

FORD ENDURA

MAY 2018 - ONWARDS
ST-LINE VARIANT (NEW ZEALAND)



TESTED
2016



85%

ADULT OCCUPANT
PROTECTION



76%

CHILD OCCUPANT
PROTECTION



67%

PEDESTRIAN
PROTECTION



89%

SAFETY
ASSIST



FORD ENDURA

OVERVIEW

The tested model of the Ford Endura was introduced in New Zealand in May 2018. This ANCAP safety rating applies to the ST-Line variant sold in New Zealand.

Dual frontal, side chest-protecting, side head-protecting (curtain) airbags and driver knee airbags are standard.

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) are standard, as well as lane keep assist (LKA), blind spot monitoring (BSM) and an intelligent speed assistance system (SAS) that can detect speed limit signs.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2016

VEHICLE TYPE

Large SUV

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Ford Endura ST-Line ◆	5 door SUV	2.0 litre diesel bi-turbo	AWD	-	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



85%

32.47 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and lower leg of the front passenger. GOOD protection was provided to all other critical body regions of both the driver and front passenger.

In the full width frontal test, protection of the driver was GOOD with the exception of the chest where protection was ADEQUATE. Readings from the rear passenger dummy indicated POOR protection of the head and chest.

In the side impact test, GOOD protection was provided for all critical body regions. In the oblique pole test, protection for the chest of the driver was MARGINAL.

The autonomous emergency braking system showed GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET[#]	7.81 (out of 8)
FULL WIDTH FRONTAL[#]	3.98 (out of 8)
SIDE IMPACT[#]	8.00 (out of 8)
OBLIQUE POLE[#]	7.15 (out of 8)
WHIPLASH PROTECTION	2.60 (out of 3)
AEB - City	2.93 (out of 3)

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.83 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.78 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.90 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	0.00 points
Neck:	1.14 points
Chest:	0.00 points
Upper legs:	4.00 points
Deductions:	-8.00 points (head & chest)

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	2.30 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Front:	1.60 points
Rear:	1.00 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 2.93 points



[#] Scaled scores. Total test scored out of 16.00 points.



CHILD OCCUPANT PROTECTION



76%

37.67 POINTS
OUT OF 49

In the frontal offset test, the vehicle provided MARGINAL protection of the chest for the 6 year dummy, and POOR protection of the neck for both the 6 year and 10 year dummies.

In the side impact test, protection for both the 6 year and 10 year dummies was GOOD and maximum points were scored.

DYNAMIC TEST (FRONT)	10.67 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	-	●	×	-	-
Integrated CRS	-	×	×	-	-
Child restraint anchorage (top tether)	×	●	●	-	-
Automatic airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

PEDESTRIAN PROTECTION



67%

28.29 POINTS
OUT OF 42

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian with some poor results recorded at the windscreen pillars.

The bumper scored maximum points in testing, with GOOD protection at all test locations. However, the protection provided to the pelvis was mixed, ranging from GOOD to POOR.

The autonomous emergency braking system can detect pedestrians and performance was ADEQUATE, with collisions being avoided or mitigated in some of the test scenarios.

HEAD IMPACTS	16.04 (out of 24)
UPPER LEG IMPACTS	3.56 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Vulnerable Road User	2.69 (out of 6)

PEDESTRIAN IMPACT TEST



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: Pre-Collision Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10km/h - 60km/h
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision not avoided	Impact mitigated up to 45km/h
Walking adult crossing from near-side (-25%)	Collision not avoided	Impact mitigated up to 45km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 30km/h	Impact mitigated up to 60km/h
Running child from behind parked vehicles	Collision not avoided	Impact mitigated up to 40km/h
PERFORMANCE	ADEQUATE	

SAFETY ASSIST



89%

10.71 POINTS
OUT OF 12

The vehicle is fitted with a lane keep assist (LKA) system as standard which warns the driver when the car is drifting out of its lane and gently steers the car back within the lane. A seatbelt reminder system is standard for all seating positions.

An intelligent speed assistance system (SAS) is standard. It is capable of identifying the local speed limit and allows the driver to manually set the limiter to that speed.

The standard-fit autonomous emergency braking (AEB) system showed GOOD performance in tests of its functionality at highway speeds, with complete avoidance in some of the test scenarios.

SPEED ASSISTANCE SYSTEMS	2.50 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	2.70 (out of 3)
AEB - Interurban	2.51 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Intelligent Speed Assist

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	Camera based	0.50 points
Warning Function	System advised	1.00 points
Speed Limitation Function	System advised	1.00 points

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning with Lane Keeping Aid
 OPERATIONAL FROM: 70 km/h
 WARNING: Audible, visual and haptic

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	●
Lane Keep Assist (LKA)	●

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision Assist
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 10km/h - 80km/h
 DESCRIPTION: Defaults ON for every journey

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AUTO BRAKING FUNCTION ONLY	DRIVER REACTS TO WARNING
Approaching a stationary car	See AEB (City)	Crash avoided up to 45 km/h Crash speed reduced up to 80 km/h
	Crash avoided up to 60 km/h Crash speed reduced up to 70 km/h	Crash avoided up to 75 km/h Crash speed reduced up to 80 km/h
Approaching a slower moving car	Avoidance	Avoidance
	Mitigation	Mitigation
FOLLOWING A CAR AT A SHORT DISTANCE	Mitigation	Avoidance
	Avoidance	Avoidance
FOLLOWING A CAR AT A LONG DISTANCE	Mitigation	Avoidance
	Avoidance	Avoidance
PERFORMANCE	GOOD	

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	-	●
Seat belt pre-tensioners (front)	-	●
Seat belt pre-tensioners (rear outboard)	-	✗
Seat belt pre-tensioners (rear centre)	-	✗
Intelligent seat belt reminder (driver)	-	●
Intelligent seat belt reminder (front passenger)	-	●
Intelligent seat belt reminder (2nd row seats)	-	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	-	●
Airbag - frontal (passenger)	-	●
Airbags - side, chest protection (front seats)	-	●
Airbags - side, chest protection (2nd row seats)	-	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	-	●
Airbags - side, head protection (2nd row seats)	-	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	-	●
Airbag - knee (front passenger)	-	✗
Airbag disabling switch - automatic (front passenger)	-	✗
Airbag disabling switch - manual (front passenger)	-	●
Head restraints for all seats	-	●
Active bonnet	-	✗
Adaptive cruise control (ACC)	-	●
Adaptive headlights	-	●
Anti-lock braking system (ABS)	-	●
Autonomous emergency braking (AEB) - City	-	●
Autonomous emergency braking (AEB) - Interurban	-	●
Autonomous emergency braking (AEB) - VRU	-	●
Automatic emergency call (eCall)	-	✗
Automatic headlights	-	●
Automatic high beam	-	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	-	●
Child presence alert	-	✗
Daytime running lights (DRL)	-	●
Electronic brakeforce distribution (EBD)	-	●
Electronic data recorder (EDR)	-	✗
Electronic stability control (ESC)	-	●
Emergency brake assist (EBA)	-	●
Emergency stop signal (ESS)	-	●
Fatigue reminder	-	●
Fatigue detection	-	●
Forward collision warning (FCW)	-	●
Hill launch assist	-	●
Integrated child seat / restraint	-	✗
ISOFix	-	●
Lane departure warning (LDW)	-	●
Lane keep assist (LKA)	-	●
Pre-crash systems	-	●
Rear cross-traffic alert (RCTA)	-	●
Reversing collision avoidance (camera)	-	●
Reversing collision avoidance (auto brake)	-	✗
Roll stability system	-	●
Secondary / multi-collision brake	-	✗
Speed assistance - auto / intelligent speed limiter	-	●
Speed assistance - manual speed limiter	-	●
Speed assistance - speed sign recognition & warning	-	●
Smart (intelligent) key	-	●
Trailer stability control	-	✗
Tyre pressure monitoring system (TPMS)	-	●
Vehicle-to-infrastructure communication (V2I)	-	✗
Vehicle-to-vehicle communication (V2V)	-	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Ford Edge ST-Line LHD
TESTED VEHICLE(S) BUILT	2016
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre diesel bi-turbo
RATING PUBLISHED	August 2018
RATING UPDATED	-