



Ford Mustang
Standard Safety Equipment

2017



Adult Occupant



72%

Child Occupant



32%

VRU Impact Protection



64%

Safety Assist



16%

SPECIFICATION

Tested Model	Ford Mustang 5.0 Fastback, LHD
Body Type	- 2 door coupe
Year Of Publication	2017
Kerb Weight	1768kg
VIN From Which Rating Applies	- all Mustang Fastbacks
Class	Roadster sports

× Rating Expired

General comments

This assessment of the Ford Mustang is based on the vehicle that has been on sale since 2015. Ford has informed Euro NCAP that orders placed after May will receive an updated vehicle, which will be launched later in 2017, and will be equipped with Pre Collision Assist (with Pedestrian Detection, Forward Collision Warning and Autonomous Emergency Braking) and Lane Keeping Aid.

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	●	●	✘
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	✘
OTHER SYSTEMS			
Active Bonnet (Hood)	●		
AEB Pedestrian	✘		
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 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 27.7 Pts / 72%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 6.9 Pts




Passenger Driver

Frontal Full Width 4.7 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.2 Pts




Front seat Rear seat

Lateral Impact 14.9 Pts



Car Pole

AEB City 0.0






Performance: 



ADULT OCCUPANT

Total 27.7 Pts / 72%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 27.7 Pts / 72%

Comments

The passenger compartment of the Mustang remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Analysis of the dummy data showed that the driver's head had 'bottomed out' the airbag i.e. there was insufficient pressure in the airbag to prevent the head from contacting the steering wheel through the deflated airbag material. The head of the passenger dummy also bottomed out the airbag against the dashboard, owing to insufficient inflation of the airbag and inadequate restraint for larger statures by the front passenger seatbelt load-limiter. The scores of both the driver and passenger were penalised for the airbag performance. In the full-width rigid barrier test, protection of the driver was good apart from the chest, protection of which was adequate. However, the rear seat passenger slipped under the lap portion of the seatbelt (a phenomenon known as 'submarining') and the score for the knee, femur and pelvis body region was penalised and protection was rated as poor. Protection of the chest was also rated as poor as the rear seatbelt (which has neither pre-tensioners nor load-limiters) showed an excessively high tensile force in the test. Dummy readings of head deceleration indicated weak protection of the head for the rear passenger. In the side barrier test, the Mustang scored full points with good protection of all critical body areas. Even in the more severe side pole test, protection of the chest was adequate and that of other body regions was good. Tests on the front seats and head restraints demonstrated a marginal level of protection against whiplash injury in the event of a rear-end collision. A geometric assessment of rear seats indicated poor whiplash protection in these seating positions. The current Mustang is not equipped with an autonomous emergency braking (AEB) system, which would have provided greater whiplash protection. However, Ford have indicated that the next version of the Mustang will have AEB.

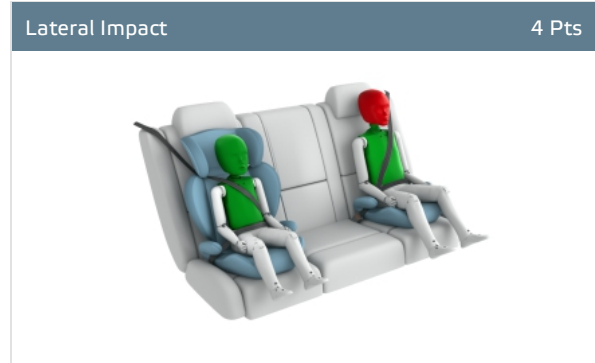
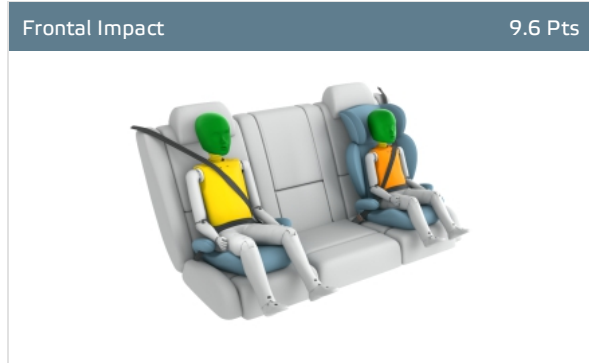
CHILD OCCUPANT

Total 15.8 Pts / 32%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

13.6 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Booster cushion*

Safety Features

0.0 Pts

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

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

CRS Installation Check

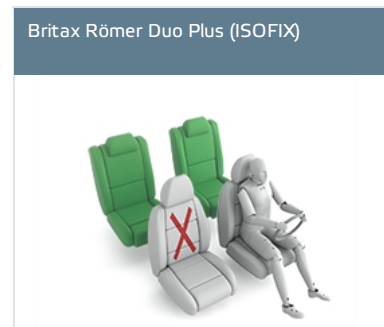
2.2 Pts


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

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 15.8 Pts / 32%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

For the impact tests, the 10 year dummy was sat on a booster cushion. Owing to limited rear space the results of the dynamic tests on the 10 year dummy were done in a separate test. In the frontal offset test, protection of the 10 year dummy was rated as at least adequate. However, the shoulder belt slipped between the clavicle and the upper arm and the score for the dummy in this test was penalised. Protection of the 6 year dummy, sat in a high-back booster, was rated as good and adequate for the head and neck respectively but dummy readings of chest deceleration indicated marginal chest protection. In the side barrier test, dummy readings indicated good protection, apart from the head of the 10 year dummy. The head bottomed out the side curtain airbag, making contact, through the deflated airbag material, with the trim on the C pillar. Consequently, all points were lost for the 10 year dummy in this test. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag did not meet Euro NCAP's requirements and the system did not score any points.



CHILD OCCUPANT

Total 15.8 Pts / 32%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	—	—
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	—	—
BeSafe iZi Kid X2 i-Size (iSize)	—	—	—
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	✘	✘
Britax Römer Duo Plus (ISOFIX)	—	●	●
Britax Römer KidFix XP (ISOFIX)	—	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●
Britax Römer King II LS (Belt)	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available

Comments

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VRU IMPACT PROTECTION

Total 27.0 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection 27.0 Pts



Head Impact	21.0 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

AEB Pedestrian 0.0 Pts

Comments

The Mustang has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, creating more space to the hard structures in the engine bay. Ford demonstrated that the system worked robustly for a variety of pedestrian statures and over a range of speeds and, accordingly, the tests were performed in the raised (deployed) position. Test results were good over almost the entire bonnet surface. Protection of the pelvic region was poor in all areas tested but the bumper provided good protection to pedestrians' legs and scored maximum points in Euro NCAP's tests. There is no AEB system on the current Mustang but Ford have indicated that the next version of the Mustang will have one.



SAFETY ASSIST

Total 2.0 Pts / 16%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 0 Pts

Seatbelt Reminder 2.0 Pts

Warning	Applies To	Front seats		
		Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual		●	●	—
Audible		●	●	—

● Pass
 ● Fail
 — Not available

Lane Support 0 Pts

AEB Inter-Urban 0 Pts



SAFETY ASSIST

Total 2.0 Pts / 16%

Comments

The Mustang has a seatbelt reminder system for the front seats only and no other safety assistance features that qualify for points in Euro NCAP's rating scheme. Ford have indicated that the successor to the current Mustang will be equipped with AEB.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
* 2 door coupe	5.0 V8 Manual and Automatic	Mustang Fastback 5.0 V8	4 X 2	✓	✓
2 door coupe	2.3 EcoBoost Manual and Automatic	Mustang Fastback 2.3 EcoBoost	4 X 2	✓	✓
2 door convertible	5.0 V8 Manual and Automatic	Mustang Convertible 5.0 V8	4 X 2	✗	✗
2 door convertible	2.3 EcoBoost Manual and Automatic	Mustang Convertible 2.3 EcoBoost	4 X 2	✗	✗

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
January 2017	Rating Published	2017 ★★☆☆☆ ✓