

FORD - Ecosport - 2 Airbags



TECHNICAL SHEET



14.64 max. 17.00 - Adult Occupant



31.00 max. 49.00 - Child Occupant



ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

SIDE IMPACT TEST (UNECE 95) *

PERFORMED - PASS

CABIN STRUCTURE

STABLE



CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Ford Romer Babysafe plus	Protected / Good	0+	Belted	Rearward facing
3 year old child	Ford Romer Duo Plus	Protected / Fair	1	ISOFIX, TT	Forward facing



CAR DETAILS

Tested model: FORD ECOSPORT, LHD

Year of publication: 2013

Body type: 4 door SUV

Crash test weight: 1462 kg

SAFETY EQUIPMENT

Front seatbelt pretensioners	YES	Driver knee airbag	NO
Driver frontal airbag	YES	Seatbelt Reminder System	YES
Front passenger frontal airbag	YES	ABS	YES
Side body airbags	NO	ISOFIX	YES
Side head airbags	NO		



COMMENTS

Adult occupant: In the frontal impact the driver and passenger heads were both well protected by the restraint systems. Passenger seatbelt was not equipped with pretensioner, however the driver seatbelt was equipped with one. There were hazardous structures in the area of the fascia that could be impacted by an occupant's knees. The structure was able to withstand further loadings. In the side impact the vehicle met the UN-R95 test requirements. The EcoSports are equipped with SeatBelt Reminders that meet Latin NCAP assessment requirements. Considering all the above the EcoSport as from VIN 9BFZB55P9 E8843021. (Production from August 2013) reached the 5 star result for Adult Occupant Safety.

Child occupant: The child seat for the 3 year old child was able to prevent excessive forward movement during the impact. High chest deceleration was detected in the 18 months old child. The installation instructions on both child seats were sufficient and permanently attached to the seat. The vehicle did give warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag but they were not enough to meet Latin NCAP requirements.

(*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

