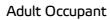




2015









87%



Child Occupant

87%

Pedestrian



79%



Safety Assist

71%

SPECIFICATION

Tested Model	Ford Galaxy 2.0 diesel 'Titanium', LHD
Body Type	- 5 door wagon
Year Of Publication	2015
Kerb Weight	1779kg
VIN From Which Rating Applies	- applies to all Galaxy's of the specification tested
Class	Large MPV



Rating Expired

rsion 050122

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	×	×	×

Euro NCAP © Ford Galaxy Sept 2015 2/13



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)	×
ESC	•
AEB City	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

	Fitted to the vehicle as standard	C	Fitted to the vehicle as opti	0
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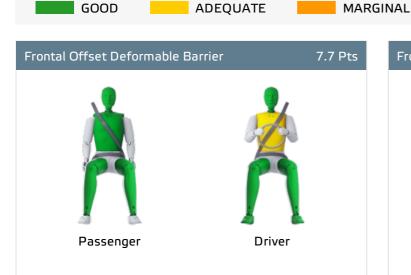
O Not fitted to the test vehicle but available as option X Not Available — Not Applicable





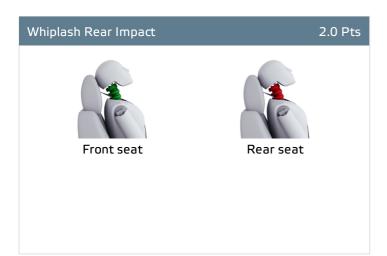
Total 33.2 Pts / 87%

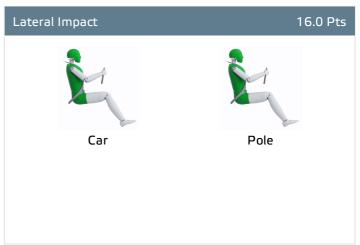
POOR

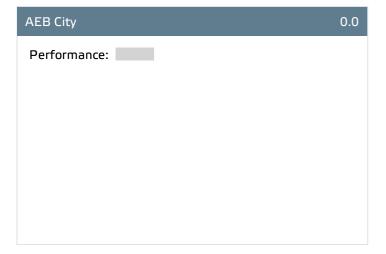




WEAK











Total 33.2 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR





Total 33.2 Pts / 87%

Comments

The passenger compartment of the Galaxy remained stable in the frontal impact. All critical body areas of the passenger dummy were well protected. Dummy readings showed good protection for the knees and femurs of both the driver and passenger dummies. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of all body areas was good for except for the chest. Dummy readings indicated adequate chest protection for the driver dummy and marginal chest protection for the rear passenger. The Galaxy scored maximum points in both the side barrier impact and the more severe side pole test, with good protection of all body areas. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats, including the optional third row, indicated poor whiplash protection for those seating positions. An autonomous emergency braking system is available as an option but does not qualify for assessment as it is not standard equipment.



Total 42.7 Pts / 87%



Crash Test Performance 23.7 Pts





Safety Features 7.0 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isofix	×	•	•	×
i-Size	×	•	×	×
Integrated CRS	×	×	×	×

Fitted to test car as standard

O Not on test car but available as option

X Not available

CRS Installation Check 12.0 Pts

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

Infants up to 13 kg











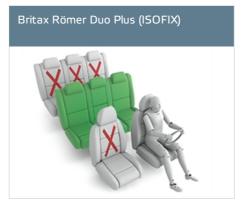
Total 42.7 Pts / 87%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 42.7 Pts / 87%

			Seat Position	on		
	Front		2nd row		3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•		•	•	•
Britax Römer King Plus (Belt)	•	•	•	•	•	•
Britax Römer Duo Plus (ISOFIX)	*	•	•	•	×	×
Britax Römer KidFix (Belt)	•	•		•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	*	•		•	×	×
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	*	•		•	×	×
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•		•	×	×
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•		•	×	×
Britax Römer KidFix (ISOFIX)	×	•	•	•	×	×

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Not available

Comments

The Galaxy scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive in the frontal impact, although neck tensile forces were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 Galaxy is designed could be properly installed and accommodated in the vehicle, including those in the optional third row seats.





Total 28.6 Pts / 79%



Pedestrian 28.6 Pts



Head Impact	16.8 Pts
Pelvis Impact	5.8 Pts
Leg Impact	6.0 Pts

Comments

The bumper scored maximum points, showing good protection to pedestrians' legs in all areas tested. The pelvic area was well or adequately protected. The bonnet offered predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded only on the stiff windscreen pillars. The Galaxy's optional-fit autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.



Total 9.3 Pts / 71%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Speed Assistance 2.3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	Manually or automatically set

Electronic Stability Control

3 Pts

System Name	ESP		
PERFORMANCE			
Vehicle Yaw Rate @ COS + 1.00 s	3.1%	meets ECE requirements	
Vehicle Yaw Rate @ COS + 1.75 s	1.7%	meets ECE requirements	
Lateral Displacement @ BOS + 1.07 s	3.4 m	meets ECE requirements	

Seatbelt Reminder 3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Not available Fail

Lane Support 1.0 Pts

System Name	Lane Keeping Alert and Lane Keeping Aid	
Туре	Lane Departure Warning and Lane Keep Assist	
Warning	Visual & Haptic	
PERFORMANCE		
LDW Confirmation Test	Pass	

AEB Inter-Urban





Total 9.3 Pts / 71%

Comments

Electronic stability control is standard equipment, as is a seatbelt reminder system for the front and rear seats. A lane assistance system is an option that is expected to be widely fitted. The system combines lane departure warning with lane keeping assistance i.e. it will warn the driver if the car is drifting to the edge of the lane and will automatically steer the car gently back into its lane if needed. A speed assistance system is also an option. It uses a camera to detect the local speed limit and provides this information to the driver, who can then set the speed limiter appropriately or allow the system to do so automatically. An autonomous emergency braking system is available as an option but is not expected to be sold in sufficient numbers to qualify for assessment here.



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2015	Rating Published	2015 🖈 🖈 🛧 🛧	✓
January 2022	Rating Expired	2015 🖈 🖈 🖈 ★	×