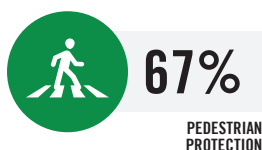
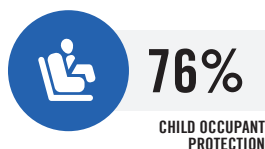
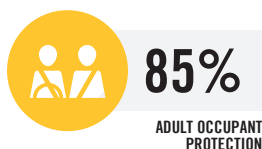


# FORD ENDURA

DECEMBER 2018 - DECEMBER 2020  
ALL VARIANTS



TESTED  
2016



FORD ENDURA

## OVERVIEW

The Ford Endura was introduced in New Zealand in May 2018. The 2019 model year (MY19) update was released in Australia and New Zealand in December 2018. This ANCAP safety rating applies to all variants supplied to Australia and New Zealand built from September 2018.

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

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) are standard, as well as lane keep assist (LKA) and an intelligent speed assistance system (SAS) that can detect speed limit signs.

### ANCAP SAFETY RATING



### RATING YEAR (DATESTAMP)

2016

### VEHICLE TYPE

Large SUV

### AIRBAGS

Dual frontal, side chest, side head, driver knee

## RATING APPLICABILITY

| VARIANT               | BODY TYPE  | ENGINE                    | DRIVETRAIN | AUS | NZ |
|-----------------------|------------|---------------------------|------------|-----|----|
| Ford Endura Trend     | 5 door SUV | 2.0 litre diesel bi-turbo | FWD        | ✓   | ✓  |
| Ford Endura ST-Line   | 5 door SUV | 2.0 litre diesel bi-turbo | FWD        | ✓   | -  |
| Ford Endura Titanium  | 5 door SUV | 2.0 litre diesel bi-turbo | FWD        | ✓   | -  |
| Ford Endura Vignale   | 5 door SUV | 2.0 litre diesel bi-turbo | FWD        | ✓   | -  |
| Ford Endura Trend     | 5 door SUV | 2.0 litre diesel bi-turbo | 4WD        | ✓   | -  |
| Ford Endura ST-Line ♦ | 5 door SUV | 2.0 litre diesel bi-turbo | 4WD        | ✓   | -  |
| Ford Endura Titanium  | 5 door SUV | 2.0 litre diesel bi-turbo | 4WD        | ✓   | ✓  |
| Ford Endura Vignale   | 5 door SUV | 2.0 litre diesel bi-turbo | 4WD        | ✓   | ✓  |

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**85%**

32.47 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and lower leg of the front passenger. GOOD protection was provided to all other critical body regions of both the driver and front passenger.

In the full width frontal test, protection of the driver was GOOD with the exception of the chest where protection was ADEQUATE. Readings from the rear passenger dummy indicated POOR protection of the head and chest.

Vehicles built from September 2018 (MY19 models) are fitted with rear outboard seatbelt pre-tensioners and load limiters which are expected to improve rear occupant protection but have not been tested.

In the side impact test, GOOD protection was provided for all critical body regions. In the oblique pole test, protection for the chest of the driver was MARGINAL.

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

|                                 |                 |
|---------------------------------|-----------------|
| FRONTAL OFFSET <sup>#</sup>     | 7.81 (out of 8) |
| FULL WIDTH FRONTAL <sup>#</sup> | 3.98 (out of 8) |
| SIDE IMPACT <sup>#</sup>        | 8.00 (out of 8) |
| OBLIQUE POLE <sup>#</sup>       | 7.15 (out of 8) |
| WHIPLASH PROTECTION             | 2.60 (out of 3) |
| AEB - City                      | 2.93 (out of 3) |

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

|              |             |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest:       | 3.83 points |
| Upper legs:  | 4.00 points |
| Lower legs:  | 4.00 points |
| Deductions:  | Nil         |



**Front Passenger**

|              |             |
|--------------|-------------|
| Head / neck: | 4.00 points |
| Chest:       | 4.00 points |
| Upper legs:  | 4.00 points |
| Lower legs:  | 3.78 points |
| Deductions:  | Nil         |

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



**Driver**

|             |             |
|-------------|-------------|
| Head:       | 4.00 points |
| Neck:       | 4.00 points |
| Chest:      | 3.90 points |
| Upper legs: | 4.00 points |
| Deductions: | Nil         |



**Rear Passenger**

|             |                             |
|-------------|-----------------------------|
| Head:       | 0.00 points                 |
| Neck:       | 1.14 points                 |
| Chest:      | 0.00 points                 |
| Upper legs: | 4.00 points                 |
| Deductions: | -8.00 points (head & chest) |

## 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:      | 2.30 points |
| Abdomen:    | 4.00 points |
| Pelvis:     | 4.00 points |
| Deductions: | Nil         |

## OBLIQUE POLE TEST (32 KM/H)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

|        |             |
|--------|-------------|
| Front: | 1.60 points |
| Rear:  | 1.00 points |



**Driver / Front Passenger**

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

Score: 2.93 points

PERFORMANCE

GOOD

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

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



76%

37.67 POINTS  
OUT OF 49

In the frontal offset test, the vehicle provided MARGINAL protection for the chest for the 6 year dummy, and POOR protection of the neck for both the 6 year and 10 year dummies.

Vehicles built from September 2018 (MY19 models) are fitted with rear outboard seatbelt pre-tensioners and load limiters which are expected to improve the rear occupant protection but have not been tested.

In the side impact test, protection for both the 6 year and 10 year dummies was GOOD and maximum points were scored.

|                          |                   |
|--------------------------|-------------------|
| DYNAMIC TEST (FRONT)     | 10.67 (out of 16) |
| DYNAMIC TEST (SIDE)      | 8.00 (out of 8)   |
| RESTRAINT INSTALLATION   | 12.00 (out of 12) |
| ON-BOARD SAFETY FEATURES | 7.00 (out of 13)  |

## FRONTAL OFFSET TEST (64 KM/H)

## SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old



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 CRS                         | ×               | ×                | ×              | -                | -              |
| Child restraint anchorage (top tether) | ×               | ●                | ●              | -                | -              |
| Automatic airbag disabling             | ×               | -                | -              | -                | -              |

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE

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

# PEDESTRIAN PROTECTION



67%

28.29 POINTS  
OUT OF 42

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian with some POOR results recorded at the windscreen pillars.

The bumper scored maximum points in testing, with GOOD protection at all test locations. However, the protection provided to the pelvis was mixed, ranging from GOOD to POOR.

The autonomous emergency braking system can detect pedestrians and performance was ADEQUATE, with collisions being avoided or mitigated in some of the test scenarios.

|                            |                   |
|----------------------------|-------------------|
| HEAD IMPACTS               | 16.04 (out of 24) |
| UPPER LEG IMPACTS          | 3.56 (out of 6)   |
| LOWER LEG IMPACTS          | 6.00 (out of 6)   |
| AEB - Vulnerable Road User | 2.69 (out of 6)   |

## PEDESTRIAN IMPACT TEST



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME:

TYPE:

OPERATIONAL FROM:

DESCRIPTION:

Pre-Collision Assist

Autonomous emergency braking with forward collision warning

10-60km/h

Defaults ON for every journey.

| TEST SCENARIO                                | AUTONOMOUS EMERGENCY BRAKING FUNCTION |                               |
|----------------------------------------------|---------------------------------------|-------------------------------|
|                                              | AVOIDANCE                             | MITIGATION                    |
| Running adult crossing from far-side         | Collision not avoided                 | Impact mitigated up to 45km/h |
| Walking adult crossing from near-side (-25%) | Collision not avoided                 | Impact mitigated up to 45km/h |
| Walking adult crossing from near-side (-75%) | Collision avoided up to 30km/h        | Impact mitigated up to 60km/h |
| Running child from behind parked vehicles    | Collision not avoided                 | Impact mitigated up to 40km/h |
| PERFORMANCE                                  | ADEQUATE                              |                               |

# SAFETY ASSIST



89%

10.71 POINTS  
OUT OF 12

The vehicle is fitted with a lane keep assist (LKA) system with lane departure warning (LDW) as standard which warns the driver when the car is drifting out of its lane and gently steers the car back within the lane.

An intelligent speed assistance system (SAS) is standard. It is capable of identifying the local speed limit and allows the driver to manually set the limiter to that speed.

The standard-fit autonomous emergency braking (AEB) system showed GOOD performance in tests of its functionality at highway speeds, with avoidance or mitigation in all test scenarios.

A seatbelt reminder system is standard for all seating positions.

|                          |                 |
|--------------------------|-----------------|
| SPEED ASSISTANCE SYSTEMS | 2.50 (out of 3) |
| SEAT BELT REMINDERS      | 3.00 (out of 3) |
| LANE SUPPORT SYSTEMS     | 2.70 (out of 3) |
| AEB - Interurban         | 2.51 (out of 3) |

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Intelligent Speed Assist

| SAS FEATURE                             | DESCRIPTION    | SCORE       |
|-----------------------------------------|----------------|-------------|
| Speed Limit Information Function (SLIF) | Camera based   | 0.50 points |
| Warning Function                        | System advised | 1.00 points |
| Speed Limitation Function               | System advised | 1.00 points |

## SEAT BELT REMINDERS (SBR)

| WARNING TYPE | DRIVER | FRONT PASSENGER | REAR PASSENGERS |
|--------------|--------|-----------------|-----------------|
| Visual       | ●      | ●               | ●               |
| Audible      | ●      | ●               | ●               |

● PASS ● FAIL ✗ NOT AVAILABLE

## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Aid  
OPERATIONAL FROM: 70 km/h  
WARNING: Audible, visual and haptic

| LSS FEATURE                  | PERFORMANCE |
|------------------------------|-------------|
| Lane Departure Warning (LDW) | ●           |
| Lane Keep Assist (LKA)       | ●           |

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision Assist  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 10-80km/h  
DESCRIPTION: Defaults ON for every journey

| TEST SCENARIO                       |                                 | AUTONOMOUS EMERGENCY BRAKING FUNCTION                            |                                                                  |
|-------------------------------------|---------------------------------|------------------------------------------------------------------|------------------------------------------------------------------|
|                                     |                                 | AUTO BRAKING FUNCTION ONLY                                       | DRIVER REACTS TO WARNING                                         |
| FOLLOWING A CAR AT A SHORT DISTANCE | Approaching a stationary car    | See AEB (City)                                                   | Crash avoided up to 45 km/h<br>Crash speed reduced up to 80 km/h |
|                                     | Approaching a slower moving car | Crash avoided up to 60 km/h<br>Crash speed reduced up to 70 km/h | Crash avoided up to 75 km/h<br>Crash speed reduced up to 80 km/h |
|                                     | Car in front brakes gently      | Avoidance                                                        | Avoidance                                                        |
|                                     | Car in front brakes harshly     | Mitigation                                                       | Mitigation                                                       |
| FOLLOWING A CAR AT A LONG DISTANCE  | Car in front brakes gently      | Mitigation                                                       | Avoidance                                                        |
|                                     | Car in front brakes harshly     | Avoidance                                                        | Avoidance                                                        |
| PERFORMANCE                         |                                 | GOOD                                                             |                                                                  |

# 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)              | ●            | ●  |
| Seat belt pre-tensioners (rear centre)                | ✗            | ✗  |
| 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  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Ford Edge ST-Line LHD  
2016  
5 door SUV  
2.0 litre diesel bi-turbo  
December 2018  
Annual Review (2020)