

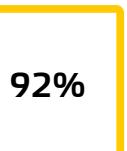


**Ford Kuga**  
Standard Safety Equipment

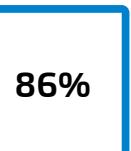
2019



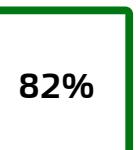
Adult Occupant



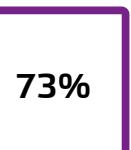
Child Occupant



Vulnerable Road Users



Safety Assist



## SPECIFICATION

|                               |   |
|-------------------------------|---|
| Tested Model                  | Ford Kuga 2.0 diesel 4x4 automatic, LHD |
| Body Type                     | - 5 door SUV                            |
| Year Of Publication           | 2019                                    |
| Kerb Weight                   | 1769kg                                  |
| VIN From Which Rating Applies | - all Kugas                             |
| Class                         | Small SUV                               |

 Rating Expired

## 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       | ●      | ●         | ✗    |

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

## SAFETY EQUIPMENT (NEXT)

|                         | Driver | Passenger | Rear |
|-------------------------|--------|-----------|------|
| 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 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 6.3 / 8 Pts



Passenger



Driver

## Frontal Full Width 7.5 / 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

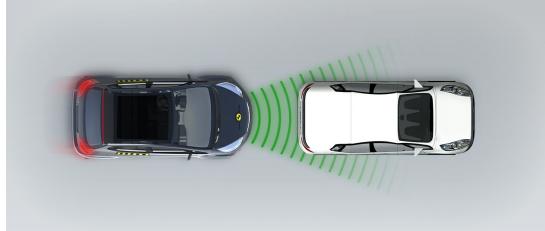
AEB City

 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 Kuga 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. Protection of the driver's chest and lower leg was rated as marginal. In the full-width rigid barrier test, protection the driver's chest was again marginal but that of all other 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 car scored full points in both of these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur.

 **CHILD OCCUPANT**

Total 42.6 Pts / 86%



Crash Test Performance based on 6 &amp; 10 year old children

23.8 / 24 Pts

| Frontal Impact  | 16 Pts | Lateral Impact | 7.8 Pts |
|---|--------|----------------|---------|
|  |        |                |         |

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

## CRS Installation Check

11.8 / 12 Pts

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

## ■ i-Size CRS

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



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



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



## ■ ISOFIX CRS

Maxi Cosi Cabriofix &amp; FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 42.6 Pts / 86%

## ■ 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 both the frontal and side barrier tests, protection of all critical body areas was good for both dummies with the exception of the head of the 10 year dummy, protection of which was rated as 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. One universal child restraint could not be properly installed in the rear centre seat owing to the centre tunnel preventing correct placement of the support leg of the base. Otherwise, all restraints types for which the Kuga is designed could be properly installed and accommodated.

 CHILD OCCUPANT

Total 42.6 Pts / 86%

|   | 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)                  | —             | ●    | —       | ●     |
| BeSafe iZi Flex FIT 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 both the frontal and side barrier tests, protection of all critical body areas was good for both dummies with the exception of the head of the 10 year dummy, protection of which was rated as 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. One universal child restraint could not be properly installed in the rear centre seat owing to the centre tunnel preventing correct placement of the support leg of the base. Otherwise, all restraints types for the which the Kuga is designed could be properly installed and accommodated.



## VULNERABLE ROAD USERS

Total 39.6 Pts / 82%



### VRU Impact Protection

28.7 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 17.7 Pts |
| Pelvis Impact | 5.2 Pts  |
| Leg Impact    | 5.8 Pts  |

### Vulnerable Road Users

11.0 / 12 Pts

|                  |   |
|------------------|---|
| System Name      | Pre-Collision Assist with AEB             |
| Type             | Auto-Brake with Forward Collision Warning |
| Operational From | 10 km/h                                   |

### Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided generally good protection to pedestrians' legs and protection of the pelvis was also mostly good. The Kuga's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to both was good, with collisions avoided or mitigated in most cases.





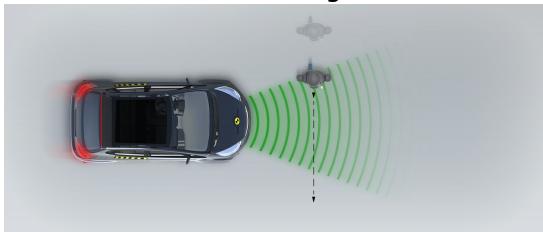
## VULNERABLE ROAD USERS

Total 39.6 Pts / 82%

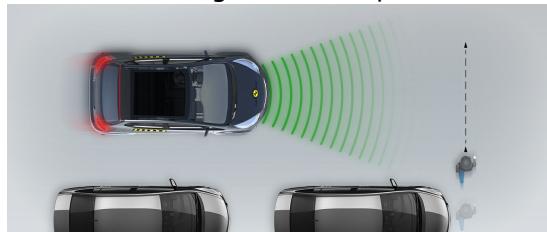
## AEB Pedestrian

## ■ Day time

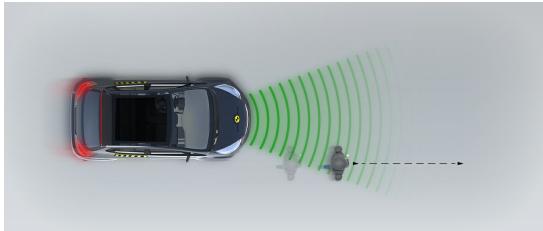
Adult crossing the road



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 9.5 Pts / 73%

 GOOD  
  ADEQUATE  
  MARGINAL  
  WEAK  
  POOR
**Speed Assistance**
 1.3 / 3 Pts

|                           |                                  |  |  |
|---------------------------|----------------------------------|--|--|
| System Name               | Adjustable Speed Limiting Device |  |  |
| Speed Limitation Function | Manually set (accurate to 5km/h) |  |  |

**Seatbelt Reminder**
 2.5 / 3 Pts

| Applies To         | All Seats   |                    |                   |
|--------------------|-------------|--------------------|-------------------|
|                    | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning            |             |                    |                   |
| Visual             | ●           | ●                  | ●                 |
| Audible            | ●           | ●                  | ●                 |
| Occupant Detection | —           | ●                  | —                 |

 Pass  
  Fail  
  Not available
**Lane Support**
 3.5 / 4 Pts

|                         |   |          |  |
|-------------------------|---|----------|--|
| System Name             | Lane Keeping System   |          |  |
| Type                    | ELK + LKA (including LDW)   |          |  |
| Operational From        | 30 km/h   |          |  |
| <b>PERFORMANCE</b>      |   |          |  |
| Emergency Lane Keeping  | <span style="background-color: green; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span>  | GOOD     |  |
| Lane Keep Assist        | <span style="background-color: green; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span>  | GOOD     |  |
| Human Machine Interface | <span style="background-color: yellow; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> | ADEQUATE |  |

 SAFETY ASSIST

Total 9.5 Pts / 73%

## AEB Inter-Urban

 2.3 / 3 Pts

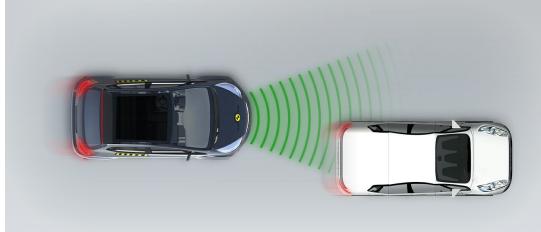
|                  |  |
|------------------|--|
| System Name      | Pre-Collision Assist with AEB                              |
| Type             | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 5 km/h   |

## Comments

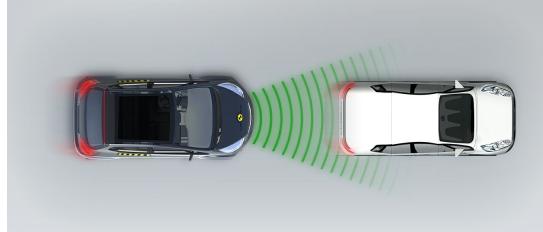
The Kuga has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane and also intervenes in some more critical situations. A driver-set speed limiter helps the driver to avoid over-speeding.

## ■ Autobrake function only

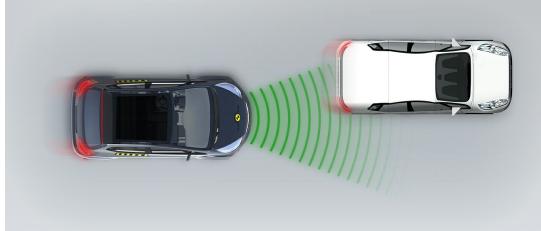
Approaching a slower moving car



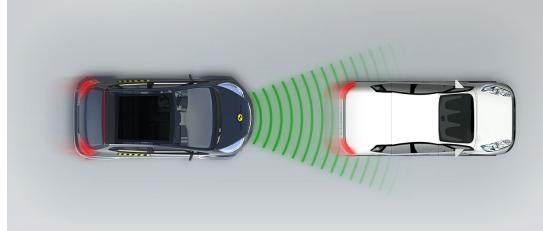
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

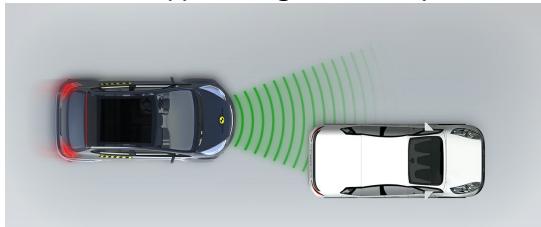


 SAFETY ASSIST

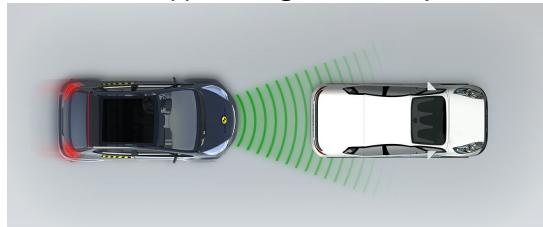
Total 9.5 Pts / 73%

## ■ Driver reacts to warning

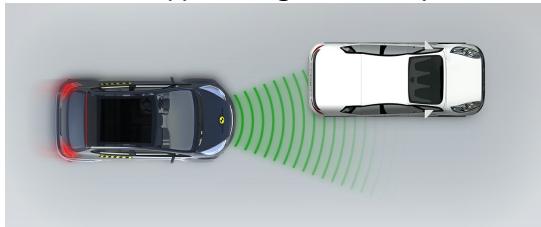
Approaching a stationary car



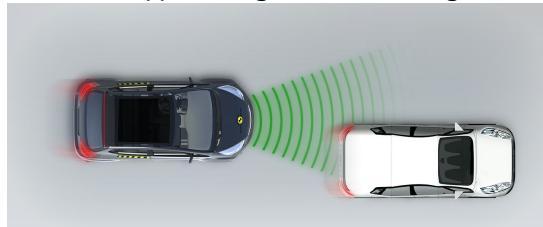
Approaching a stationary car



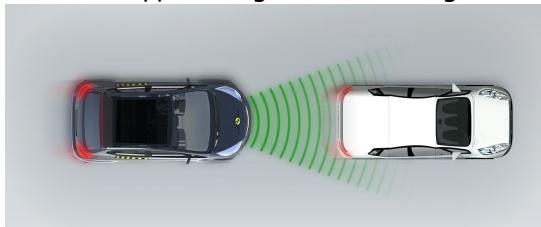
Approaching a stationary car



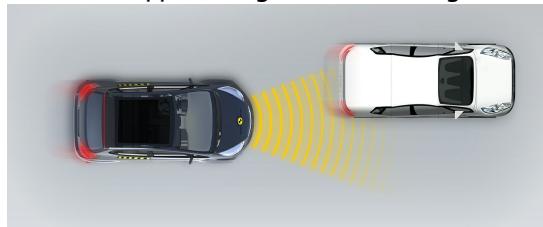
Approaching a slower moving car



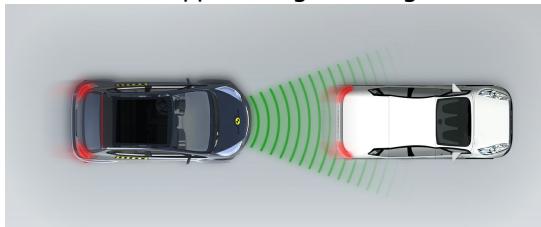
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

## Variants of Model Range

| Body Type  | Engine          | Drivetrain | Rating Applies |     |
|------------|-----------------|------------|----------------|-----|
|            |                 |            | LHD            | RHD |
| 5 door SUV | 2.0 diesel      | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 2.0 diesel*     | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 1.5 diesel      | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 1.5 petrol      | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 1.5 petrol      | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.5 petrol PHEV | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.5 petrol FHEV | 4 x 4      | ✓              | ✓   |

\* Tested variant

## Annual Reviews and Facelifts

| Date           | Event                           | Outcome   |   |
|----------------|---------------------------------|---|---|
| December 2019  | Rating Published                | 2019   | ✓ |
| September 2021 | Addition of PHEV, FHEV variants | 2019   | ✓ |