

FORD EVEREST

AUGUST 2022 - ONWARDS
ALL VARIANTS



ANCAP

SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel
BUILT FROM	May 2022
ON SALE FROM	August 2022
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre, driver & passenger knee



The Ford Everest was introduced in Australia and New Zealand in August 2022. This ANCAP safety rating for the Ford Everest is based on testing of the Ford Ranger. ANCAP was provided with technical information to show that the test results of the Ranger are also applicable to the Everest. This ANCAP safety rating applies to all variants of the Ford Everest.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags for all three seating rows, and driver and passenger knee airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist and AEB Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard features on all Ford Everest models.



86%

ADULT OCCUPANT
PROTECTION



93%

CHILD OCCUPANT
PROTECTION



74%

VULNERABLE ROAD USER
PROTECTION



86%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Ford Everest AMBIENTE	5 door SUV	2.0 litre diesel	RWD	✓	-
Ford Everest AMBIENTE	5 door SUV	2.0 litre diesel	4WD	✓	-
Ford Everest TREND	5 door SUV	2.0 litre diesel	RWD	✓	-
Ford Everest TREND	5 door SUV	2.0 litre diesel	4WD	✓	✓
Ford Everest SPORT	5 door SUV	2.0 litre diesel	RWD	✓	-
Ford Everest SPORT	5 door SUV	3.0 litre diesel	4WD	✓	✓
Ford Everest PLATINUM	5 door SUV	3.0 litre diesel	4WD	✓	✓
Ford Everest WILDTRAK	5 door SUV	3.0 litre diesel	4WD	✓	✓
Ford Everest TREMOR	5 door SUV	3.0 litre diesel	4WD	✓	✓

ADULT OCCUPANT PROTECTION



86%

32.99 POINTS
OUT OF 38

The passenger compartment of the vehicle remained stable in the frontal offset (MPDB) test. Protection for the driver's chest and the passenger's lower legs was rated as ADEQUATE. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Ford Everest presented a high risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.00 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger neck was ADEQUATE while protection of the chest of the rear passenger was rated MARGINAL, with GOOD protection of all other critical body areas.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the more severe oblique pole test, protection for the chest was MARGINAL and pelvis was ADEQUATE.

The Ford Everest is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash, is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	5.28	(out of 8)
FULL WIDTH FRONTAL#	7.36	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	5.15	(out of 6)
WHIPLASH PROTECTION	3.19	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	2.81 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.74 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-4.00 pts
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FULL WIDTH FRONTAL (50km/h)



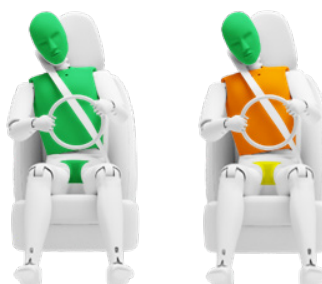
DRIVER

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

REAR PASSENGER

Head:	4.00 pts
Neck:	3.29 pts
Chest:	2.15 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	2.14 pts
Abdomen:	4.00 pts
Pelvis:	3.60 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.44 pts
Rear passenger:	0.75 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in both of these tests.

The Ford Everest is fitted with lower ISOFix anchorages in the outboard seats of the second row, and top tether anchorages on all second and third row seats.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in most rear seating positions, however the Type A rearward facing capsule could not be correctly installed in the second row centre and both of the third row seating positions.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.66 (out of 12)
ON-BOARD SAFETY FEATURES	10.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

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



CHILD RESTRAINT INSTALLATION*

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

VULNERABLE ROAD USER PROTECTION



74%
39.96 POINTS
OUT OF 54

The bonnet provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded along the front of the bonnet and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided mostly ADEQUATE protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists, and the AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios. The AEB system does not react to pedestrians in forward turning scenarios.

An AEB Backover system is provided as standard on all Ford Everest models, however as AEB Backover is not fitted as standard on all variants of the tested Ford Ranger, these functions were not scored for the Ford Everest.













GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as GOOD.

HEAD IMPACTS	16.33 (out of 24)
UPPER LEG IMPACTS	4.40 (out of 6)
LOWER LEG IMPACTS	5.26 (out of 6)
AEB - Pedestrian (forward)^	5.90 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist^	8.07 (out of 9)

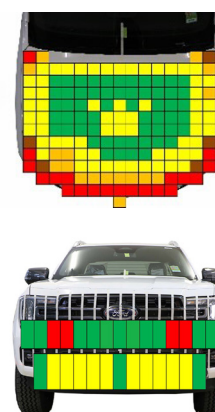
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Pre-Collision Assist
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-80 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE				-							-		-	
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
	 	   	 	 	 
	PERFORMANCE				
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)



^ In order to qualify for the scoring shown, Ford Everests manufactured before 12 September 2022 require a software update, to be performed by Ford dealers during routine servicing.



86%

13.89 POINTS
OUT OF 16

The Ford Everest is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed a mix of ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing 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. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.58 (out of 3)

LANE SUPPORT SYSTEMS^ 4.00 (out of 4)

AEB - Car-to-Car^ 3.32 (out of 4)

AEB - Junction Assist^ 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping System
OPERATIONAL FROM: 60-180 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				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
GOOD										

LANE KEEP ASSIST (LKA)			
TEST SCENARIO	Dashed Line		Solid Line
PERFORMANCE			
GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

^ In order to qualify for the scoring shown, Ford Everests manufactured before 12 September 2022 require a software update, to be performed by Ford dealers during routine servicing.



86%

13.89 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME:	Pre-Collision Assist
TYPE:	Autonomous emergency braking with forward collision warning with emergency steering assist
OPERATIONAL FROM:	4-180 km/h
DESCRIPTION:	Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
							10 KM/H		
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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 - centre	●	●
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	✗	✗
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL

Ford Ranger
Wildtrak RHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

Utility

TESTED VEHICLE ENGINE

2.0 & 3.0 litre diesel

RATING PUBLISHED

September 2022

RATING UPDATED

December 2025

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.

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

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