

# ANCAP Safety Rating

## FORD KUGA (From 2013)



<b>Test Variant:</b>	Ford Kuga 2.0 Diesel
<b>Variant Applicability*:</b>	All variants
<b>Kerb Mass:</b>	1670 kg
<b>Vehicles Built:</b>	2012
<b>Engine:</b>	2.0 litre diesel
<b>Category:</b>	Medium SUV

**Note:** The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to all Australasian variants.



Frontal offset test at 64 km/h (Source: Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Front + side + head + knee	Standard	<b>15.33</b> (out of 16)	<b>16.00</b> (out of 16)	<b>2</b> (out of 2)	<b>GOOD</b>	<b>ACCEPTABLE</b>	<b>3</b> (out of 3)	<b>36.33</b> (out of 37)	<b>★★★★★</b>

The tested model of Ford Kuga was introduced in Australia and New Zealand in 2013. This ANCAP safety rating applies to all variants.

Dual front airbags, side airbags, head-protecting side curtains and knee airbags are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats.

There was a slight risk of serious chest injury for the driver and passenger in the offset test and a slight risk of serious leg injury for the passenger. All injury values were good in the side impact and pole tests.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.37 points
Upper legs:	4.00 points
Lower legs:	3.96 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. All doors remained closed during the crash. 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

All injury measurements were good in the side impact crash test.

### Pole Test.

Scored out of 2 points

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

Assessed to RCAR protocol based on tests conducted by Euro NCAP.

### Injury Outcomes.

Frontal Offset  
Driver



Passenger



Side Impact  
Driver



Whiplash



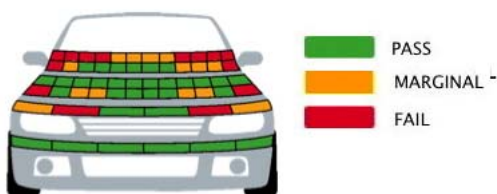
## PEDESTRIAN PROTECTION

### Pedestrian Test.

Scored out of 36 points

Child head impacts: 10.72 points  
 Adult head impacts: 4.65 points  
 Upper leg impacts: 3.72 points  
 Lower leg impacts: 6.00 points

The bumper scored maximum points for its protection of pedestrians' legs. In most areas where the bonnet would be struck by the head of a child, good protection was provided. However, in those areas likely to be struck by an adult's head, protection was predominantly poor or marginal.



(Tested by Euro NCAP v5.3)



Ford Kuga

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X

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.

## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.2)		Side impact test at 50 km/h (v5.2)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	341.00	203.00	17.00
Acceleration (g for 3ms)	43.95	34.58	15.20
<b>Neck</b>			
Shear (kN)	0.62	0.12	-
Tension (kN)	0.95	0.74	-
Extension (Nm)	5.61	11.56	-
<b>Chest</b>			
Acceleration (g for 3ms)			-
Compression (mm)	26.41	22.40	10.80
Viscous criterion (m/s)	0.14	0.08	0.03
<b>Abdomen</b>			
Force (kN)	-	-	0.45
<b>Pelvis</b>			
Force (kN)	-	-	1.01
<b>Upper legs</b>			
Force left (kN)	0.84	1.20	
Force right (kN)	0.90	0.00	
Knee displacement left (mm)	1.00	0.00	
Knee displacement right (mm)	3.20	0.00	
<b>Lower legs</b>			
Force left (kN)	1.28	1.24	
Force right (kN)	1.44	1.08	
Index (upper / lower) left	0.38 / 0.25	0.41 / 0.17	
Index (upper / lower) right	0.27 / 0.13	0.38 / 0.16	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	17mm
Upwards:	2mm
Sideways:	5mm

### Pedals

Brake (rearwards):	42mm
THROTTLE (upwards):	8mm
A-Pillar (rearwards):	15mm

**Note:** Steering column and pedal movements are measured relative to the driver's seat.

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

Head:	No deduction
Chest:	No deduction
Upper leg:	No deduction
Lower leg:	No deduction
Foot:	No deduction

### Deductions from side impact test score

Chest:	No deduction
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### Deductions from pole test score

Head:	No deduction
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\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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