

# FORD ESCAPE

OCTOBER 2020 - DECEMBER 2025  
ALL VARIANTS



TESTED  
2019



92%

ADULT OCCUPANT  
PROTECTION



89%

CHILD OCCUPANT  
PROTECTION



82%

VULNERABLE ROAD USER  
PROTECTION



77%

SAFETY  
ASSIST



FORD ESCAPE

## OVERVIEW

The Ford Escape was introduced in Australia and New Zealand in October 2020. This ANCAP safety rating applies to all variants including the PHEV.

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

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

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

MEDIUM SUV

### AIRBAGS

Dual frontal, side chest,  
side head

## RATING APPLICABILITY


VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
FORD ESCAPE	5 door SUV	2.0 litre petrol GTDi	2WD	✓	✓
FORD ESCAPE	5 door SUV	2.5 litre PHEV	2WD	-	✓
FORD ESCAPE ST-Line	5 door SUV	2.0 litre petrol GTDi	2WD	✓	✓
FORD ESCAPE ST-Line	5 door SUV	2.0 litre petrol GTDi	AWD	✓	✓
FORD ESCAPE ST-Line	5 door SUV	2.5 litre PHEV	2WD	✓	✓
FORD ESCAPE Vignale	5 door SUV	2.0 litre petrol GTDi	2WD	✓	-
FORD ESCAPE Vignale	5 door SUV	2.0 litre petrol GTDi	AWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT - NOT APPLICABLE

# ADULT OCCUPANT PROTECTION

 **92%**  
35.25 POINTS  
OUT OF 38

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

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

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

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

FRONTAL OFFSET <sup>#</sup>	6.27 (out of 8)
FULL WIDTH FRONTAL <sup>#</sup>	7.45 (out of 8)
SIDE IMPACT <sup>#</sup>	8.00 (out of 8)
OBLIQUE POLE <sup>#</sup>	8.00 (out of 8)
WHIPLASH PROTECTION	1.55 (out of 2)
AEB - City	3.98 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 pts
Chest:	1.91 pts
Upper legs:	4.00 pts
Lower legs:	2.62 pts
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.91 pts
Deductions:	Nil

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



**Driver**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.62 pts
Upper legs:	4.00 pts
Deductions:	Nil



**Rear Passenger**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.18 pts
Upper 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



**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)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.38 points
Front:	1.18 points



**Driver / Front Passenger**

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

Score: 3.98 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



89%

43.63 POINTS  
OUT OF 49

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD for all critical body areas.

In the side impact test, protection of the head of the 10 year dummy was ADEQUATE. Otherwise, protection of both dummies was GOOD.

The Ford Escape 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 most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	14.54 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (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 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](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



89%

43.63 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	–
		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	×	●	●	●	–	–
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–
	TYPE A	Rearward facing capsule	×	●	–	●	–	–
		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



82%

39.65 POINTS  
OUT OF 48

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

Protection of the pelvis area was mostly GOOD with some POOR results, while the bumper provided GOOD or 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. 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.

HEAD IMPACTS	17.68 (out of 24)
UPPER LEG IMPACTS	5.20 (out of 6)
LOWER LEG IMPACTS	5.80 (out of 6)
AEB - Pedestrian	5.63 (out of 6)
AEB - Cyclist	5.33 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Pre-Collision Assist with AEB
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-85 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		FORWARD COLLISION WARNING	Cyclist crossing from kerb		Cyclist travelling along road (50%)	FORWARD COLLISION WARNING	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY
PERFORMANCE		-						-								
GOOD													GOOD			

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



77%

10.08 POINTS  
OUT OF 13

The Ford Escape is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in all test scenarios.

Tests of LSS functionality showed GOOD performance, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios.

A speed assistance system (SAS) is also standard equipment on the Ford Escape. This system includes a map-based speed limit information function as well as a driver-set speed limiter.

A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available for rear seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.80 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	3.50 (out of 4)
<b>AEB - Interurban</b>	2.28 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Keeping System  
**OPERATIONAL FROM:** 30-200 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		
PERFORMANCE	GOOD	-	-	-	-	GOOD	GOOD

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

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

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



77%

10.08 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

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

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

FORWARD COLLISION WARNING (FCW)	
TEST SCENARIO	Driving towards a stationary car
	Driving towards a slower moving car
	<div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div>
PERFORMANCE	GOOD

AUTONOMOUS EMERGENCY BRAKING - Interurban	
TEST SCENARIO	Toward car braking lightly
	Toward car braking heavily
	<div>12m HEADWAY</div> <div>40m HEADWAY</div> <div>12m HEADWAY</div> <div>40m HEADWAY</div>
	<div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div> <div> </div>
PERFORMANCE	GOOD

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Intelligent Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Map-based
Speed Limitation Function	Manually set

## 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 Kuga LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	October 2020
RATING UPDATED	May 2023