Ford Mustang Mach-E

Standard Safety Equipment

2021

Adult Occupant	Child Occupant
92%	86%

Vulnerable Road Users	Safety Assist
69%	82%

SPECIFICATION

Tested Model	Ford Mustang Mach-E, Titanium, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	2103kg
VIN From Which Rating Applies	- all Mach-Es
Class	Small Off-Road

Version 211021

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	●	●	–

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

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 35.2 Pts / 92%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 13.8 / 16 Pts

Mobile Progressive Deformable Barrier

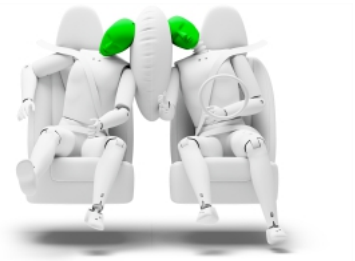
Full Width Rigid Barrier

Lateral Impact — 15.5 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.9 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 35.2 Pts / 92%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available

Comments

The passenger compartment of the Mustang Mach-E remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Ford showed that a similar level of protection would be provided to the legs of occupants of different sizes and to 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 Mustang Mach-E would be an aggressive impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas. In both the side barrier test and the more severe side pole impacts, protection of all critical body areas was good and the car scored maximum points for this part of the assessment. The Mustang Mach-E has a centre airbag to mitigate occupant to occupant injuries in the event of a lateral collision. In Euro NCAP's test, the airbag worked well, with good protection of the dummies' heads. Limitation of the extent to which a body is thrown to the other side of the car in a side impact was rated as marginal. 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 Mustang Mach-E has, as standard, an advanced emergency call system which alerts the emergency services in the event of a crash. The car also applies the brakes after a collision to prevent secondary impacts.

CHILD OCCUPANT

Total 42.5 Pts / 86%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix*
Restraint for 10 year old child: *Britax Römer Kidfix*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖

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

Version 211021

CRS Installation Check

11.5 / 12 Pts

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

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 42.5 Pts / 86%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

CHILD OCCUPANT

Total 42.5 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✖	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

In the both the frontal offset test and the side barrier impact, protection of all critical body areas was good for both child dummies and the car scored maximum points in this part of the assessment. 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. One universal child restraint could not be properly installed in the rear outboard seats. Otherwise, all of the child restraint types for which the Mustang Mach-E is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 37.3 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

24.7 / 36 Pts

Head Impact	18.7 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

12.5 / 18 Pts

System Name	Pre-collision Assist with Pedestrian Protection
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

VULNERABLE ROAD USERS

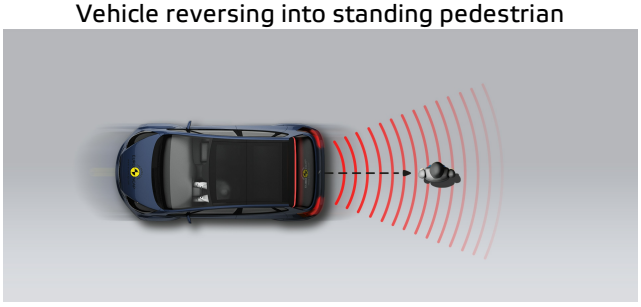
Total 37.3 Pts / 69%

AEB Pedestrian

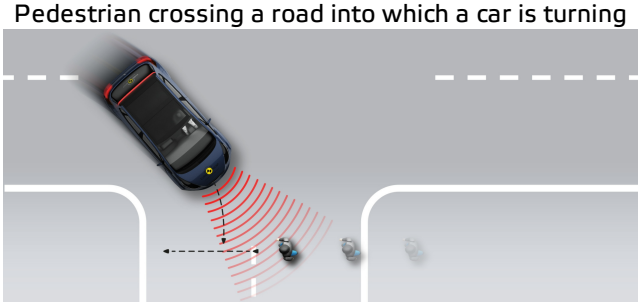
6.0 / 9 Pts

- **Day time**

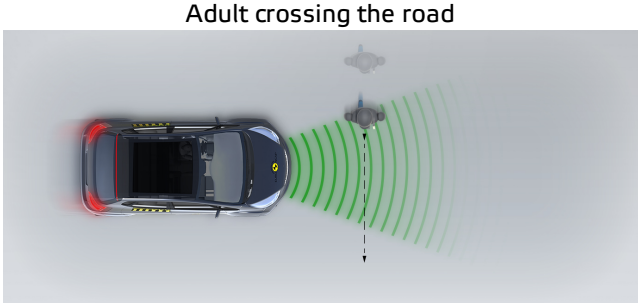
Vehicle reversing into standing pedestrian



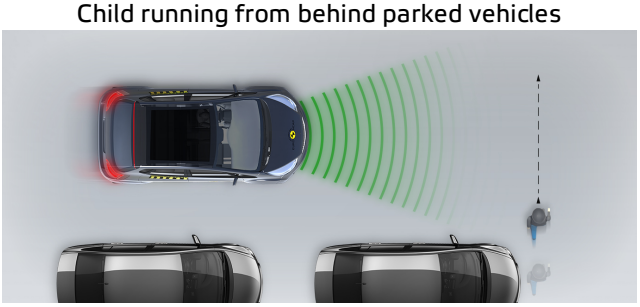
Pedestrian crossing a road into which a car is turning



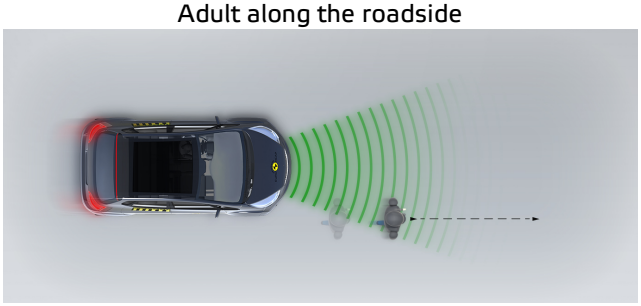
Adult crossing the road



Child running from behind parked vehicles

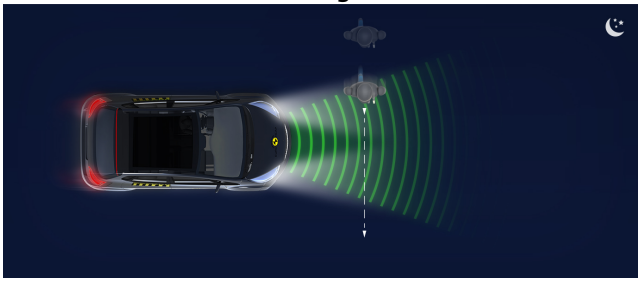


Adult along the roadside

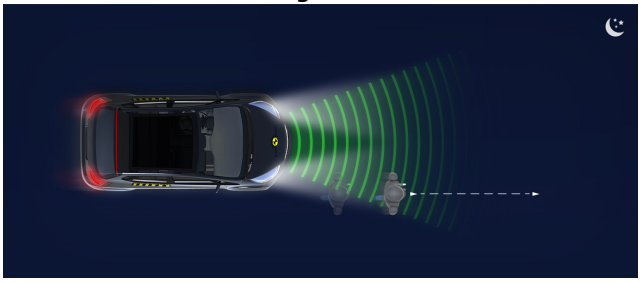


- **Night time**

Adult crossing the road



Adult along the roadside



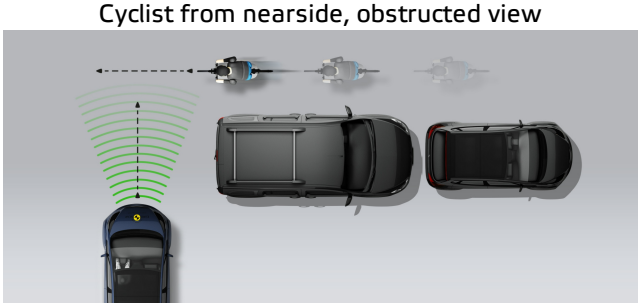
VULNERABLE ROAD USERS

Total 37.3 Pts / 69%

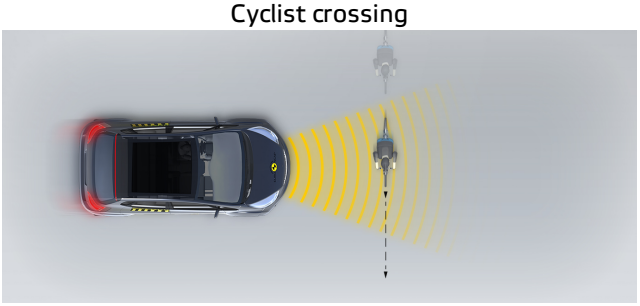
AEB Cyclist

6.6 / 9 Pts

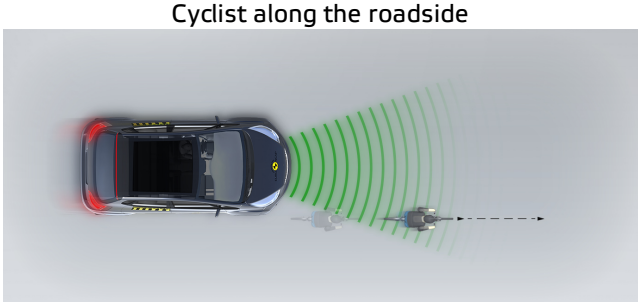
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The Mustang Mach-E has an ‘active’ bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet surface to provide greater clearance to stiff components beneath. Ford showed that the system worked robustly for a range of pedestrian statures and across a wide range of speeds and, accordingly, the car was tested with the bonnet in the deployed, ‘raised’ position. Good or adequate protection was provided to the head of s struck pedestrian over almost the entire surface. The bumper provided good protection to pedestrians’ legs at all test locations. However, protection of the pelvis was poor, and the Mustang Mach-E scored no points in this area of assessment. The autonomous emergency braking system of the Mustang Mach-E detects vulnerable road users, as well as other vehicles. The system’s response to pedestrians and to pedestrians was adequate. The AEB can also detect pedestrians to the rear of the car, to avoid or mitigate reversing accidents. However, the system is not switched on by default so no points were awarded.

SAFETY ASSIST

Total 13.2 Pts / 82%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.7 / 3 Pts

System Name	Adaptive Speed Control
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

1.0 / 3 Pts

Seatbelt Reminder

1.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Driver Monitoring

0.0 / 1 Pts

System Name	Driver Alert
Type	Steering inputs
Operational From	65 km/h

SAFETY ASSIST

Total 13.2 Pts / 82%

Lane Support

4.0 / 4 Pts

System Name	Lane Keeping System
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

5.6 / 6 Pts

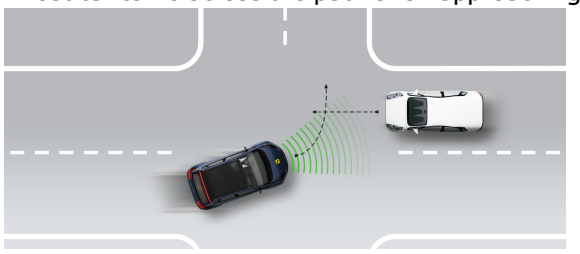
System Name	Pre-Collision Assist
Type	Autonomous emergency braking
Operational From	5 km/h
Sensor Used	camera and radar

SAFETY ASSIST

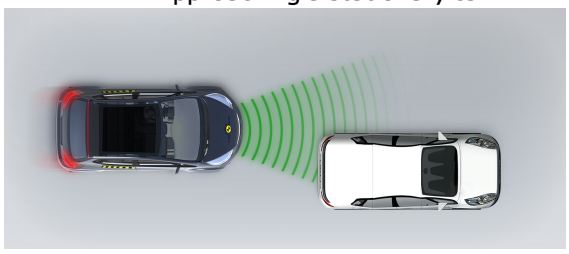
Total 13.2 Pts / 82%

- **Autobrake function only**

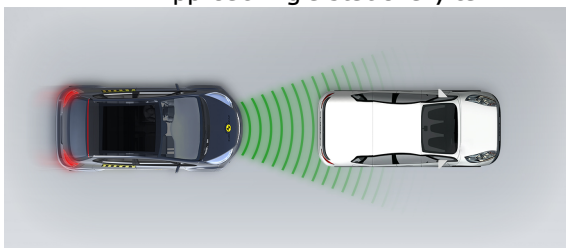
Test car turns across the path of an approaching car



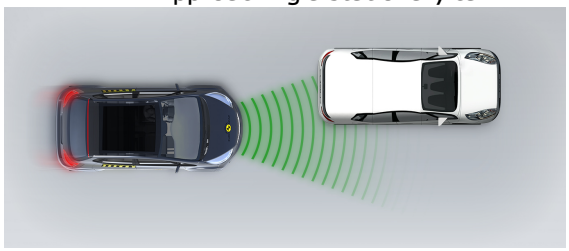
Approaching a stationary car



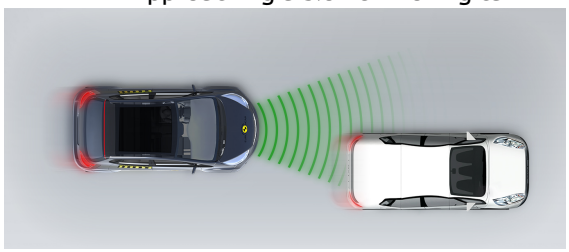
Approaching a stationary car



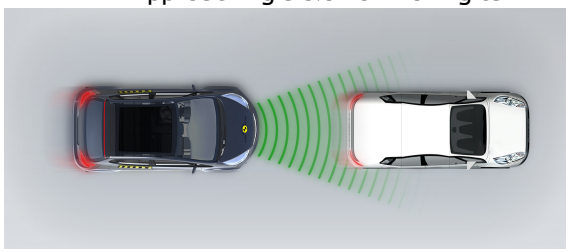
Approaching a stationary car



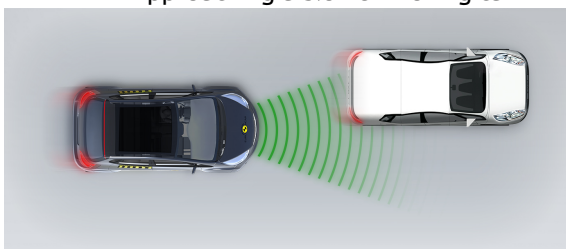
Approaching a slower moving car



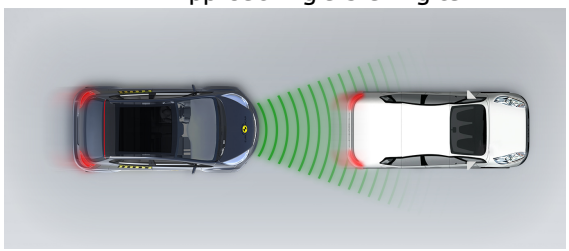
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

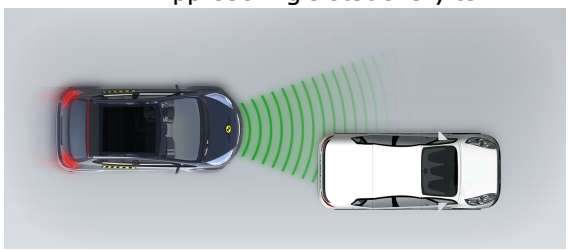


SAFETY ASSIST

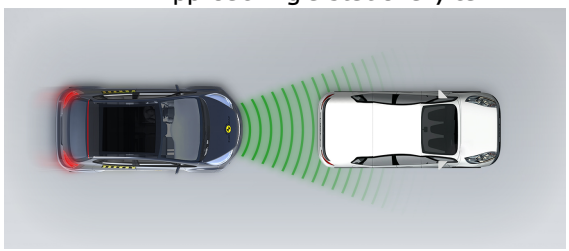
Total 13.2 Pts / 82%

- **Driver reacts to warning**

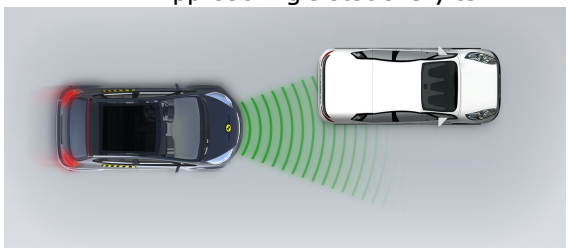
Approaching a stationary car



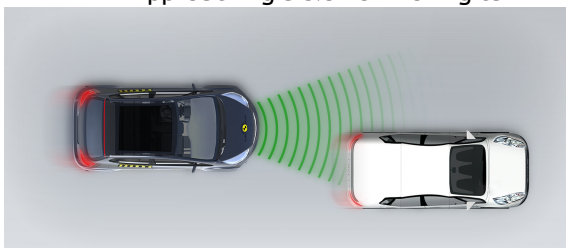
Approaching a stationary car



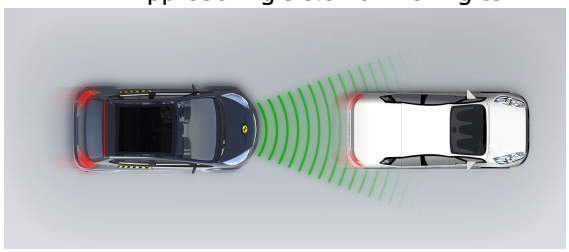
Approaching a stationary car



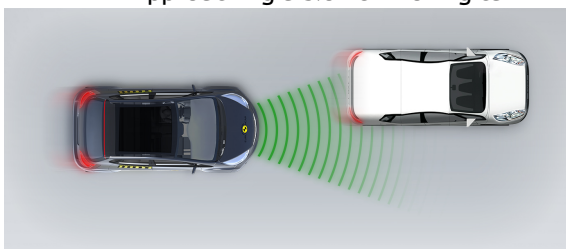
Approaching a slower moving car



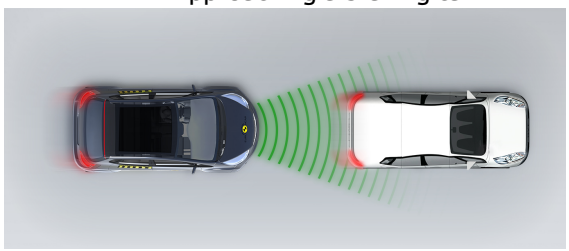
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

A seatbelt reminder is standard for the front and rear seats. A driver monitoring system monitors steering inputs for signs of fatigued driving. However, the system is not on by default at the start of every journey and no points were scored. The autonomous emergency braking system showed good performance in tests of its reaction to other vehicles. Speed assistance is provided by a system which informs the driver of the local limit, allowing the limiter to be set appropriately. A lane support system gently corrects the course of a car which is drifting out of lane and also intervenes in more critical situations.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2021	Rating Published	2021 ★★★★★	✓