

# ANCAP Safety Rating: FORD RANGER (September 2015 – July 2022)



Ford Ranger

## This ANCAP safety rating applies to:

Make / Model	Ford Ranger
Year Range	September 2015 – July 2022
Variant(s)*	All variants
Vehicle Type	Utility

The Ford Ranger PX II was introduced in Australia and New Zealand in mid-2015. This ANCAP 5 star safety rating is based on tests conducted in 2011 and applies to all variants of the PX II Ranger and the updated PX III Ranger and Raptor variants introduced in 2018.

Dual frontal, side chest and side head airbags are standard on all variants. Electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Autonomous emergency braking (AEB) and lane support systems (LSS) are standard from April 2019 production. Advanced seat belt reminders are fitted to all seats, except for the 2nd row in XL Plus double cab variants.

## Injury Outcomes.

### Frontal Offset Driver



### Passenger



### Side Impact & Pole# Driver



### Whiplash Protection Driver



<span style="color: green;">■</span>	GOOD
<span style="color: yellow;">■</span>	ACCEPTABLE
<span style="color: orange;">■</span>	MARGINAL
<span style="color: red;">■</span>	POOR

# Head protection only.

## Test Results Summary.

Airbags	Dual Frontal, Side, Head
Frontal Offset Test	15.72 (out of 16)
Side Impact Test	16.00 (out of 16)
Pole Test	2.00 (out of 2)
Whiplash Protection	Good
Pedestrian Protection	Acceptable
ESC	Standard
Seat Belt Reminders	3.00* (out of 3)
Overall Score	36.72* (out of 37)
ANCAP Safety Rating	★★★★★
Rating Year^	2015*

\* Score reduces by 1 point for all single cab variants and PXII XL Plus double cab variants but they retain a 5 star safety rating.

## Occupant Protection.

### Frontal Offset Test

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.72 points
Upper legs:	4.00 points
Lower legs:	4.00 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. The vehicle tested by Euro NCAP had a driver knee airbag that is not available for Australasian models. However Ford provided technical information to ANCAP which demonstrated that the Australasian models have comparable upper leg protection to the European model. After the crash all doors could be opened with normal effort.

### Side Impact Test

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

### Pole Test

Scored out of 2 points

Score:	2.00 points
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The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

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## Pedestrian Protection.

### Pedestrian Test

Scored out of 36 points

Adult & child head impacts: 18.98 points  
Upper leg impacts: 4.00 points  
Lower leg impacts: 0.00 points

This vehicle scored 22.98 out of 36 points (Acceptable). Australasian models offer different bumpers to Europe and ANCAP decided to apply a default lower leg score of zero points. (Tested by Euro NCAP v5.3)

The PX III Ranger Raptor variant has a higher ride height than the model tested. ANCAP was provided with technical information demonstrating that the pedestrian protection score for the Ranger Raptor is sufficient to retain this 5 star rating.



## Score Deductions.

### Deductions from frontal offset test scores

Head / neck: No deductions  
Chest: No deductions  
Upper legs: No deductions  
Lower legs: No deductions

### Deductions from side impact test score

Chest: No deductions

### Deductions from pole test score

Head: No deductions

## OTHER

Independent assessment has shown that the ANCAP safety rating of this vehicle only is retained when fitted with:

- Ford-supplied steel bullbar Part No. EB3B-17A912-##
- Ford-supplied steel bullbar Part No. JB3B-17A912-##
- ARB Ranger Deluxe Bullbar Part No. 3440400
- SmartBar bullbar SA175
- Smartbar SA180 StealthBar

ANCAP was provided with information to show that, with the Ford steel bullbar fitted, the pedestrian protection rating drops to "Marginal". While this remains adequate for a 5 star safety rating, the fitting of rigid metal bullbars does increase the serious injury risk for struck pedestrians, compared to Ranger models without the bullbar fitted. The effect of plastic bullbars on pedestrian injury risk has not been assessed.

## Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at [ancap.com.au](http://ancap.com.au).

Safety Feature / Safety Assist Technology	Availability To April 2019	Availability From April 2019
Seat belts (3-point) for all forward-facing seats	S	S
Seat belt pretensioners (front)	S	S
Seat belt pretensioners (rear outboard)	X	X
Intelligent seat belt reminder (driver)	S	S
Intelligent seat belt reminder (front passenger)	S	S
Intelligent seat belt reminder (2 <sup>nd</sup> row seats)	S <sup>#</sup>	S <sup>#</sup>
Airbag - Front (driver)	S	S
Airbag - Front (passenger)	S	S
Airbag - Side, chest protection (front seats)	S	S
Airbag - Side, chest protection (2 <sup>nd</sup> row seats)	X	X
Airbag - Side, head protection (front seats)	S	S
Airbag - Side, head protection (2 <sup>nd</sup> row seats)	S	S
Airbag - Knee (driver)	X	X
Airbag - Knee (front passenger)	X	X
Head restraints for all seats	V	V
Adaptive cruise control (ACC)	V	V
Antilock braking system (ABS)	S	S
Attention assist	V <sup>3</sup>	V <sup>3</sup>
Automatic emergency call (e-call)	S <sup>1</sup>	S <sup>1</sup>
Automatic headlights	S	S
Automatic high beam	V	S
Autonomous emergency braking (AEB) with pedestrian detection	X / V <sup>2</sup>	S
Daytime running lights (DRL)	V	V
Electronic brakeforce distribution (EBD)	S	S
Electronic stability control (ESC)	S	S
Emergency brake assist (EBA)	S	S
Emergency stop signal	S	S
Hill launch assist	S	S
Lane support system (LSS)	V	S
Reversing collision avoidance	V	V
Roll stability system	S	S
Rollover warning	S	S
Smart key	V	V
Manual speed limiter	S	S
Traffic sign recognition	X / V <sup>2</sup>	S
Top tether child restraint anchorages (2 <sup>nd</sup> row)	S	S
Trailer stability control	S	S
Tyre pressure monitoring system (TPMS)	V	V

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

- S = Standard on all variants.  
O = Optional on base variant. May be standard on higher variants.  
V = Not available on base variant but standard or optional on higher variants.  
X = Not available on any variant.  
1 = Australian variants only.  
2 = Available on some variants of the PX III Ranger.  
3 = Standard on vehicles built from April 2019.  
# = 2nd row seat belt reminders standard on all Double Cab and Super Cab variants except the PX II XL Plus Double Cab.

# ANCAP Safety Rating: FORD RANGER (September 2015 – July 2022)



## Injury Values & Measurements.

Body Region	Frontal offset test at 64 km/h (v6)		Side impact test at 50 km/h (v6)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	403.00	297.00	
Acceleration (g for 3ms)	52.80	46.70	17.70
<b>Neck</b>			
Shear (kN)	0.62	0.36	-
Tension (kN)	1.51	1.03	-
Extension (Nm)	15.90	13.80	-
<b>Chest</b>			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	23.94	21.11	11.25
Viscous criterion (m/s)	0.11	0.12	0.06
<b>Abdomen</b>			
Force (kN)	-	-	0.24
<b>Pelvis</b>			
Force (kN)	-	-	0.67
<b>Upper legs</b>			
Femur force left (kN)	0.66	0.10	
Femur force right (kN)	0.96	0.10	
Knee displacement left (mm)	0.80	0.10	
Knee displacement right (mm)	0.90	0.20	
<b>Lower legs</b>			
Force left (kN)	1.72	0.72	
Force right (kN)	1.91	1.68	
Index (upper / lower) left	0.27 / 0.25	0.28 / 0.17	
Index (upper / lower) right	0.28 / 0.24	0.34 / 0.31	
<b>Intrusion Measurements*</b>			
<b>Steering column</b>			
Forward (mm)	40		
Downward (mm)	2		
Sideways (mm)	7		
<b>Pedals</b>			
Brake - rearward (mm)	58		
Throttle - upward (mm)	7		
<b>A-Pillar</b>			
Forward (mm)	2		

+ Steering column and pedal movements are measured relative to the driver's seat.

\* 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 extending a rating to additional variants of a model. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

## Assessment Details.

Tested Make / Model	Ford Ranger Mk II double cab 4x4
Tested Vehicle(s) Built	2011
Tested Body Type	Utility
Tested Vehicle Kerb Weight	2090 kg
Tested Vehicle Engine	2.2 litre diesel
Tested By	Euro NCAP
Assessed By	ANCAP
Document Reference	RANGER18
Rating Published	September 2015
Document Revised	June 2019 / Annual Review (2020)



Frontal offset test at 64km/h