



Ford Mondeo
Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



87%

Vulnerable Road Users



70%

Safety Assist



73%

SPECIFICATION

| | |
|-------------------------------|-----------------------------------------------|
| Tested Model | Ford Mondeo 2.0 diesel 'Titanium' Estate, LHD |
| Body Type | - 5 door estate |
| Year Of Publication | 2019 |
| Kerb Weight | 1852kg |
| VIN From Which Rating Applies | - all Mondeos |
| Class | Large 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 | ● | ● | ✘ |

Version 191119

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 36.8 Pts / 96%


■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.8 / 8 Pts



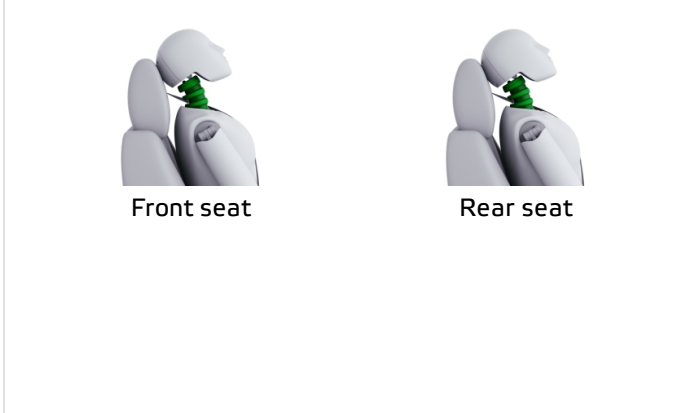
Passenger
Driver

Frontal Full Width 7.7 / 8 Pts




Rear Passenger
Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat
Rear seat

Lateral Impact 16 / 16 Pts



Car
Pole

 ADULT OCCUPANT

Total 36.8 Pts / 96%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

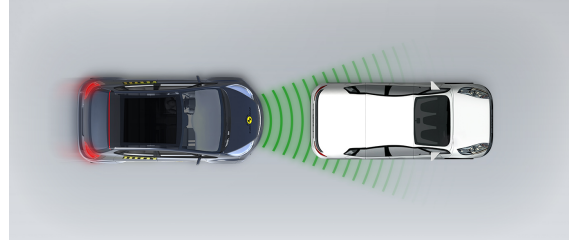
AEB City

 3.8 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.8 Pts / 96%

Comments

The passenger compartment of the Mondeo remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. 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 all critical body areas was good or adequate for both the driver and rear passenger. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good and the car scored full points in both of these tests. 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 at which many whiplash injuries occur.

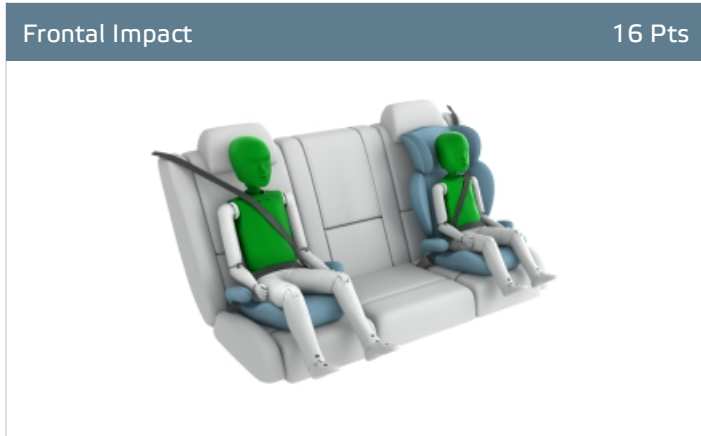
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



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

Safety Features

7 / 13 Pts

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

● Fitted to test car as standard
 ○ 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
- ✗ 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 43 Pts / 87%

■ 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 43 Pts / 87%

| | Seat Position | | | |
|---------------------------------------------------|---------------|---------|--------|-------|
| | 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) | □ | ● | □ | ● |
| 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 and side barrier tests, protection of all critical body areas was good for both dummies and the Mondeo 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. All of the restraint types for which the Mondeo is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 34.0 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|---------------|-------|------------|-------|
| Pedestrian | 23.9 / 36 Pts | | | | | | |
| | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 17.9 Pts | Pelvis Impact | 0 Pts | Leg Impact | 6 Pts |
| Head Impact | 17.9 Pts | | | | | | |
| Pelvis Impact | 0 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

| | |
|-----------------------|------------------------------------------------|
| Vulnerable Road Users | 10 / 12 Pts |
| System Name | Pre-Collision Assist with Pedestrian Detection |
| 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 some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was poor. The Mondeo's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to both was good, with collisions avoided or mitigated in most cases.

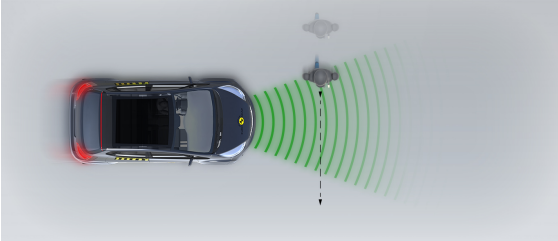
 VULNERABLE ROAD USERS

Total 34.0 Pts / 70%

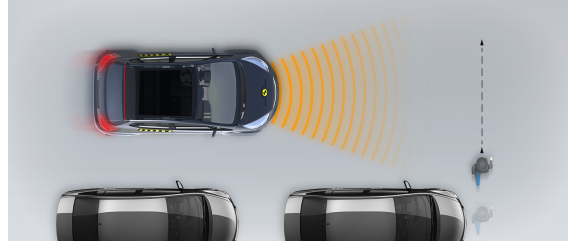
AEB Pedestrian 

■ Day time

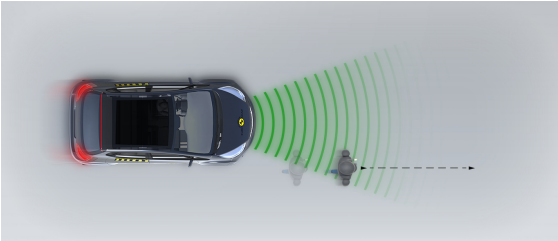
Adult crossing the road



Child running from behind parked vehicles

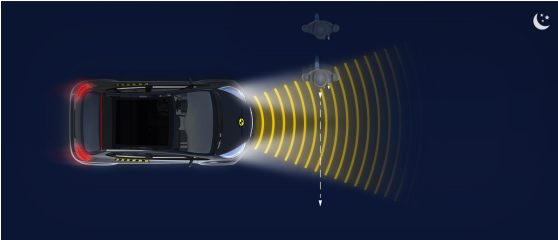


Adult along the roadside

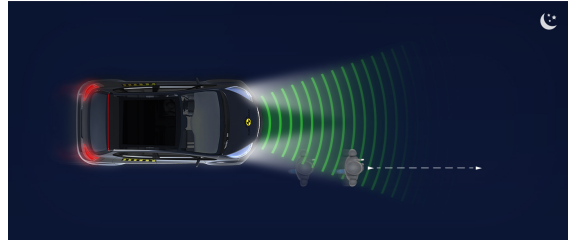


■ Night time

Adult crossing the road

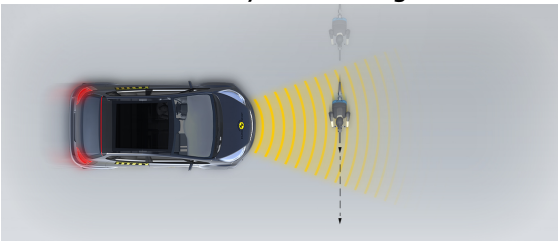


Adult along the roadside

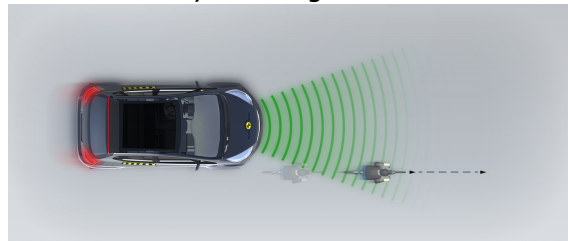


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.6 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.9 / 3 Pts

| | |
|----------------------------------|------------------------------------|
| System Name | Intelligent Speed Assist |
| Speed Limit Information Function | Camera based |
| Speed Limitation Function | System advised (accurate to 5km/h) |

Seat Belt Reminder

■ 2.5 / 3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

■ 2.3 / 4 Pts

| | |
|------------------|---------------------|
| System Name | Lane Keeping System |
| Type | LKA (including LDW) |
| Operational From | 60 km/h |

| PERFORMANCE | |
|-------------------------|------------------------------------------------|
| Lane Keep Assist | ■ GOOD |
| Human Machine Interface | ■ ADEQUATE |

SAFETY ASSIST

Total 9.6 Pts / 73%

AEB Inter-Urban

2 / 3 Pts

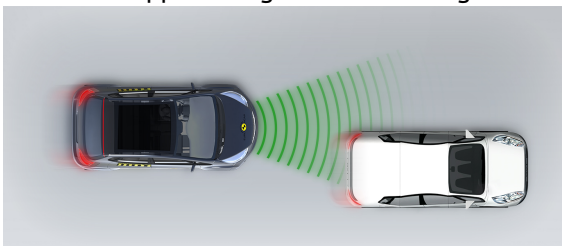
| | |
|------------------|------------------------------------------------------------|
| System Name | Pre-Collision Assist |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 5 km/h |

Comments

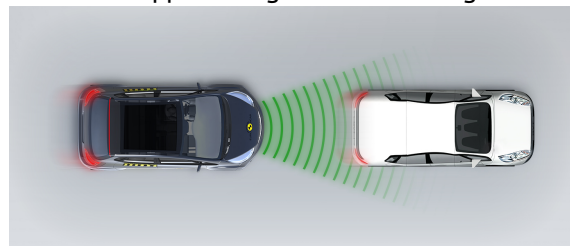
The Mondeo has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane. The speed assistance system uses a camera to determine the local limit and the driver can allow the system to limit the car's speed accordingly.

■ **Autobrake function only**

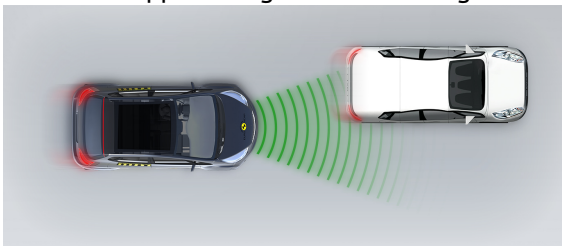
Approaching a slower moving car



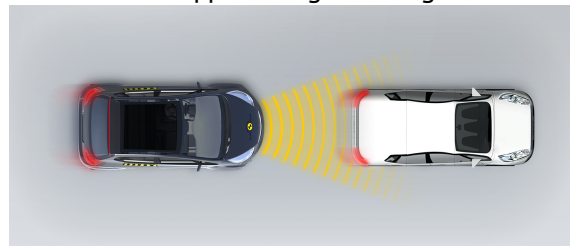
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

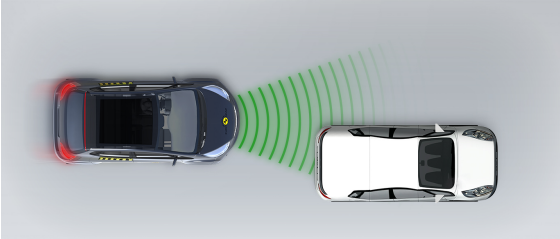


 SAFETY ASSIST

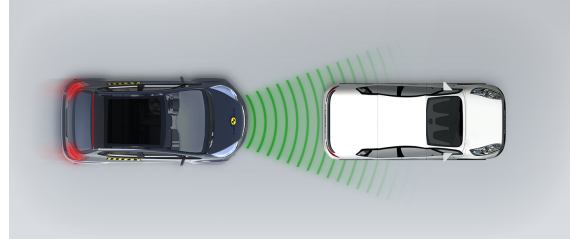
Total 9.6 Pts / 73%

■ Driver reacts to warning

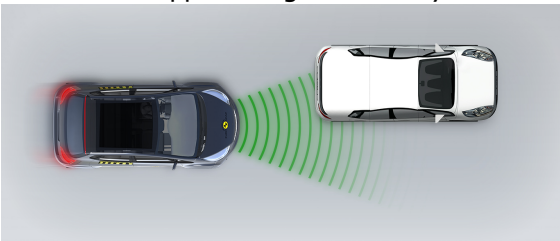
Approaching a stationary car



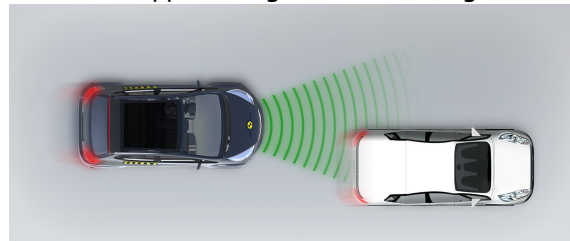
Approaching a stationary car



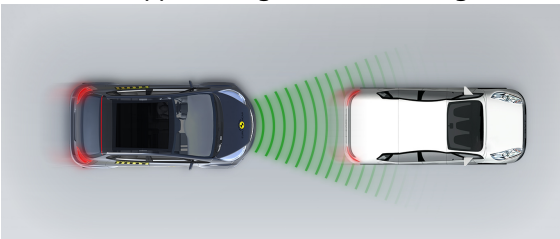
Approaching a stationary car



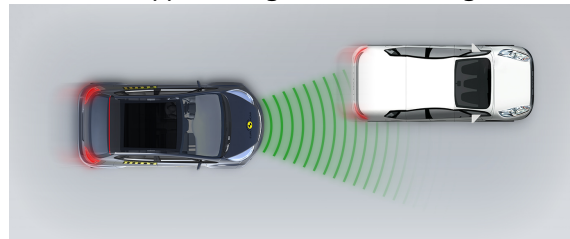
Approaching a slower moving car



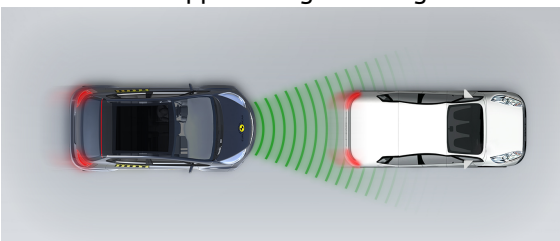
Approaching a slower moving car



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 hatchback 5 door estate | 1.5 litre petrol 2.0 litre petrol | 4 x 2 | ✓ | ✓ |
| 5 door hatchback 5 door estate | 2.0 litre diesel* | 4 x 2 | ✓ | ✓ |

* Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------|--------------|
| December 2019 | Rating Published | 2019 ★★★★★ ✓ |