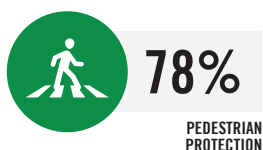
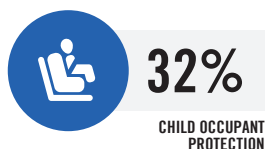
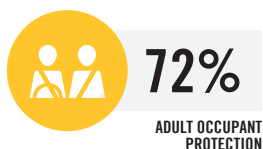


# FORD MUSTANG (FN)

DECEMBER 2017 - DECEMBER 2023  
V8 & ECOBOOST FASTBACK (COUPE) VARIANTS



TESTED  
2017



FORD MUSTANG  
FASTBACK

## OVERVIEW

The Ford Mustang (FM) was first introduced in Australia and New Zealand in 2015 and awarded a 2 star ANCAP safety rating - see separate rating.

This 3 star ANCAP safety rating applies to right-hand-drive Ford Mustang (FN) models, supplied to Australian & New Zealand markets, built from December 2017 when production upgrades and changes to its safety specification were introduced. This rating applies to 5.0 litre V8 & 2.3 litre EcoBoost Fastback variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard, as are knee airbags for the driver and front passenger.

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) are standard, as well as lane keep assist (LKA) with lane departure warning (LDW).

For models built from December 2017 to December 2020, advanced seat belt reminders are fitted to both front seats but not the rear. Advanced seat belt reminders are standard on front and rear seats for vehicles built from January 2021.

### ANCAP SAFETY RATING



### RATING YEAR (DATESTAMP)

2017

### VEHICLE TYPE

Sports Car

### AIRBAGS

Dual frontal, side chest,  
side head, knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Ford Mustang EcoBoost Fastback	2 door coupe	2.3 litre petrol	2WD	✓	✓
Ford Mustang GT Fastback ♦	2 door coupe	5.0 litre petrol	2WD	✓	✓
Ford Mustang EcoBoost Convertible	2 door convertible	2.3 litre petrol	2WD	✗	✗
Ford Mustang GT Convertible	2 door convertible	5.0 litre petrol	2WD	✗	✗

✓ COVERED BY THIS RATING   ✗ NOT COVERED BY THIS RATING   ♦ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



72%

27.66 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection to the driver chest and lower legs of the driver and passenger.

Insufficient inflation of both the driver and front passenger airbags caused bottoming out of the dummy heads through the airbag and was penalised. Ford have shown improved performance from the airbags fitted to the updated Mustang to prevent bottoming out, however the frontal offset test was not repeated and the scores reflect the performance seen in the original test.

In the full width frontal test, protection of key body regions for the driver was GOOD with the exception of the chest which was ADEQUATE. The rear passenger was not well protected with POOR / WEAK protection for the head, chest and pelvis.

In the side impact test, the Mustang scored full points with GOOD protection of all critical body areas. In the more severe side pole test, protection of the driver chest was ADEQUATE and that of other body regions was GOOD.

Mustang models built from December 2017 feature an autonomous emergency braking (AEB) system as standard. The AEB system performed well in tests of its functionality however did not qualify for points as the vehicle's passive whiplash protection was insufficient to be eligible for AEB City scoring.

FRONTAL OFFSET <sup>#</sup>	6.91 (out of 8)
FULL WIDTH FRONTAL <sup>#</sup>	4.67 (out of 8)
SIDE IMPACT <sup>#</sup>	8.00 (out of 8)
OBLIQUE POLE <sup>#</sup>	6.88 (out of 8)
WHIPLASH PROTECTION	1.21 (out of 3)
AEB - City	0.00 (out of 3)

## FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	3.00 points
Chest:	3.89 points
Upper legs:	4.00 points
Lower legs:	3.64 points
Deductions:	-1.00 points
(Head, airbag bottoming out)	



Front Passenger

Head / neck:	3.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	2.93 points
Deductions:	-1.00 points
(Head, airbag bottoming out)	

## FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.19 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	0.48 points
Neck:	3.00 points
Chest:	0.00 points
Upper legs:	0.00 points
Deductions:	-2.00 points
(Chest, excessive shoulder belt load); -4.00 points (Upper legs, submarining)	

## 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



Driver

Head:	4.00 points
Chest:	2.75 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	-1.00 points (door opening)

## OBLIQUE POLE TEST (32 KM/H)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Front:	1.21 points
Rear:	0.00 points



Driver / Front Passenger

## AEB - CITY (10-50 KM/H)

Score: 0.00 points

PERFORMANCE

GOOD (DOES NOT QUALIFY FOR SCORING)

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



32%

15.79 POINTS  
OUT OF 49

In the frontal offset test, protection of the 10 year dummy was rated GOOD for the head and ADEQUATE for the neck and chest. The shoulder belt slipped between the clavicle and the upper arm and as a result the score for the dummy in this test was penalised.

Protection of the 6 year dummy was rated GOOD and ADEQUATE for the head and neck respectively, but chest protection was MARGINAL.

In the side barrier test, POOR protection was provided to the head of the 10 year dummy. The head bottomed out through the side curtain airbag, making contact with the trim on the C-pillar. Consequently, all points were lost for the 10 year dummy in this test. All other dummy readings indicated GOOD protection for both dummies.

DYNAMIC TEST (FRONT)	9.62 (out of 16)
DYNAMIC TEST (SIDE)	4.00 (out of 8)
RESTRAINT INSTALLATION	2.17 (out of 12)
ON-BOARD SAFETY FEATURES	0.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)

## SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old



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](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# PEDESTRIAN PROTECTION



78%

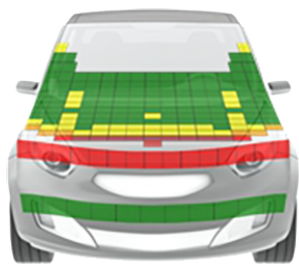
32.80 POINTS  
OUT OF 42

The Ford Mustang has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, creating more space to the hard structures in the engine bay. Tests were conducted with the bonnet in the raised position. Test results were GOOD over almost the entire bonnet surface. Protection of the pelvic region was POOR in all areas tested while the bumper provided GOOD protection to pedestrians' legs and scored maximum points in testing.

The autonomous emergency braking system can detect pedestrians as well as other vehicles. The system performance was GOOD, with collisions avoided or mitigated in all test cases.

HEAD IMPACTS	21.00 (out of 24)
UPPER LEG IMPACTS	0.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Vulnerable Road User	5.80 (out of 6)

## PEDESTRIAN IMPACT TEST



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

**SYSTEM NAME:** Pre-Collision Assist (PCA)  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5km/h to 80km/h  
**DESCRIPTION:** Defaults ON for every journey. System detects pedestrians in low ambient light.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 45km/h	Impact mitigated up to 60km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 40km/h	Impact mitigated up to 60km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 50km/h	Impact mitigated up to 60km/h
Running child from behind parked vehicles	Collision avoided up to 40km/h	Impact mitigated up to 50km/h
PERFORMANCE	GOOD	

# SAFETY ASSIST



61%

7.41 POINTS  
OUT OF 12

A lane keep assist (LKA) system - which gently steers the car away from a lane marking if it is drifting out of lane - is standard equipment along with lane departure warning (LDW).

The Ford Mustang has an autonomous emergency braking (AEB) system that operates at highways speeds. In tests of this functionality, the system performed well with collisions avoided or mitigated in almost every test speed and scenario.

An advanced seatbelt reminder system is fitted to the front seats and also to the rear seats of vehicles built from January 2021.

A speed assistance system (SAS) is not available.

SPEED ASSISTANCE SYSTEMS	0.00 (out of 3)
SEAT BELT REMINDERS	2.00 (out of 3)
LANE SUPPORT SYSTEMS	2.70 (out of 3)
AEB - Interurban	2.71 (out of 3)

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: [NOT AVAILABLE]

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]	-
Warning Function	[NOT AVAILABLE]	-
Speed Limitation Function	[NOT AVAILABLE]	-

## SEAT BELT REMINDERS (SBR)

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

● PASS ● FAIL ✗ NOT AVAILABLE

\* Standard on vehicles built after January 2021.

## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Aid  
OPERATIONAL FROM: 65 km/h  
WARNING: Audible

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

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision Assist (PCA)  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 5 km/h (autonomous braking function only) and 5 km/h (driver reacts to warning)  
DESCRIPTION: Defaults ON for every journey.

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKING FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 75 km/h Crash speed reduced up to 80 km/h
	Approaching a slower moving car	Crash speed reduced up to 70 km/h	Crash speed reduced up to 80 km/h
	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	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 on vehicles built after January 2021.

● 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  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Ford Mustang 5.0L Fastback LHD  
2017  
2 door coupe  
5.0 litre V8 petrol  
June 2018  
Annual Review (2020)