

ANCAP Safety Rating: FORD RANGER MK II (September 2015 - onwards)



Frontal offset test at 64km/h

This ANCAP safety rating applies to:

Make / Model	Ford Ranger Mk II
Year Range	September 2015 - onwards
Variant(s)*	All variants
Vehicle Type	Utility/Van

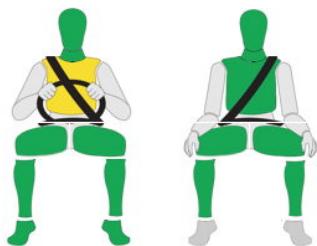
The Ford Ranger Mk II was introduced in Australia and New Zealand in mid-2015. This ANCAP 5-star safety rating is based on Euro NCAP crash tests conducted in 2011 and applies to all Ranger Mk II variants.

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. Several advanced safety features are available on higher-priced variants. 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



* 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 (out of 2)
Whiplash Protection	Good
Pedestrian Protection	Acceptable
ESC	Standard
Seat Belt Reminders	3 * (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 XL Plus Double Cab variants but they retain a 5-star safety rating. XL Plus Double cab variants have a 2014 rating year.

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.

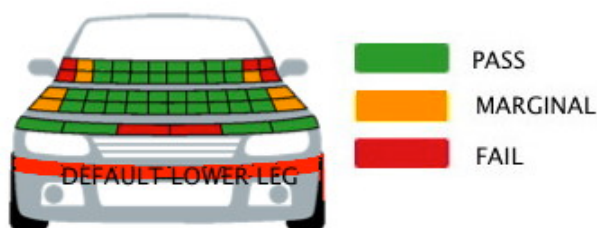
Pedestrian Test

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). When tested in 2011 the European model earned the highest pedestrian protection score of any vehicle. However the Australasian model has a different bumper to Europe. ANCAP decided to apply a default lower leg score of zero since additional tests are unlikely to improve the rating to the "good" rating achieved in Europe.

(Tested by Euro NCAP v5.3)



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-##
- ARB Ranger Deluxe Bullbar Part No. 3440400
- SmartBar bullbar SA175

ANCAP was provided with information to show that, with the Ford steel bullbar fitted, the pedestrian protection rating drops to "marginal". While this is still adequate for a 5-star safety rating the fitting of rigid metal bullbars does increase the serious injury risk for struck pedestrians, compared to Rangers 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.

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

E = Available in Europe / USA but not available on any Australasian variant.

2nd row seat belt reminders standard on all Double Cab and Super Cab variants except the XL Plus Double Cab

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ANCAP
Safety ★★★★★



Injury Values & Measurements.

Body Region	Frontal offset test at 64 km/h (v6)		Side impact test at 50 km/h (v6)
	Driver	Passenger	Driver
Head			
HIC	403.00	297.00	
Acceleration (g for 3ms)	52.80	46.70	17.70
Neck			
Shear (kN)	0.62	0.36	-
Tension (kN)	1.51	1.03	-
Extension (Nm)	15.90	13.80	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	23.94	21.11	11.25
Viscous criterion (m/s)	0.11	0.12	0.06
Abdomen			
Force (kN)	-	-	0.24
Pelvis			
Force (kN)	-	-	0.67
Upper legs			
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	
Lower legs			
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	
Intrusion Measurements*			
Steering column			
Forward (mm)	40		
Downward (mm)	2		
Sideways (mm)	7		
Pedals			
Brake - rearward (mm)	58		
Throttle - upward (mm)	7		
A-Pillar			
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	RANGER15
Rating Published	September 2015
Document created/revised	11/1/2016

