



Ford Ranger
Standard Safety Equipment

2022



Adult Occupant



84%

Child Occupant



90%

Vulnerable Road Users



74%

Safety Assist



84%

SPECIFICATION

Tested Model	VW Amarok 2.0/Ford Ranger 3.0
Body Type	- Pick-Up
Year Of Publication	2022
Kerb Weight	2434kg
VIN From Which Rating Applies	- all double cabin Rangers
Class	Pick-up

General comments

The Ford Ranger and VW Amarok are corporate twins with identical structure and safety equipment. The two vehicles share a common rating, derived from some tests performed on the Ranger by ANCAP and some tests performed by Euro NCAP on the Amarok.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	●	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT

Total 32.0 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 12.7 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.2 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.2 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 32.0 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Ford Ranger remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Ford demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive partner in a frontal collision and it was penalised accordingly. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal, based on dummy readings of chest compression but that of the dummy was good for all critical body areas. In both side barrier test, protection was good for all critical body regions and the Ranger scored maximum points in this test. In the more severe side pole impact, chest protection was rated as marginal, based on dummy readings of rib compression. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The Ranger has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system worked well in Euro NCAP's tests, with good protection of the occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Ranger does not have an advanced eCall system but is equipped with a system to prevent secondary collisions.

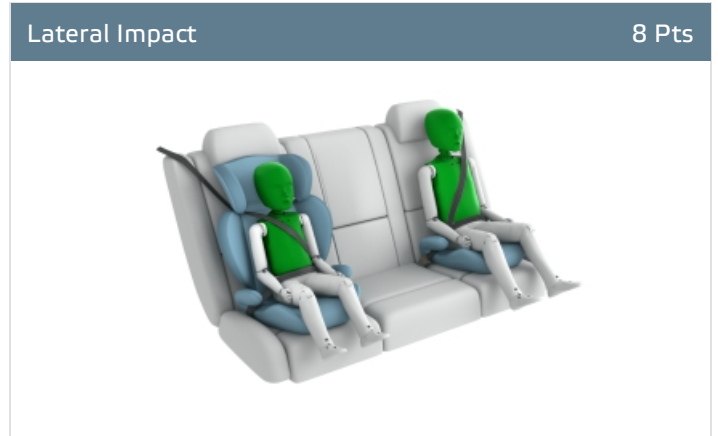
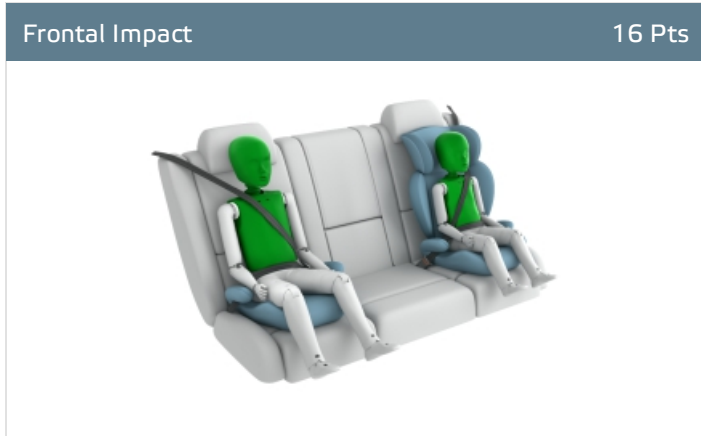
CHILD OCCUPANT

Total 44.2 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix*
 Restraint for 10 year old child: *Britax Römer Kidfix*

Safety Features

9.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

11.2 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 44.2 Pts / 90%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 44.2 Pts / 90%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed
- Not available

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Ranger scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. One i-Size restraint could not be properly installed in the rear outboard seats as access to the top-tether is behind the seat back. Otherwise, all of the child restraint types for which the Ford Ranger is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 40.0 Pts / 74%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

26.0 / 36 Pts



Head Impact	16.3 Pts
Pelvis Impact	4.4 Pts
Leg Impact	5.3 Pts

Vulnerable Road Users


14.0 / 18 Pts

System Name	Pre-collision Assist with Pedestrian Protection
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

 VULNERABLE ROAD USERS

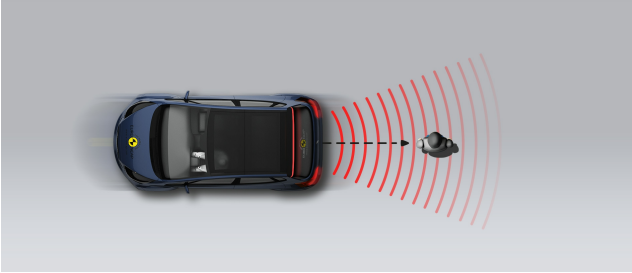
Total 40.0 Pts / 74%

AEB Pedestrian

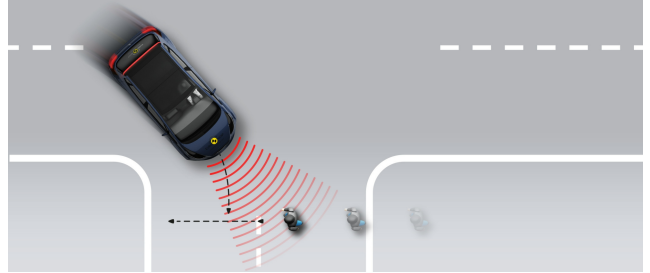
 5.9 / 9 Pts

■ Day time

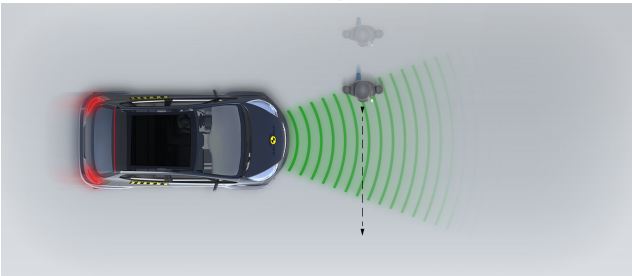
Vehicle reversing into standing pedestrian



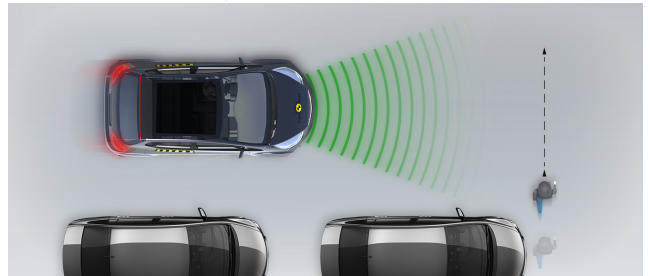
Pedestrian crossing a road into which a car is turning



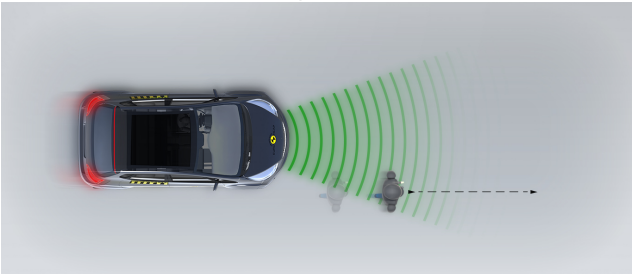
Adult crossing the road



Child running from behind parked vehicles

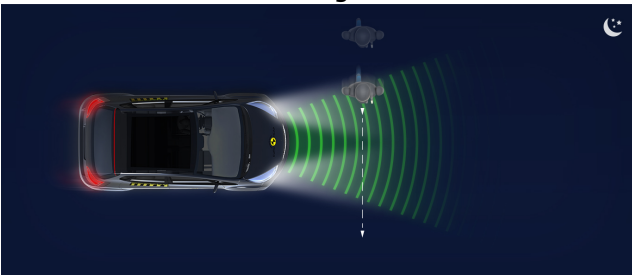


Adult along the roadside

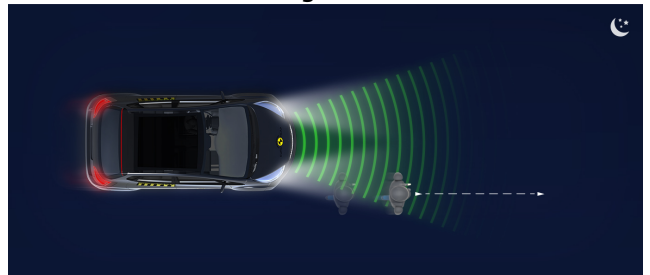


■ Night time

Adult crossing the road




Adult along the roadside

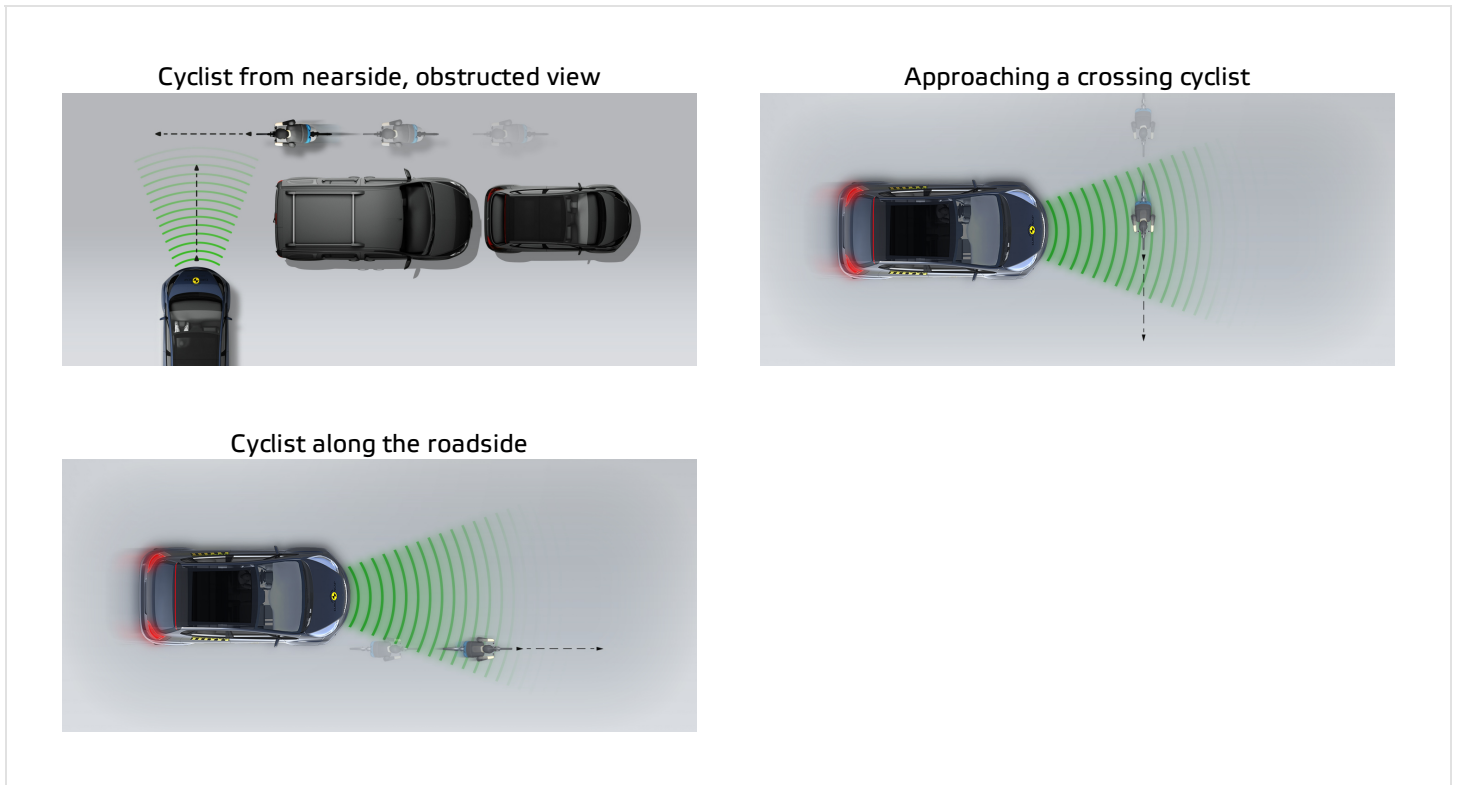


 VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

AEB Cyclist

 8.1 / 9 Pts



Comments

Protection of the head was almost completely good or adequate with some poor results along the front edge of the bonnet. The bumper provided good or adequate protection to pedestrians' legs and protection of the pelvis was also mostly good. The autonomous emergency braking (AEB) system of the Ford can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 13.6 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.8 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Alert
Type	Lane position
Operational From	60 km/h

SAFETY ASSIST

Total 13.6 Pts / 84%

Lane Support

3.5 / 4 Pts

System Name	Lane-Keeping System	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.3 / 6 Pts

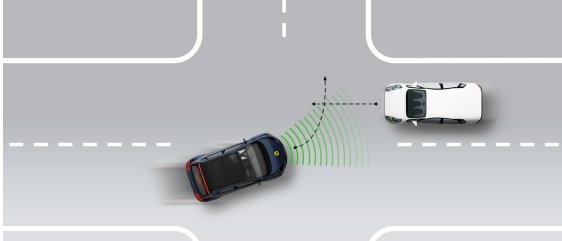
System Name	Pre-Collision Assist	
Type	Autonomous emergency braking	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

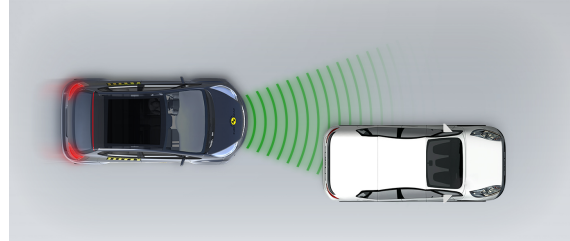
Total 13.6 Pts / 84%

■ Autobrake function only

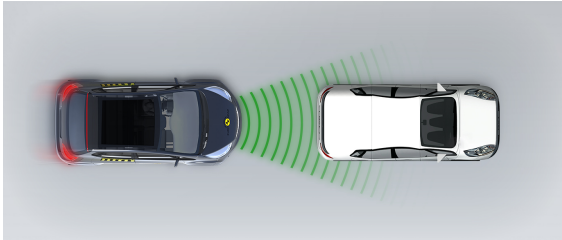
Car turning across the path of an oncoming car



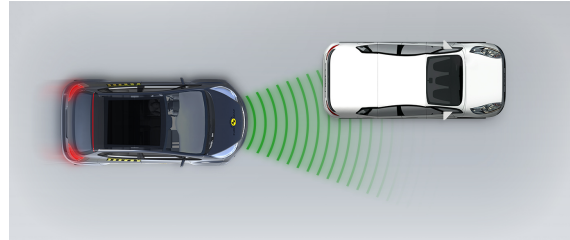
Approaching a stationary car



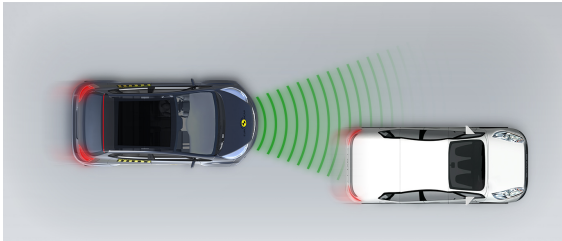
Approaching a stationary car



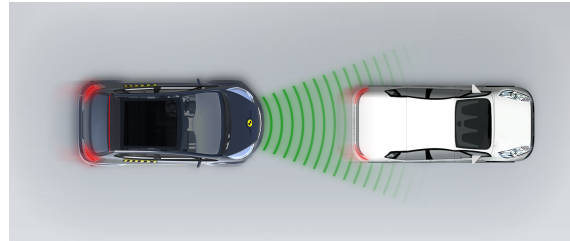
Approaching a stationary car



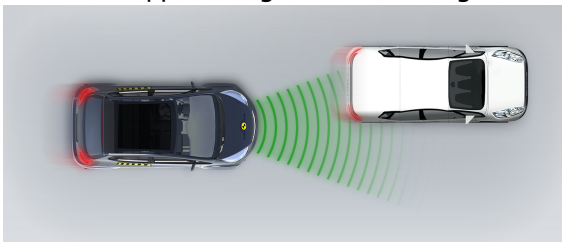
Approaching a slower moving car



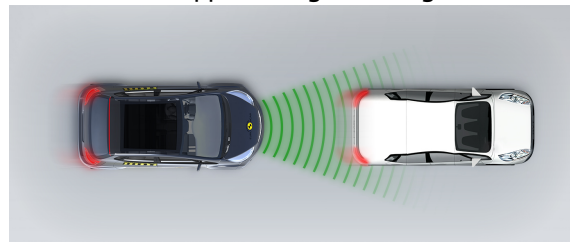
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

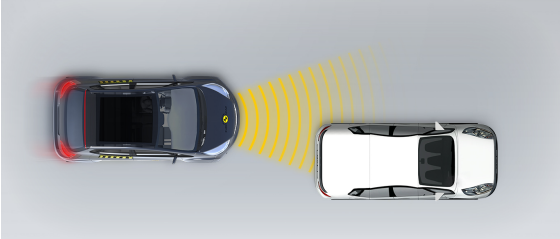


 SAFETY ASSIST

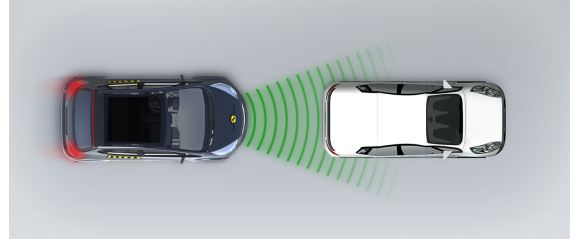
Total 13.6 Pts / 84%

■ Driver reacts to warning

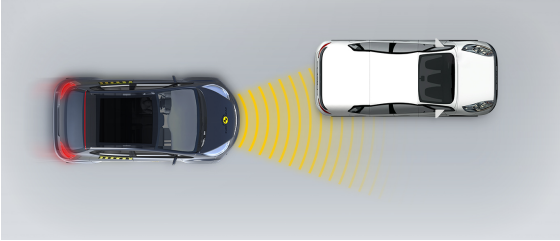
Approaching a stationary car



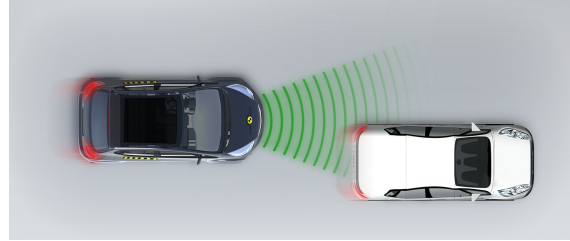
Approaching a stationary car



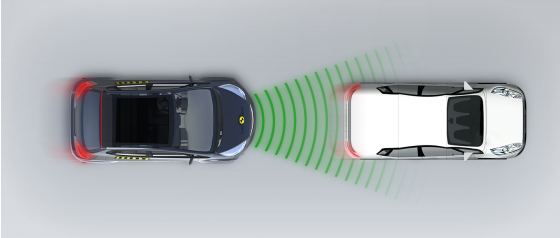
Approaching a stationary car



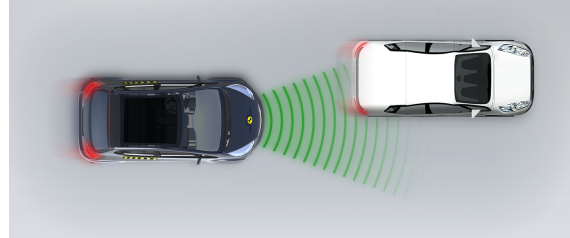
Approaching a slower moving car



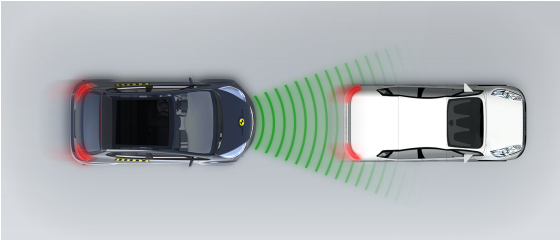
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.6 Pts / 84%

Comments

The autonomous emergency braking (AEB) system of the Ford Ranger performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door pick-up	2.0 diesel Si-T	Ltd Wildtrak XL XLT	4 x 4	✓	✓
4 door pick-up	2.0 diesel Bi-T	Ltd Wildtrak *	4 x 4	✓	✓
4 door pick-up	3.0 diesel	Platinum Wildtrak	4 x 4	✓	✓

* Tested variant (some tests done on VW Amarok 2.0 Bi-T)

Annual Reviews and Facelifts

Date	Event	Outcome
December 2022	Rating Published	2022 ★★★★★ ✓