FORD ESCAPE

OCTOBER 2020 - DECEMBER 2025 ALL VARIANTS





92%

ADULT OCCUPANT PROTECTION



89%

CHILD OCCUPANT PROTECTION





77%

ASSI



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) VEHICLE TYPE AIRBAGS ****

2019

MEDIUM SUV

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	\checkmark	\checkmark
FORD ESCAPE	5 door SUV	2.5 litre PHEV	2WD	-	\checkmark
FORD ESCAPE ST-Line	5 door SUV	2.0 litre petrol GTDi	2WD	\checkmark	\checkmark
FORD ESCAPE ST-Line	5 door SUV	2.0 litre petrol GTDi	AWD	\checkmark	\checkmark
FORD ESCAPE ST-Line	5 door SUV	2.5 litre PHEV	2WD	\checkmark	\checkmark
FORD ESCAPE Vignale	5 door SUV	2.0 litre petrol GTDi	2WD	\checkmark	-
FORD ESCAPE Vignale	5 door SUV	2.0 litre petrol GTDi	AWD	\checkmark	✓

ADULT OCCUPANT PROTECTION



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# FULL WIDTH FRONTAL#	(out of 8) (out of 8)
SIDE IMPACT#	(out of 8)
OBLIQUE POLE# WHIPLASH PROTECTION	(out of 8) (out of 2)
AEB - City	(out of 4)

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

FRONTAL OFFSET TEST (64 KM/H)



Driver

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



Front Passenger

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

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts 4.00 pts Neck: 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 4.00 pts Upper legs: 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

OBLIQUE POLE TEST (32 KM/H)



Driver

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

AEB - CITY (10-50 KM/H)

ADEQUATE

Score: 3.98 points

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

Rear: 0.38 points Front: 1.18 points

Rear Passenger

WHIPLASH (REAR IMPACT) PROTECTION TEST

Driver / Front Passenger

MARGINAL

CHILD OCCUPANT PROTECTION



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 FITT	ED TO TEST CAR BUT AVAILA	ABLE 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.

CHILD OCCUPANT PROTECTION



CHILD RESTRAINT INSTALLATION*

		CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW	LEET	2nd ROW	DIQUE	LEET	3rd ROW	DIQUE
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
		Rearward facing capsule	×				-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×		•		-	-	-
0		Rearward facing with harness - convertible (Model B)	×		•	•	-	-	-
BELTED	TYPE B	Forward facing with harness - convertible (Model A)	×		•		-	_	-
\text{\ti}\text{\texi{\text{\texi{\text{\texi\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\ti}}\\ \text{\text{\text{\text{\text{\text{\text{\text{\texi}\text{\text{\texi}\text{\text{\text{\text{\text{\texi}\text{\text{\texi}\text{\text{\texi}\text{\text{\text{\ti}\}\tittt{\text{\texi}\text{\text{\texi}\text{\text{\texi}	Forward facing with harness - convertible (Model B)	×		•		-	_	-	
	TYPE E	Booster - 4 to 8 years	×		•	•	-	-	-
	TYPE F	Booster - 4 to 10 years	×		•		-	-	-
		Rearward facing capsule	×	•	-		-	-	-
_	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	-		-	-	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×	•	-		-	-	-
	TVDF D	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.

INSTALL WITHOUT PROBLEM

INSTALL WITH CARE

CANNOT BE FITTED SAFELY

▼ INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

[^] 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



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

PEDESTRIAN IMPACT TEST (40 KM/H)



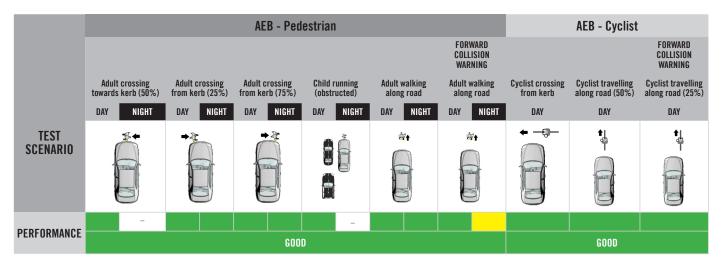
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

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



SAFETY ASSIST



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.

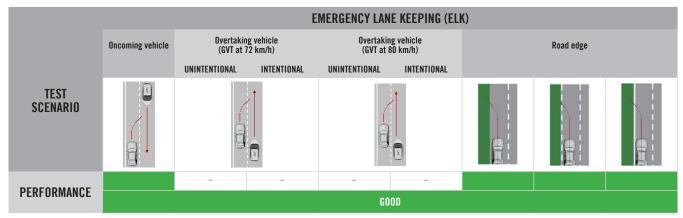
A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available for rear seating positions.

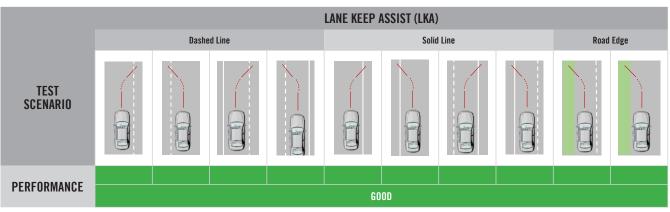
SPEED ASSISTANCE SYSTEMS	1.80	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Interurban	2.28	(out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping System

OPERATIONAL FROM: 30-200 km/h







SAFETY ASSIST



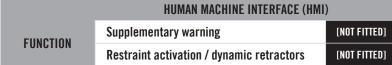
AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

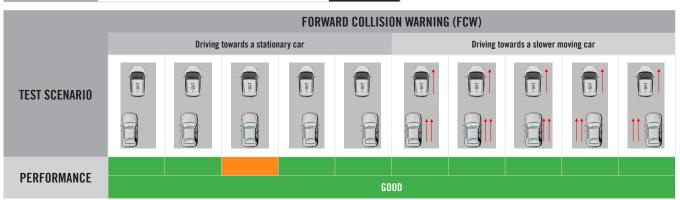
SYSTEM NAME: Pre-Collision Assist with AEB

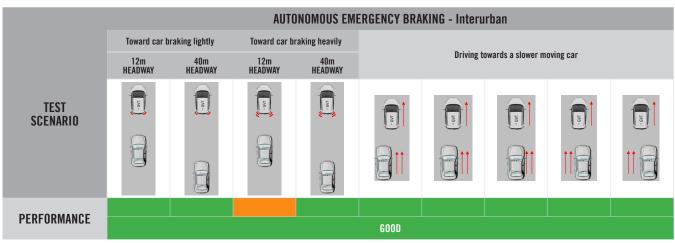
TYPE: Autonomous emergency braking with forward collision warning

OPERATIONAL FROM: 5-130 km/h

DESCRIPTION: Defaults ON for every journey







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 AVAILAE	BLE - NOT APP	LICABLE
GOOD ADEQUATE	MARG	INAL WEAL	K POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILA	BILITY
FEATURE / TECHNOLOGY	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	0	0
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~	AVAILA	BILITY
FEATURE / TEGHNULUGY	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	×	X
ISOFix		
Lane departure warning (LDW)		
Lane keep assist (LKA)		
Pre-crash systems	×	×
Rear cross-traffic alert (RCTA)		0
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	×	X
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 O 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