

FORD PUMA

SEPTEMBER 2020 - DECEMBER 2025
ALL VARIANTS



TESTED
2019



FORD PUMA

OVERVIEW

The Ford Puma was introduced in Australia and New Zealand in September 2020. This ANCAP safety rating applies to all variants.

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

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW), are standard on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

SMALL SUV

AIRBAGS

Dual frontal, side chest, side head

RATING APPLICABILITY

| VARIANT | BODY TYPE | ENGINE | DRIVETRAIN | AUS | NZ |
|---------------------|------------|------------------|------------|-----|----|
| FORD PUMA | 5 door SUV | 1.0 litre petrol | FWD | ✓ | ✓ |
| FORD PUMA ST-Line | 5 door SUV | 1.0 litre petrol | FWD | ✓ | ✓ |
| FORD PUMA ST-Line V | 5 door SUV | 1.0 litre petrol | FWD | ✓ | - |

ADULT OCCUPANT PROTECTION



94%

36.04 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated that protection of the driver's chest was MARGINAL and driver's legs was ADEQUATE. Dummy readings for the passenger showed GOOD protection for all critical body regions.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and ADEQUATE for the neck and chest of the rear passenger. Protection was GOOD for other critical body regions.

In the side impact and the oblique pole tests, protection offered to all critical body regions was GOOD and the Ford Puma scored maximum points.

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

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts
Chest: 2.49 pts
Upper legs: 4.00 pts
Lower legs: 3.60 pts
Deductions: Nil



Front Passenger

Head / neck: 4.00 pts
Chest: 4.00 pts
Upper legs: 4.00 pts
Lower legs: 4.00 pts
Deductions: Nil

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

| | |
|---------------------------------------|-----------------|
| FRONTAL OFFSET[#] | 7.05 (out of 8) |
| FULL WIDTH FRONTAL[#] | 7.47 (out of 8) |
| SIDE IMPACT[#] | 8.00 (out of 8) |
| OBIQUE POLE[#] | 8.00 (out of 8) |
| WHIPLASH PROTECTION | 1.65 (out of 2) |
| AEB - City | 3.87 (out of 4) |

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

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts
Neck: 4.00 pts
Chest: 3.10 pts
Upper legs: 4.00 pts
Deductions: Nil



Rear Passenger

Head: 4.00 pts
Neck: 3.94 pts
Chest: 2.85 pts
Upper legs: 4.00 pts
Deductions: Nil

OBIQUE POLE TEST (32 KM/H)



Driver

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

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear: 0.38 points
Front: 1.27 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.87 points

| OVERLAP | -50% | -75% | 100% | 75% | 50% |
|-------------|------|------|------|-----|------|
| PERFORMANCE | | | | | |
| | | | | | GOOD |

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.54 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy, and the head and neck of the 6 year dummy were ADEQUATE. Protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Ford Puma is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all rear seating positions, and full points were scored for this assessment.

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 child restraints | ✗ | ✗ | ✗ | - | - |
| Top tether anchorage | ✗ | ● | ● | - | - |
| Airbag disabling | ✗ | - | - | - | - |

● FITTED TO TEST CAR AS STANDARD

○ NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

✗ NOT AVAILABLE

- NOT APPLICABLE

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. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.54 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

| CHILD RESTRAINT (CRS) TYPE [^] | | FRONT ROW | | 2nd ROW | | | 3rd ROW | | |
|---|---|-----------|------|---------|-------|------|---------|-------|--|
| | | PASSENGER | LEFT | CENTRE | RIGHT | LEFT | CENTRE | RIGHT | |
| BELTED | Rearward facing capsule | ✗ | ● | ● | ● | — | — | — | |
| | TYPE A Rearward facing with harness - convertible (Model A) | ✗ | ● | ● | ● | — | — | — | |
| | Rearward facing with harness - convertible (Model B) | ✗ | ● | ● | ● | — | — | — | |
| TYPE B | Forward facing with harness - convertible (Model A) | ✗ | ● | ● | ● | — | — | — | |
| | Forward facing with harness - convertible (Model B) | ✗ | ● | ● | ● | — | — | — | |
| TYPE E | Booster - 4 to 8 years | ✗ | ● | ● | ● | — | — | — | |
| TYPE F | Booster - 4 to 10 years | ✗ | ● | ● | ● | — | — | — | |
| ISOFIX | Rearward facing capsule | ✗ | ● | — | ● | — | — | — | |
| | TYPE A Rearward facing with harness - convertible (Model A) | ✗ | ● | — | ● | — | — | — | |
| | Rearward facing with harness - convertible (Model B) | ✗ | ● | — | ● | — | — | — | |
| | TYPE B Forward facing with harness - convertible (Model A) | ✗ | ● | — | ● | — | — | — | |
| | Forward facing with harness - convertible (Model B) | ✗ | ● | — | ● | — | — | — | |

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED — NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



77%

37.16 POINTS
OUT OF 48

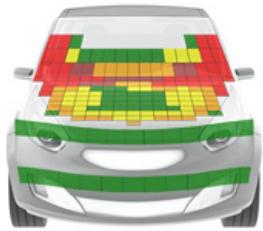
The bonnet of the Ford Puma provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface, with some WEAK and POOR results recorded along the rear of the bonnet and on the stiff windscreen pillars.

The front edge of the bonnet and the bumper showed a GOOD level of protection in all areas tested.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at most test speeds. The system's overall performance was classified as GOOD.

| | |
|-------------------|-------------------|
| HEAD IMPACTS | 14.58 (out of 24) |
| UPPER LEG IMPACTS | 6.00 (out of 6) |
| LOWER LEG IMPACTS | 6.00 (out of 6) |
| AEB - Pedestrian | 5.25 (out of 6) |
| AEB - Cyclist | 5.34 (out of 6) |

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Pre-Collision Assist with Pedestrian Detection
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 7-80 km/h
DESCRIPTION: System functions in the daytime and night

| TEST SCENARIO | AEB - Pedestrian | | | | | | | | | | AEB - Cyclist | | | |
|---------------|-----------------------------------|-------|--------------------------------|-------|--------------------------------|-------|----------------------------|-------|--------------------------|-------|--------------------------|----------------------------|-------------------------------------|-------------------------------------|
| | Adult crossing towards kerb (50%) | | Adult crossing from kerb (25%) | | Adult crossing from kerb (75%) | | Child running (obstructed) | | Adult walking along road | | Adult walking along road | Cyclist crossing from kerb | Cyclist travelling along road (50%) | Cyclist travelling along road (25%) |
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | DAY | DAY | DAY |
| TEST SCENARIO | | | | | | | | | | | | | | |
| PERFORMANCE | GOOD | | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD |

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



74%

9.71 POINTS
OUT OF 13

The Ford Puma is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane departure warning (LDW) and lane keep assist (LKA).

Tests of the AEB system showed GOOD performance, with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard on the Ford Puma. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

SPEED ASSISTANCE SYSTEMS

2.63 (out of 3)

SEAT BELT REMINDERS

2.50 (out of 3)

LANE SUPPORT SYSTEMS

2.25 (out of 4)

AEB - Interurban

2.34 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping System
OPERATIONAL FROM: 60-200 km/h

| EMERGENCY LANE KEEPING (ELK) | | | | | | |
|-------------------------------------|------------------|-------------------------------------|---------------|-------------------------------------|---|-----------|
| TEST SCENARIO | Oncoming vehicle | Overtaking vehicle (GVT at 72 km/h) | | Overtaking vehicle (GVT at 80 km/h) | | Road edge |
| | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL | | |
| Oncoming vehicle | | | | | | |
| Overtaking vehicle (GVT at 72 km/h) | | | | | | |
| Overtaking vehicle (GVT at 80 km/h) | | | | | | |
| Road edge | | | | | | |
| PERFORMANCE | — | — | — | — | — | — |

NOT AVAILABLE

| LANE KEEP ASSIST (LKA) | | | | | | | | |
|------------------------|-------------|------|------|------|------------|------|-----------|------|
| TEST SCENARIO | Dashed Line | | | | Solid Line | | Road Edge | |
| | | | | | | | | |
| PERFORMANCE | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD |

| HUMAN MACHINE INTERFACE (HMI) | | |
|-------------------------------|------------------------------|----------------|
| FUNCTION | Lane Departure Warning (LDW) | PASS |
| | Blind Spot Monitoring (BSM) | [NOT STANDARD] |

GOOD ADEQUATE MARGINAL WEAK POOR



74%

9.71 POINTS
OUT OF 13

SAFETY ASSIST

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-130 km/h
DESCRIPTION: Defaults ON for every journey

| FUNCTION | HUMAN MACHINE INTERFACE (HMI) | | | | | | | | | | | | | | |
|---------------------------------|---|--|--|--|--|--------------|--|--|--|--|--|--|--|--|--|
| | Supplementary warning | | | | | [NOT FITTED] | | | | | | | | | |
| | Restraint activation / dynamic retractors | | | | | [NOT FITTED] | | | | | | | | | |
| FORWARD COLLISION WARNING (FCW) | | | | | | | | | | | | | | | |
| TEST SCENARIO | Driving towards a stationary car | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| PERFORMANCE | | | | | | GOOD | | | | | | | | | |

| AUTONOMOUS EMERGENCY BRAKING - Interurban | | | | | | | | | | | |
|---|----------------------------|-------------|-------------|-------------|----------------------------|--|--|--|-------------------------------------|--|--|
| TEST SCENARIO | Toward car braking lightly | | | | Toward car braking heavily | | | | Driving towards a slower moving car | | |
| | 12m HEADWAY | 40m HEADWAY | 12m HEADWAY | 40m HEADWAY | | | | | | | |
| | | | | | | | | | | | |
| PERFORMANCE | | | | | | | | | | | |
| | | | | | | | | | GOOD | | |

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Intelligent Speed Assist

| SAS FEATURE | DESCRIPTION |
|---|----------------|
| Speed Limit Information Function (SLIF) | Camera & map |
| Speed Limitation Function | System advised |

SEAT BELT REMINDERS (SBR)

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|--------------------|--------|-----------------|-----------------|
| Occupant Detection | - | ● | ✗ |
| Visual Warning | ● | ● | ● |
| Audible Warning | ● | ● | ● |

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

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) - 2nd row | ● | ● |
| Seat belt pre-tensioners (rear centre) - 2nd row | ✗ | ✗ |
| Seat belt pre-tensioners (rear outboard) - 3rd row | — | — |
| 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 Puma Titanium LHD |
| TESTED VEHICLE(S) BUILT | 2019 |
| TESTED BODY TYPE | 5 door SUV |
| TESTED VEHICLE ENGINE | 1.0 litre mHEV |
| RATING PUBLISHED | September 2020 |
| RATING UPDATED | N/A |