Ford Explorer

Standard Safety Equipment

2019

Adult Occupant 87%

Child Occupant 86%

Vulnerable Road Users 61%

Safety Assist 76%

SPECIFICATION

Tested Model	Ford Explorer Plug-in Hybrid, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2518kg
VIN From Which Rating Applies	- all Ford Explorers
Class	Large Off-Road

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	●	●	●

Version 041119

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 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 33.2 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 6.2 / 8 Pts

Passenger

Driver

Frontal Full Width 7.6 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact 1.6 / 2 Pts

Front seat

Rear seat

Lateral Impact 14.2 / 16 Pts

Car

Pole

ADULT OCCUPANT

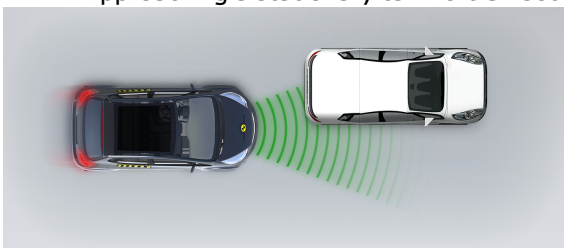
Total 33.2 Pts / 87%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

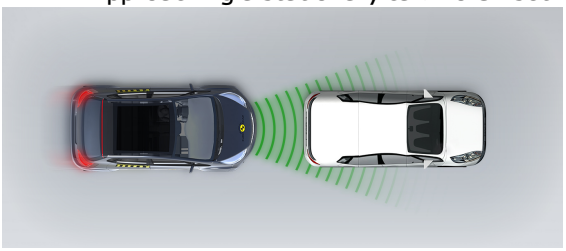
AEB City

3.7 / 4 Pts

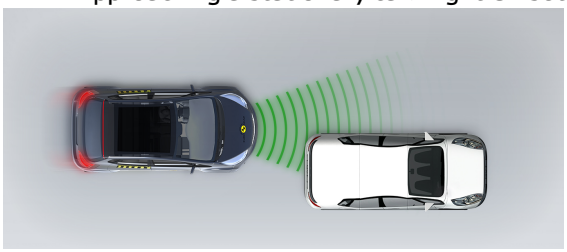
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 33.2 Pts / 87%

Comments

The passenger compartment of the Explorer remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. However, a post-crash inspection revealed structures in the dashboard which might pose a hazard to the knees and femurs of occupants of different sizes and to those sitting in different positions. Accordingly, the score for this body region was penalised and protection was rated as marginal. In the full-width rigid barrier test, protection of all critical body regions was good or adequate, apart from the chest of the rear passenger. For this body area, dummy readings of chest compression indicated a marginal level of protection. In the side barrier impact, protection was good for all critical body areas and the Explorer scored maximum points. In the more severe side pole test, readings of rib compression indicated marginal protection of the chest, while protection of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur, with collisions avoided or mitigated in every test scenario.

CHILD OCCUPANT

Total 42.2 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer KidFix XP*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

8 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isofix	✗	●	✗	●
i-Size	✗	●	✗	✗
Integrated CRS	✗	✗	✗	✗

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

CRS Installation Check

10.2 / 12 Pts

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

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)

Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)

BeSafe iZi Kid X2 i-Size (iSize)

BeSafe iZi Flex FIT i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 42.2 Pts / 86%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	▫	●	▫	●	▫	▫
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	▫	●	▫	●	▫	▫
BeSafe iZi Kid X2 i-Size (iSize)	▫	●	▫	●	▫	▫
BeSafe iZi Flex FIT i-Size (iSize)	▫	●	▫	●	▫	▫
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	▫	●	▫	●	●	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	▫	●	▫	●	●	●
Britax Römer Duo Plus (ISOFIX)	▫	●	▫	●	●	●
Britax Römer KidFix XP (ISOFIX)	▫	●	▫	●	●	●
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

In both the frontal offset test and the side barrier impact, protection of all critical body areas was good for both the 6-year and 10-year dummies, and the Explorer scored maximum points in this part of the assessment. The Explorer automatically disables the airbag is it detects a rearward-facing child restraint in the front passenger seat. The system worked robustly in Euro NCAP's tests and was duly rewarded. Child restraints could be properly installed and accommodated in the front passenger seat and in the second row. The optional third-row seats are equipped with ISOFIX/i-Size anchorages. However, issues were found during checks of CRS installation in these seats.

VULNERABLE ROAD USERS

Total 29.4 Pts / 61%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 22 / 36 Pts

Head Impact	13.7 Pts
Pelvis Impact	2.8 Pts
Leg Impact	5.5 Pts

Vulnerable Road Users 7.4 / 12 Pts

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

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with poor values recorded at the edge of the bonnet surface. The bumper offered good or adequate protection to pedestrians' legs at all test locations. Protection of the pelvis was mixed, with some areas of good protection and some areas that were poor. The Explorer's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to pedestrians, the system performed well, with collisions avoided or mitigated in most situations. The system showed a marginal level of performance in the more challenging cyclist tests.

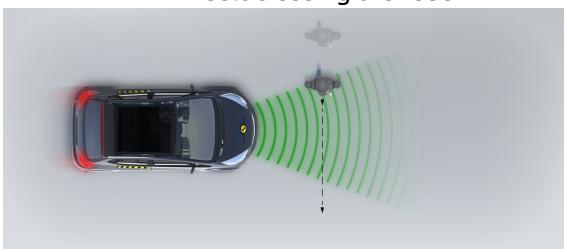
VULNERABLE ROAD USERS

Total 29.4 Pts / 61%

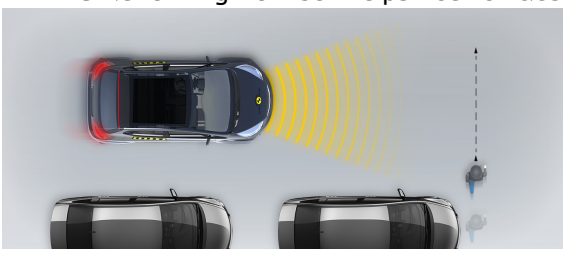
AEB Pedestrian

- **Day time**

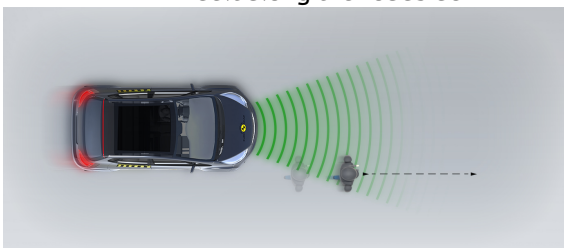
Adult crossing the road



Child running from behind parked vehicles

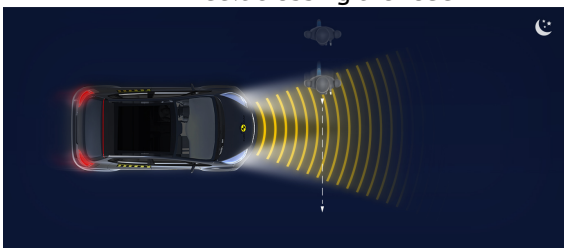


Adult along the roadside

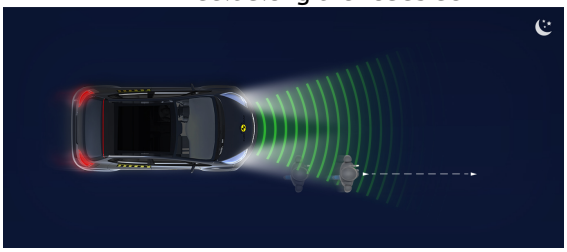


- **Night time**

Adult crossing the road

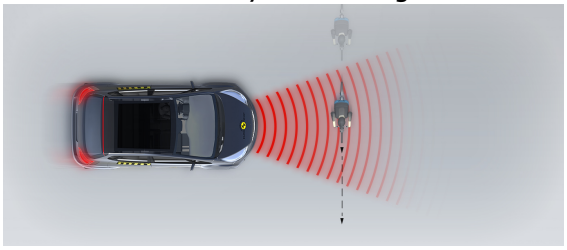


Adult along the roadside

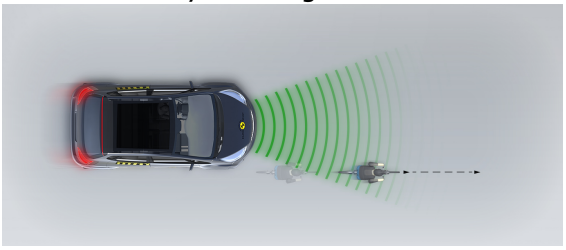


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.0 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.7 / 3 Pts

System Name	Intelligent Speed Assist
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass ● Fail — Not available

Lane Support

2.5 / 4 Pts

System Name	Lane Keeping Assist
Type	LKA (including LDW)
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	NOT AVAILABLE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

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SAFETY ASSIST

Total 10.0 Pts / 76%

AEB Inter-Urban

2.3 / 3 Pts

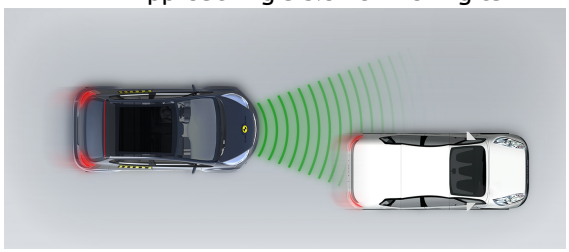
System Name	Pre-Collision Assist with AEB
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h
Additional Information	Supplementary warning

Comments

The AEB system performed well in tests of its response to other vehicles at highway speeds. The Explorer has an intelligent speed assistance system. Digital mapping is used in conjunction with a camera to determine the local speed limit. This information is presented to the driver and the the speed limiter is adapted accordingly. A lane support system helps to avoid inadvertent drifting out of lane by warning the driver and gently applying corrective steering. A seatbelt reminder is standard for all seats.

- **Autobrake function only**

Approaching a slower moving car



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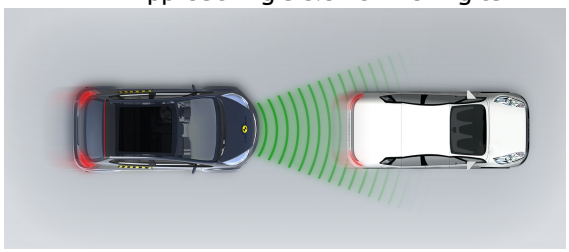
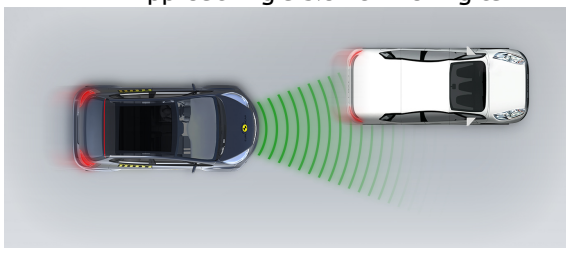
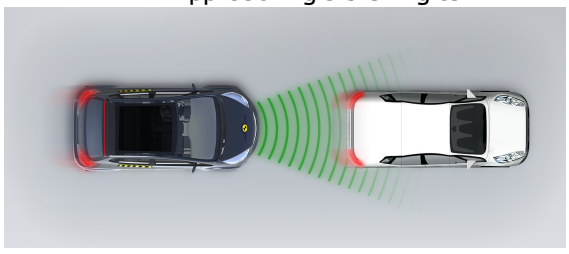


Approaching a slower moving car



Approaching a braking car

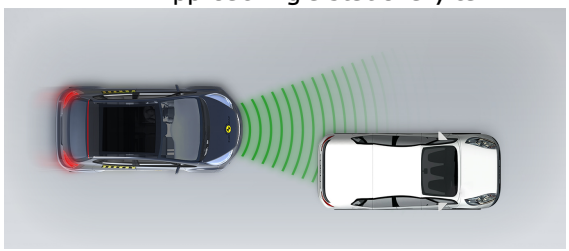


SAFETY ASSIST

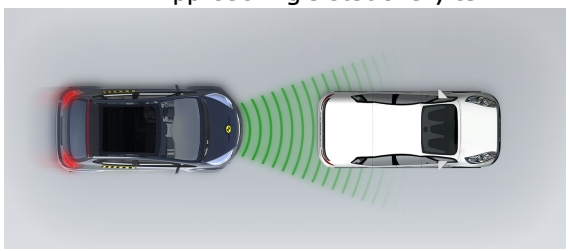
Total 10.0 Pts / 76%

- **Driver reacts to warning**

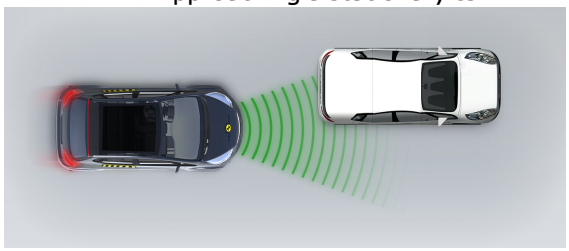
Approaching a stationary car



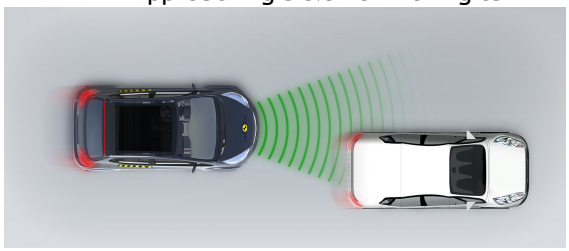
Approaching a stationary car



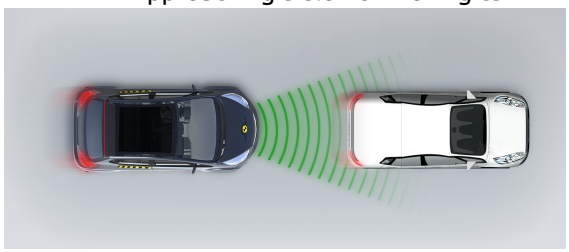
Approaching a stationary car



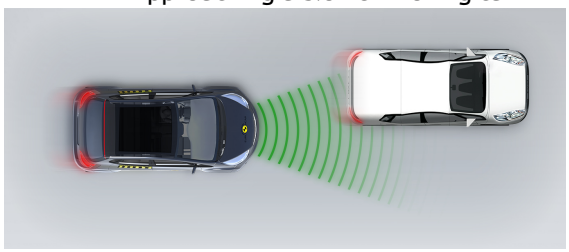
Approaching a slower moving car



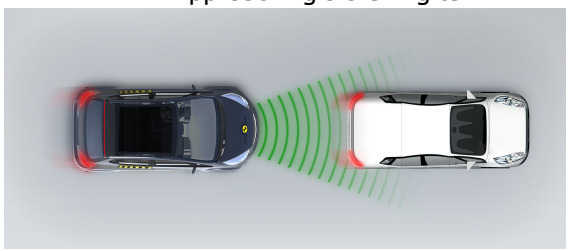
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	3.0 petrol GTDI*	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2019	Rating Published	2019 ★★★★★	✓