



**Ford Tourneo Connect**  
Standard Safety Equipment

2018



Adult Occupant



92%

Child Occupant



79%

Vulnerable Road Users



65%

Safety Assist



75%

## SPECIFICATION

Tested Model	Ford Tourneo Connect 1.5 diesel 'Titanium', LHD
Body Type	- 5 door MPV
Year Of Publication	2018
Kerb Weight	1690kg
VIN From Which Rating Applies	- all short wheelbase Tourneo Connects
Class	Small MPV

**X** Rating Expired

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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 35.2 Pts / 92%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 7.2 / 8 Pts




Passenger Driver

Frontal Full Width 6.4 / 8 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Lateral Impact 16.0 / 16 Pts




Car Pole

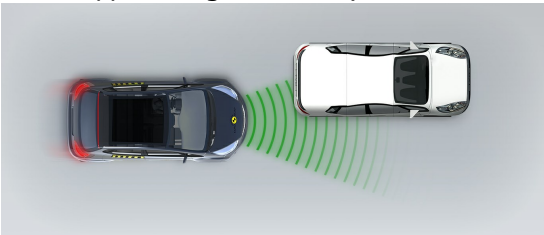
 ADULT OCCUPANT

Total 35.2 Pts / 92%

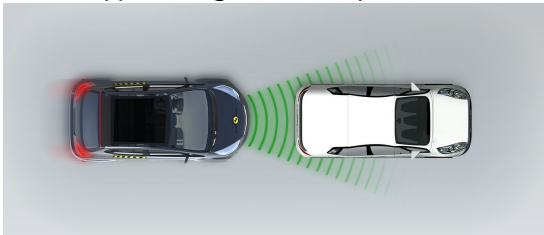
 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City  4.0 / 4 Pts

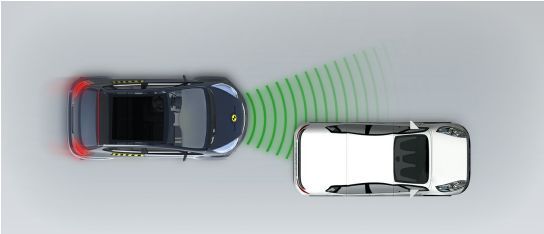
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 35.2 Pts / 92%

## Comments

The passenger compartment of the Tourneo Connect remained stable in the frontal offset test. 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 sizes and to those sitting in different positions. In the full-width rigid barrier test, the pelvis of the driver dummy slipped under the lap portion of the seatbelt. Protection of the pelvis was rated as poor but that of other critical body areas was good or adequate. Protection of the chest of the rear passenger dummy was rated as marginal, based on dummy readings of chest compression, but protection was otherwise good. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the Tourneo Connect scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

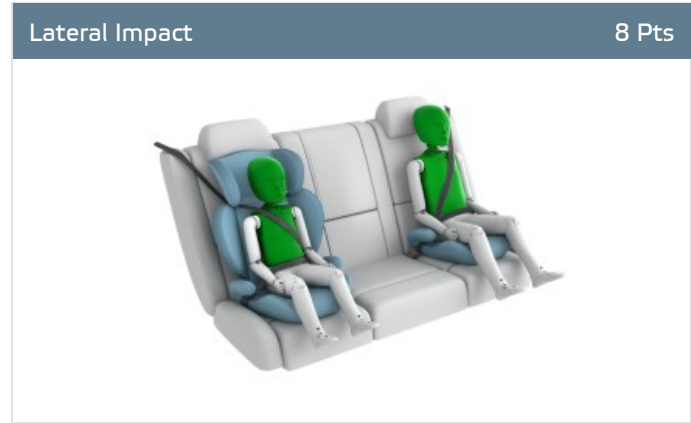
**CHILD OCCUPANT**

Total 39.0 Pts / 79%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

20.0 / 24 Pts



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

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	3rd 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

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)




Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





 CHILD OCCUPANT

Total 39.0 Pts / 79%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset test, all critical body areas of both the 6 and 10 year dummies were well protected. However, the seatbelt partially slipped away from the shoulder of the 10 year dummy during the test and the score was reduced. The car scored maximum points in the side barrier impact, with good protection all-round. 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 Tourneo Connect is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 39.0 Pts / 79%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	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

In the frontal offset test, all critical body areas of both the 6 and 10 year dummies were well protected. However, the seatbelt partially slipped away from the shoulder of the 10 year dummy during the test and the score was reduced. The car scored maximum points in the side barrier impact, with good protection all-round. 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 Tourneo Connect is designed could be properly installed and accommodated in the car.

**VULNERABLE ROAD USERS**

Total 31.2 Pts / 65%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

VRU Impact Protection	25.3 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">14.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	14.9 Pts	Pelvis Impact	4.4 Pts	Leg Impact	6.0 Pts
Head Impact	14.9 Pts						
Pelvis Impact	4.4 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users		5.9 / 12 Pts
System Name	Pre-Collision Assist with Pedestrian Detection	
Type	Auto-Brake with Forward Collision Warning	
Operational From	5 km/h	

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was adequate over most of its surface, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and scored maximum points in Euro NCAP's tests. Protection of the pelvis was also predominantly good. The AEB system can detect vulnerable road users like pedestrians and cyclists. The system performed adequately in tests using a pedestrian dummy and was rated as marginal in the more challenging tests using a simulated cyclist.



 VULNERABLE ROAD USERS

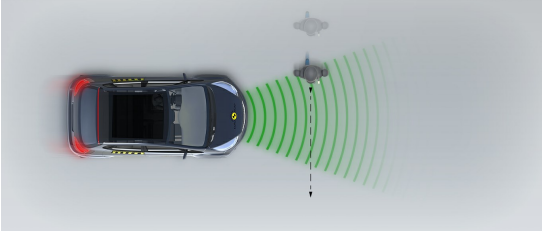
Total 31.2 Pts / 65%

AEB Pedestrian

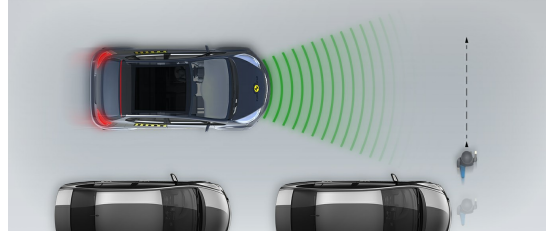


Day time

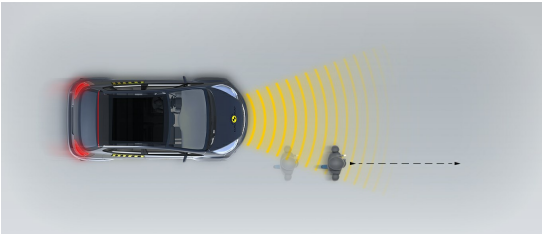
Adult crossing the road



Child running from behind parked vehicles

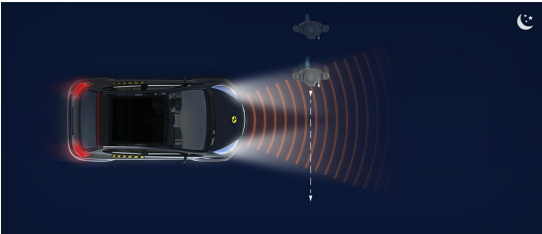


Adult along the roadside

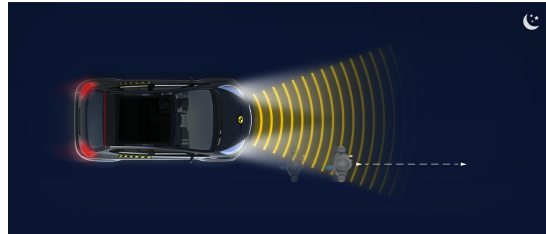


Night time

Adult crossing the road



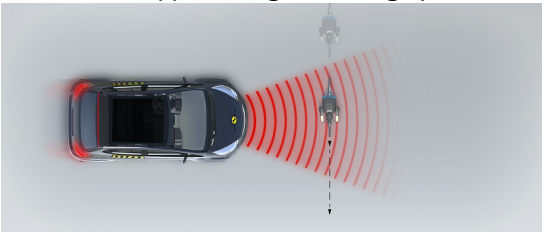
Adult along the roadside



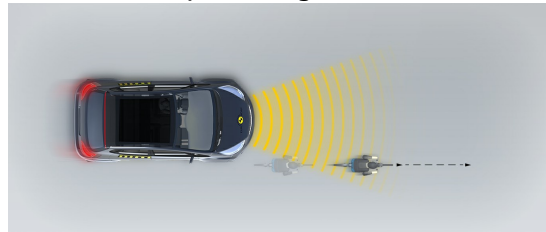
AEB Cyclist



Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.8 Pts / 75%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

2.5 / 3 Pts

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

Seatbelt Reminder

2.5 / 3 Pts

Applies To	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

Lane Support

2.3 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	<span style="display: inline-block; width: 15px; height: 15px; background-color: gray; margin-right: 5px;"></span> NOT AVAILABLE
Lane Keep Assist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD
Human Machine Interface	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> ADEQUATE

**SAFETY ASSIST**

Total 9.8 Pts / 75%

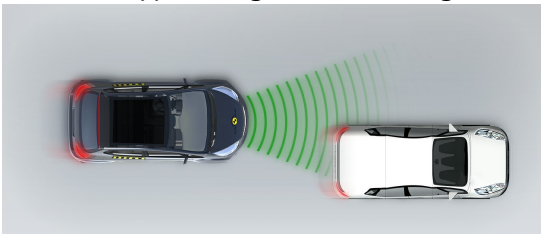
**AEB Inter-Urban**

**2.6 / 3 Pts**

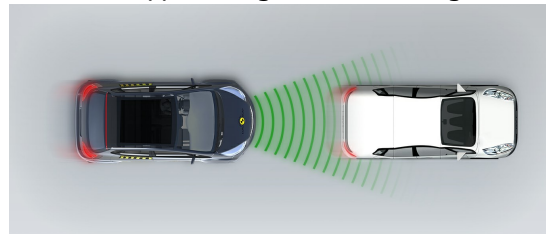
System Name	Pre-Collision Assist with Pedestrian Detection
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h
Additional Information	Supplementary warning

■ **Autobrake function only**

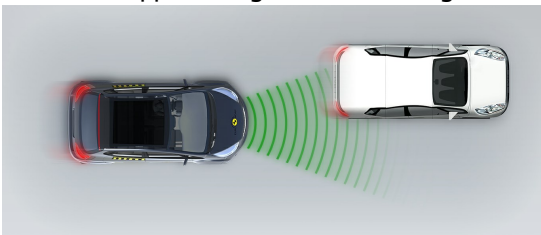
Approaching a slower moving car



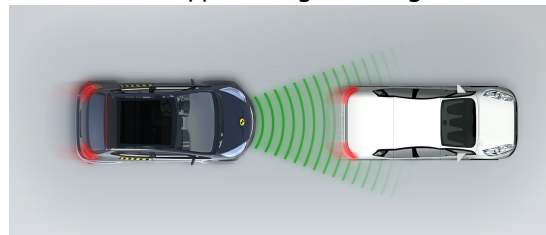
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

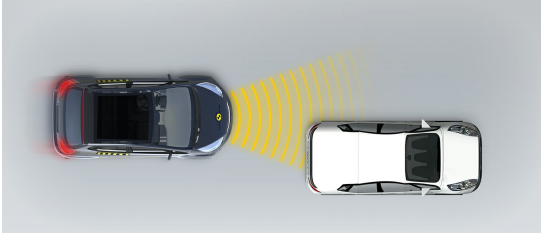


 SAFETY ASSIST

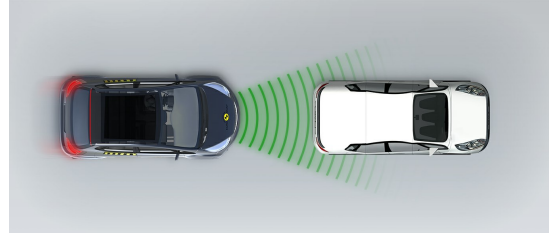
Total 9.8 Pts / 75%

■ Driver reacts to warning

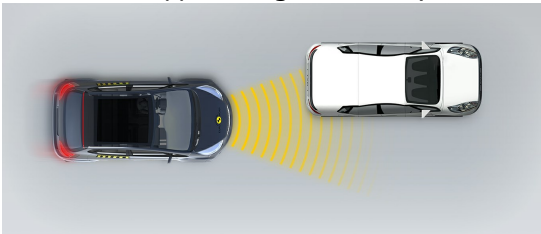
Approaching a stationary car



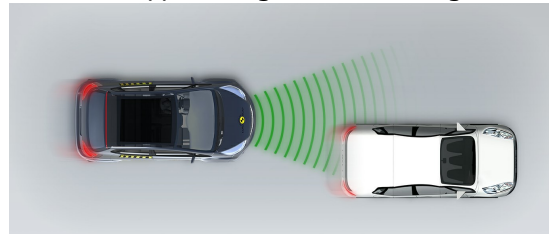
Approaching a stationary car



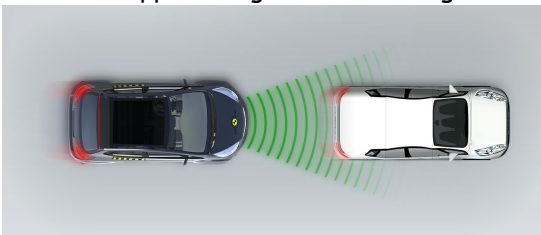
Approaching a stationary car



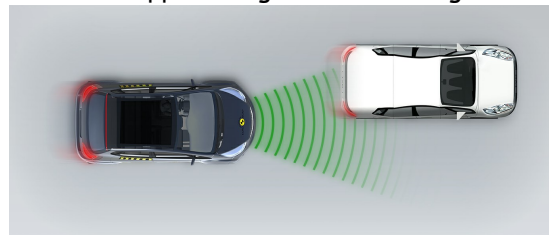
Approaching a slower moving car



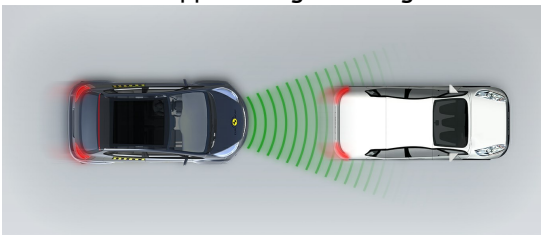
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door MPV (short wheelbase)	1.5 diesel*	4 x 2	✓	✓
5 door MPV (short wheelbase)	1.0 petrol	4 x 2	✓	✓
5 door MPV (long wheelbase)	All	4 x 2	-	-

\* Tested variant  Rating applies  Rating does not apply - Additional information required

### Annual Reviews and Facelifts

Date	Event	Outcome
September 2018	Rating Published	2018 