 pts

TEST RESULTS

CHILD OCCUPANT

Total 42 pts | 86%

18 MONTH OLD CHILD

Restraint Britax-Römer Baby Safe Plus
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 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 Britax-Römer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

6 pts

Airbag warning Label

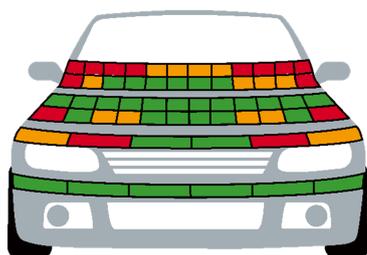
Text and pictogram on both sides of the passenger sun visor

PEDESTRIAN

Total 25 pts | 70%

SAFETY ASSIST

Total 7 pts | 100%



GOOD (Green)
MARGINAL (Yellow)
POOR (Red)

HEAD 15,4 pts
PELVIS 3,7 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE

1 pts

- active, standard

Pass

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP

Pass

Yaw rate ratio (1.00s) 2,26 %

Yaw rate ratio (1.75s) 1,61 %

Lateral displacement (1.07s) 2,59 m

SEATBELT REMINDER

3 pts

- driver Pass

- passenger Pass

- rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Ford Kuga 2.0 diesel 'Trend', LHD
Body type	5 door SUV
Year of publication	2012
Kerb weight	1665kg
VIN from which rating applies	applies to all Kuga of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	
Side head airbags	
Driver knee airbag	
Speed Limitation Assistance	Active
Electronic Stability Control	
Seatbelt Reminder	driver, passenger and rear

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger and Ford demonstrated that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, the Kuga scored maximum points, with good protection of all body regions. In the more severe side pole test, protection of the chest was adequate and that of other body regions was good. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

Child occupant

Based on dummy readings in the dynamic tests, the Kuga scored maximum points for its protection of both the 3 year and 18 month infants. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. A switch is available as an option which allows the passenger airbag to be disabled, allowing a rearward-facing child restraint to be used in that seating position. The switch was not assessed as it is not standard equipment. The dangers of using a rearward-facing child restraint without first disabling that airbag are clearly marked inside the car.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. In most areas where the bonnet would be struck by the head of a child, good protection was provided. However, in those areas likely to be struck by an adult's head, protection was predominantly poor or marginal.

Safety assist

Electronic stability control is standard equipment and met Euro NCAP's test requirements. A seatbelt reminder is also standard for both front and rear seats while a driver-set speed limitation device scored maximum points in Euro NCAP's assessment.