



2018





Adult Occupant



85%





87%

Vulnerable Road Users



72%



Safety Assist

75%

SPECIFICATION

| Tested Model | Ford Focus 1.0 'Trend', LHD |
|-------------------------------|-----------------------------|
| Body Type | - 5 door hatchback |
| Year Of Publication | 2018 |
| Kerb Weight | 1312kg |
| VIN From Which Rating Applies | - all Focus |
| Class | Small Family Car |

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 | • | • | × |



SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | | × | • |
| Integrated CRS | | × | × |
| Airbag cut-off switch | | • | _ |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | • | • | • |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | × |
| AEB Pedestrian | • |
| AEB Cyclist | • |
| AEB City | • |
| AEB Inter-Urban | • |
| Speed Assistance System | • |
| Lane Assist System | • |

| Note: Other equipment of | nav ka available on t | ha vahisla but was aat | considered in the test year. |
|--------------------------|-----------------------|------------------------|------------------------------|
| More. Other equipment i | nav be avanable on c | ne venicie but was not | considered in the test year. |

| _ | | | |
|---|-----------------------------------|--|---|
| | Fitted to the vehicle as standard | Fitted to the vehicle as part of the safety pack | K |

O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



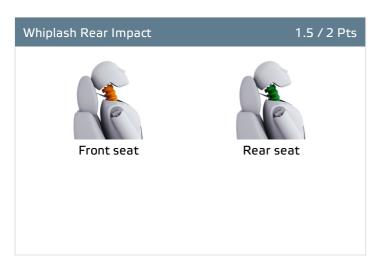


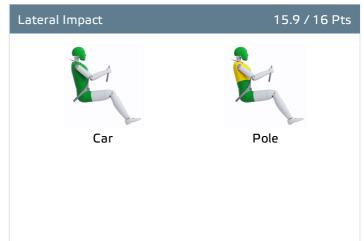
Total 32.5 Pts / 85%















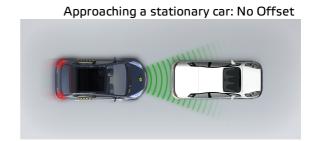
Total 32.5 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

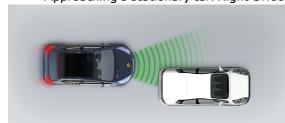
AEB City 0 / 4 Pts







Approaching a stationary car: Right Offset







Total 32.5 Pts / 85%

Comments

The passenger compartment of the Focus remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both driver and passenger dummy. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the chest of the driver and rear passenger occupants was rated as adequate, with good protection of all other critical body areas. In the side barrier test, protection of all critical body areas was good and the Focus scored maximum points. In the more severe side pole impact, protection was good for everything except the chest, which was adequately protected. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection. The autonomous emergency braking system performed well in tests of its functionality at the low speeds typical of city driving. However, the points for AEB City were not awarded as good front head restraint performance is a pre-requisite for the the additional reward for active safety.



Total 43 Pts / 87%



Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix* Restraint for 10 year old child: *Booster Cushion* **Safety Features**

7 / 13 Pts

| | Front Passenger | 2nd row outboard |
|----------------|--------------------|---------------------|
| Isofix | × | • |
| i-Size | × | • |
| Integrated CRS | × | × |

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check

12 / 12 Pts

Install without problem
Install with care
Safety critical problem
X Installation not allowed

i-Size CRS









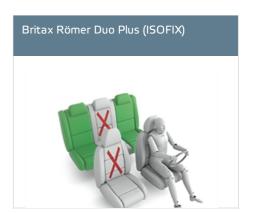


Total 43 Pts / 87%

ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS







Britax Römer KidFix XP (Belt)





Total 43 Pts / 87%

| | | Seat Pos | ition | |
|---|-----------|----------|---------|-------|
| | Front | | 2nd row | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | | • | | • |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | | • | | • |
| BeSafe iZi Kid X2 i-Size (iSize) | | • | | • |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | | • | | • |
| BeSafe iZ Kid X4 ISOfix (ISOFIX) | | • | | • |
| Britax Römer Duo Plus (ISOFIX) | 0 | • | | • |
| Britax Römer KidFix XP (ISOFIX) | 0 | • | | • |
| Maxi Cosi Cabriofix (Belt) | • | • | • | • |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | • | • | • | • |
| Britax Römer King II LS (Belt) | • | • | • | • |
| Britax Römer KidFix XP (Belt) | • | • | • | • |

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

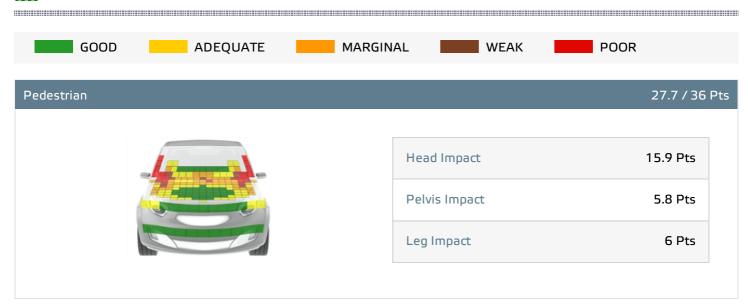
Comments

Good protection was provided to both the 6 and the 10 year dummies in the frontal offset and side barrier tests, the Focus scoring maximum points for 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. All of the restraint types for which the car is designed could be properly installed and accommodated in the car.





Total 34.8 Pts / 72%



| Vulnerable Road Users | 7.1 / 12 Pts |
|-----------------------|---|
| System Name | Pre-Collision Assist |
| Туре | Auto-Brake with Forward Collision Warning |
| Operational From | 5 km/h |
| Operational From | 5 km/h |

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results only on the stiff windscreen pillars. Protection of the pelvis was also good or adequate, with the bumper scoring maximum points for its protection of pedestrians' legs. The autonomous emergency braking system performed well or adequately in all tests of its pedestrian and cyclist detection, in daylight and low-light conditions.



Total 34.8 Pts / 72%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles

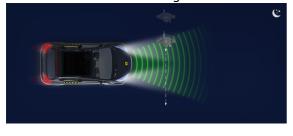


Adult along the roadside



Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

Cyclist crossing



Cyclist along the roadside





| Applies To | All seats | | |
|--------------------|-------------|--------------------|-------------------|
| Warning | Driver Seat | front passenger(s) | rear passenger(s) |
| Visual | • | • | • |
| Audible | • | • | • |
| Occupant detection | _ | • | _ |

PassFailNot available

Lane Support 2.3 / 4 Pts

| System Name | Lane Keeping Aid, Lane Keeping Alert |
|-------------------------|--------------------------------------|
| Туре | LKA |
| Operational From | 60 km/h |
| PERFORMANCE | |
| Emergency Lane Keeping | NOT AVAILABLE |
| Lane Keep Assist | GOOD |
| Human Machine Interface | ADEQUATE |





Total 9.9 Pts / 75%

AEB Interurban

2.6 / 3 Pts

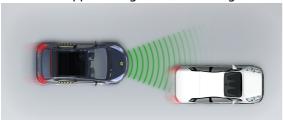
| System Name | Pre Collision Assist |
|------------------------|--|
| Туре | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 5 km/h |
| Additional Information | Supplementary warning |

Comments

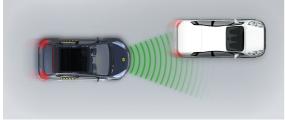
The Focus has a seatbelt reminder system as standard equipment. A speed assistance system uses a camera and a digital map to recognise the local speed limit and allows the driver to automatically set the speed limiter accordingly. In tests of its functionality at highway speeds, the autonomous emergency braking system performed well in all scenarios. When the lane assistance system senses that the car is drifting out of lane, it warns the driver and applies a gentle steering correction to correct the path of the vehicle.

Autobrake function only

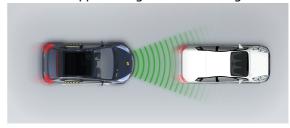
Approaching a slower moving car



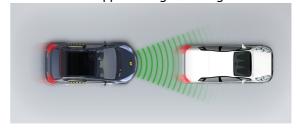
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





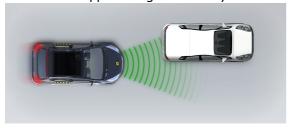
Total 9.9 Pts / 75%

Driver reacts to warning

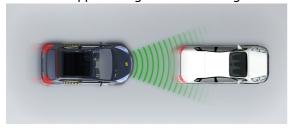
Approaching a stationary car



Approaching a stationary car



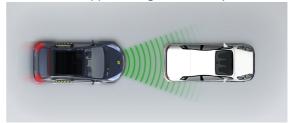
Approaching a slower moving car



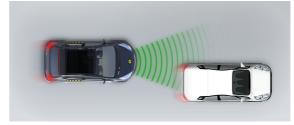
Approaching a braking car



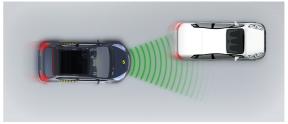
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Drivetrain | Rati | Rating Applies | |
|-------------------|------------|------------|------|----------------|--|
| | | | LHD | RHD | |
| 4 door saloon | 1.0 petrol | 4 x 2 | ✓ | ✓ | |
| 4 door saloon | 1.5 petrol | 4 x 2 | ✓ | ✓ | |
| 4 door saloon | 1.5 diesel | 4 x 2 | ✓ | ✓ | |
| 5 door hatchback* | 1.0 petrol | 4 x 2 | ✓ | ✓ | |
| 5 door hatchback | 1.5 petrol | 4 x 2 | ✓ | ~ | |
| 5 door hatchback | 1.5 diesel | 4 x 2 | ✓ | ~ | |
| 5 door hatchback | 2.0 diesel | 4 x 2 | ✓ | ~ | |
| 5 door estate | 1.0 petrol | 4 x 2 | ✓ | ~ | |
| 5 door estate | 1.5 petrol | 4 x 2 | ✓ | ~ | |
| 5 door estate | 1.5 diesel | 4 x 2 | ✓ | ~ | |
| 5 door estate | 2.0 diesel | 4 x 2 | ✓ | ✓ | |

^{*} Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome | | |
|-----------|------------------|----------------|---|--|
| July 2018 | Rating Published | 2018 * * * * * | ✓ | |