



Ford Tourneo Custom
Standard Safety Equipment

2025



Adult Occupant



86%

Child Occupant



86%

Vulnerable Road Users



79%

Safety Assist



66%

SPECIFICATION

Tested Model	Ford Tourneo Custom 2.0 Ecoblue 'Titanium', LHD
Body Type	- 5 door MPV
Year Of Publication	2025
Kerb Weight	2422kg
VIN From Which Rating Applies	- all Tourneo Customs, including PHEV and BEV
Class	Business and Family Van

General comments

The Ford Tourneo Custom was rated in 2024 and has been re-assessed in 2025 following improvements made by Ford to the crash avoidance systems.

SAFETY EQUIPMENT

OTHER SYSTEMS		
Active Bonnet		✖
AEB Vulnerable Road Users		●
AEB Pedestrian - Reverse		○
Cyclist Dooring Prevention		○
AEB Motorcyclist		●
AEB Car-to-Car		●
Speed Assistance		●
Lane Assist System		●
Fatigue / Distraction Detection		●

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

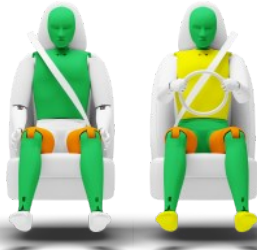
- Fitted to the vehicle as standard
- Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack
- ✖ Not available
- Not applicable

 ADULT OCCUPANT

Total 34.4 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 12.6 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact 3.7 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 34.4 Pts / 86%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the Ford Tourneo Custom remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Ford did not demonstrate that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions, and protection of this area was downgraded to 'marginal'. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the Tourneo Custom would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and rear passenger. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good, and the Tourneo Custom scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was good. The Tourneo Custom has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. 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 Tourneo Custom has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Ford demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost.

 CHILD OCCUPANT

Total 42.6 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 23.6 / 24 Pts

Frontal Impact15.6 Pts



Lateral Impact8 Pts



Restraint for 6 year old child: *Britax Kidfix M i-size*
Restraint for 10 year old child: *Britax Kidfix M i-size booster*

Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isofix	✗	●	✗	●	✗
i-Size	✗	●	✗	●	✗
Integrated CRS	✗	✗	✗	✗	✗
Top tether	✗	●	✗	●	✗
Child Presence Detection	✗	✗	✗	✗	✗

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

CRS Installation Check 12.0 / 12 Pts

 i-Size	Seat Position							
	Front		2nd row			3rd row		
			Left	center	Right	Left	center	Right
	—	—	●	—	●	●	—	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 42.6 Pts / 86%

 Isofix	Seat Position							
	Front		2nd row			3rd row		
			Left	center	Right	Left	center	Right
	—	—	●	—	●	●	—	●
	—	—	●	—	●	●	—	●
	—	—	●	—	●	●	—	●
	—	—	●	—	●	●	—	●
	—	—	●	—	●	●	—	●
	—	—	●	—	●	●	—	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

Seatbelt Attached	Seat Position							
	Front		2nd row			3rd row		
			Left	center	Right	Left	center	Right
	✖	●	●	●	●	●	●	●
	●	●	●	●	●	●	●	●
	●	●	●	●	●	●	●	●
	●	●	●	●	●	●	●	●
	●	●	●	●	●	●	●	●
	✖	●	●	●	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF



CHILD OCCUPANT

Total 42.6 Pts / 86%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, apart from the neck of the 10 year old, protection of which was adequate. 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. The Ford Tourneo Custom is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Tourneo Custom is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 49.9 Pts / 79%

GOOD

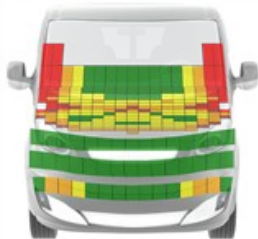
ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection 29.3 / 36 Pts



Pedestrian & Cyclist Head	12.3 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	8.0 Pts

VRU Impact Mitigation 20.6 / 27 Pts

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

AEB Pedestrian 5.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 7.3 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 49.9 Pts / 79%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	option, not assessed"

AEB Motorcyclist

5.6 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate. Protection of the pelvis and femur was good at all test locations, while that of the knee and tibia was predominantly good. The autonomous emergency braking (AEB) system of the Ford can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians, its overall performance was adequate. The system performed well in tests of its response to cyclists, but not for 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Overall, the AEB system performed well in tests of its response to motorcyclists.

 SAFETY ASSIST

Total 11.9 Pts / 66%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance 1.9 / 3 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder

1.0 / 1 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

0.3 / 2 Pts

System Name	Driver Alert
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

 SAFETY ASSIST

Total 11.9 Pts / 66%

Lane Support 2.5 / 3 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 6.3 / 9 Pts

System Name	Pre-Collision Assist (PCA)
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		
Turning across the path of an oncoming car		
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		

 Currently not tested

 SAFETY ASSIST

Total 11.9 Pts / 66%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was adequate in tests of its reaction to other vehicles. In contrast to the Tourneo Custom tested in 2024, the standard-equipment vehicle now scores well in the crossing scenarios, owing to improved software, and this leads to an increase in the star rating. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system, although this is not on by default.

RATING VALIDITY



Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	2.0 Ecoblue	Tourneo Custom	4 x 2 *	✓	✓
5 door MPV	2.0 Ecoblue	Tourneo Custom	4 x 4	✓	✓
5 door MPV	Battery electric	Tourneo Custom	4 x 2	✓	✓
5 door MPV	Plug-in Hybrid	Tourneo Custom	4 x 2	✓	✓

* Tested variant
Additional tests performed on battery electric variant

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2025	Rating Published	2025 ★ ★ ★ ★ ☆	✓