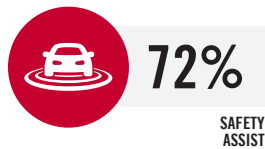
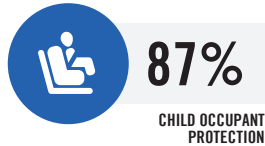


FORD FOCUS

DECEMBER 2018 - ONWARDS
ALL VARIANTS



TESTED
2018



FORD FOCUS

OVERVIEW

The Ford Focus was introduced in Australia and New Zealand in December 2018. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) are standard. Blind spot monitoring (BSM) is available on some variants.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Small Car

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Ford Focus Trend	5 door hatch	1.5 litre petrol	2WD	✓	✓
Ford Focus Trend	4 door wagon	2.0 litre diesel	2WD	-	✓
Ford Focus ST-Line	5 door hatch	1.5 litre petrol	2WD	✓	✓
Ford Focus ST-Line	4 door wagon	1.5 litre petrol	2WD	✓	-
Ford Focus Titanium	5 door hatch	1.5 litre petrol	2WD	✓	✓
Ford Focus Active	5 door hatch	1.5 litre petrol	2WD	✓	✓
Ford Focus Ambiente	5 door hatch	1.5 litre petrol	2WD	✓	-

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



85%

32.53 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and passenger's lower legs. Protection was GOOD for all other critical body regions.

In the full width frontal test, protection of the chest of the driver and rear passenger was rated as ADEQUATE, with GOOD protection of all other critical body areas.

In the side impact test, protection of all critical body areas was GOOD and the Focus scored maximum points. In the oblique pole test, chest protection was ADEQUATE, with GOOD protection of all other critical body areas.

The autonomous emergency braking system (AEB) showed GOOD performance in low speed test scenarios. However, the points for AEB City were not awarded as front head restraint performance must be GOOD in order to earn the additional points for active safety.

FRONTAL OFFSET#	7.66 (out of 8)
FULL WIDTH FRONTAL#	7.51 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.91 (out of 8)
WHIPLASH PROTECTION	1.45 (out of 2)
AEB - City	0.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	3.36 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.96 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	2.77 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	3.27 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	3.81 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.08 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 0.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

43.00 POINTS
OUT OF 49

Protection was GOOD for all critical body regions for the 6 year and 10 year dummies in both the frontal offset and side impact tests.

The Ford Focus is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all the selected child restraints could be safely installed in the rear seating positions.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

43.00 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*


CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



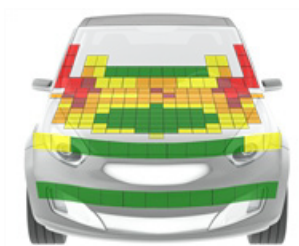
72%
34.80 POINTS
OUT OF 48

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 GOOD or ADEQUATE. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. In cyclist test scenarios, the AEB system offered MARGINAL performance.

HEAD IMPACTS	15.94 (out of 24)
UPPER LEG IMPACTS	5.80 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.14 (out of 6)
AEB - Cyclist	1.91 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Pre-Collision Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-80 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		Adult walking along road	FORWARD COLLISION WARNING	Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)	FORWARD COLLISION WARNING	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



72%

9.38 POINTS
OUT OF 13

The Ford Focus is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). Emergency lane keeping (ELK) functionality is not available. A blind spot monitoring system (BSM) is available on some variants.

Tests of the AEB system showed GOOD performance at highway speeds with collisions avoided or mitigated in all scenarios.

A speed assistance system (SAS) is also standard on the Ford Focus. This system identifies the local speed limit and allows the driver to set the speed accordingly.

Tests of the LKA functionality showed GOOD performance, however no emergency lane keeping functionality is included.

A seat belt reminder system is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS	2.00 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	2.25 (out of 4)
AEB - Interurban	2.63 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Aid, Lane Keeping Alert
OPERATIONAL FROM: 60 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO		Dashed Line				Solid Line				Road Edge	
PERFORMANCE											
GOOD											

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



72%

9.38 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Pre-Collision Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-80 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

HUMAN MACHINE INTERFACE (HMI)																					
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	[NOT FITTED]																
Supplementary warning	PASS																				
Restraint activation / dynamic retractors	[NOT FITTED]																				
FORWARD COLLISION WARNING (FCW)																					
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Driving towards a stationary car					Driving towards a slower moving car														
	Driving towards a stationary car					Driving towards a slower moving car															
PERFORMANCE	GOOD																				
AUTONOMOUS EMERGENCY BRAKING - Interurban																					
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY											
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	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																	
PERFORMANCE	GOOD																				

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Intelligent Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	○	○
Adaptive headlights	○	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	●	✗
Automatic headlights	○	●
Automatic high beam	○	✗

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	○	○
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	✗	✗
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	○	○
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	○	○
Roll stability system	✗	✗
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	●	●
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Ford Focus Trend LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	1.0 litre petrol
RATING PUBLISHED	5 December 2018
RATING UPDATED	n/a