

TEST RESULTS

# Ford Ranger

Ford Ranger, 2.2 diesel double cab, RHD

2012 ★★★★★



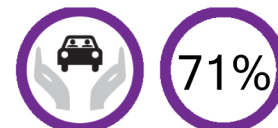
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 34 pts | 96%

### FRONTAL IMPACT

15,7 pts



Driver



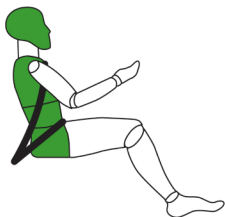
Passenger

### SIDE IMPACT CAR

8 pts

### SIDE IMPACT POLE

7,7 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,9 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	2mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 58mm
Upward pedal movement	accelerator - 7mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth 4 way manual
Head restraint type	Passive
Geometric assessment	0,9 pts

#### TESTS

- High severity	2,1 pts
- Medium severity	1,8 pts
- Low severity	2,3 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 42 pts | 86%

### 18 MONTH OLD CHILD

**Restraint** Britax Romer BabySafe Plus  
**Group** 0  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



PERFORMANCE **10,6 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax Roemer Safefix  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and support frame



PERFORMANCE **11,3 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

8 pts

### Airbag warning Label

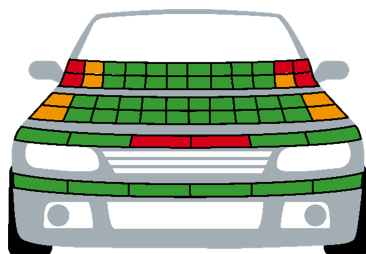
Text and pictogram permanently attached to both sides of the passenger sun visor

## PEDESTRIAN

Total 29 pts | 81%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 19 pts  
**PELVIS** 4 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE 0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 1,25 %  
 Yaw rate ratio (1.75s) 1,17 %  
 Lateral displacement (1.07s) 2,37 m

### SEATBELT REMINDER 2 pts

- driver Pass  
 - passenger Pass  
 - rear Not assessed

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Ford Ranger, 2.2 diesel double cab, RHD
<b>Body type</b>	4 door
<b>Year of publication</b>	2012
<b>Kerb weight</b>	2091kg
<b>VIN from which rating applies</b>	applies to all Rangers of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Driver knee airbag</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver and front passenger

## COMMENTS

The rating of the Ford Ranger has been upgraded from 2011 to 2012. The car is unchanged and test results have been carried over from the previous year. The 2012 rating reflects the performance of the Ranger against Euro NCAP's latest requirements.

### Adult occupant

The passenger compartment of the Ranger remained stable in the frontal impact. Dummy readings in the tests indicated good protection of the knees and femurs of both the driver and front passenger. Ford showed that a similar level of protection would be provided for occupants of different sizes and those sat in different seating positions. For the passenger, all body regions were well protected. For the driver, protection of the chest was adequate and that of other body regions was good. Maximum points were scored in the side barrier test, with good protection of all body areas. In the more severe side pole test, chest protection was adequate and that of other body regions was good. The front seats and head restraints provided marginal protection against whiplash injuries in a rear-end impact.

### Child occupant

Forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained in the protective shells of their restraints, minimising the risk of dangerous head contacts. The passenger airbag can be disabled to allow a rearward facing restraint to be used in that seating position. Clear information is provided regarding the status of the airbag and the system was rewarded.

### Pedestrian

The bumper provided good protection to pedestrians' legs. The front edge of the bonnet was more mixed, with good areas and some areas which gave poor protection to struck pedestrians. However, in the areas likely to be struck by a child's head, the bonnet provided almost entirely good protection and was predominantly good in the areas likely to be struck by an adult's head.

### Safety assist

Electronic stability control is standard equipment on all variants of the Ranger and met Euro NCAP's test requirements. A seatbelt reminder is provided for the driver and front passenger seats. A speed limitation device is not available.