



## Ford Transit Custom

2.0 EcoBlue D



SILVER 2021

SAFETY ASSIST  
PERFORMANCE

58%

## SPECIFICATION

TESTED MODEL	Ford Transit Custom — 2.0 EcoBlue D
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2106 kg / 794 kg / 2637 kg
APPLIES TO	4 <sup>th</sup> generation facelift in 2018

## SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	✗

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)		
AEB Car-to-Car	○	
AEB Pedestrian	○	
AEB Cyclist	○	
Lane Support Systems	○	
Speed Assist Systems	○	
Attention Assist	○	



STANDARD



FITTED AS OPTION



NOT AVAILABLE

### Verdict

The Transit Custom performs well in Euro NCAP's tests and just misses out on a gold medal. Some refinement to its lane support system, and a default-on driver monitoring system would almost certainly have promoted it to the top tier.

For detailed comments see below.

 SAFETY ASSIST PERFORMANCE

Total 58%

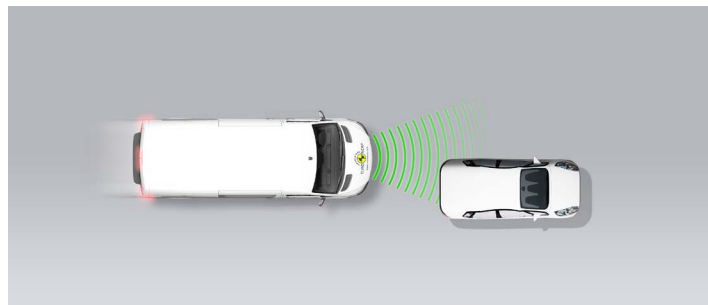
## AEB CAR-TO-CAR

24.6 / 30 Pts

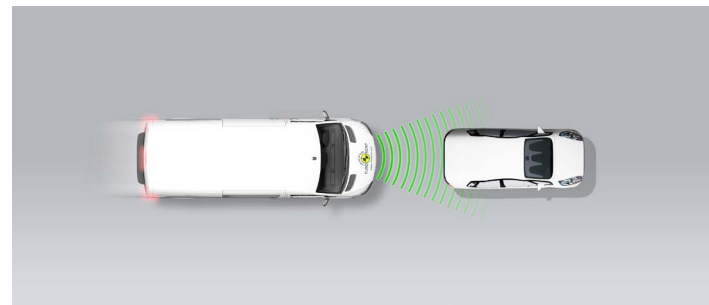
Type	AEB & FCW
Operational From	10 km/h

## Autobrake function only

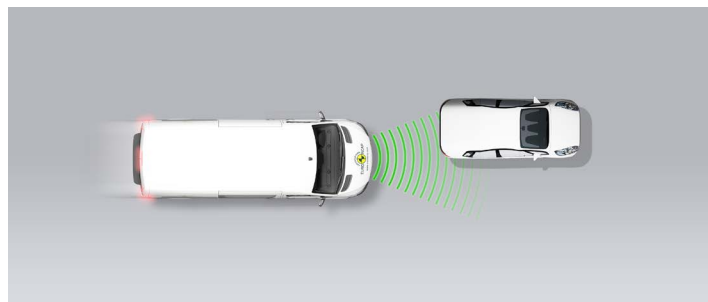
Approaching a stationary car



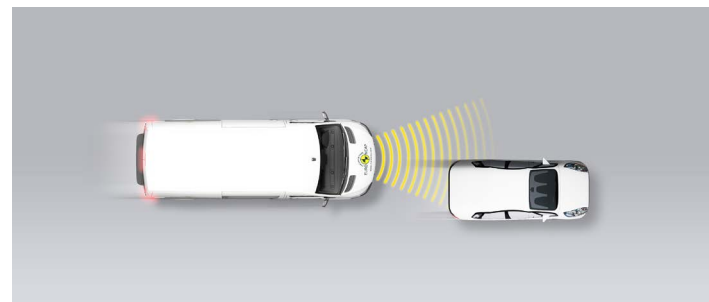
Approaching a stationary car



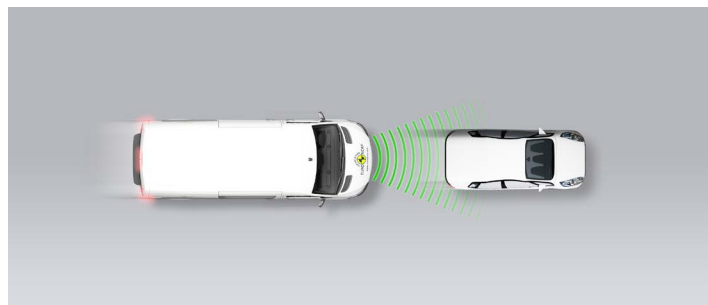
Approaching a stationary car



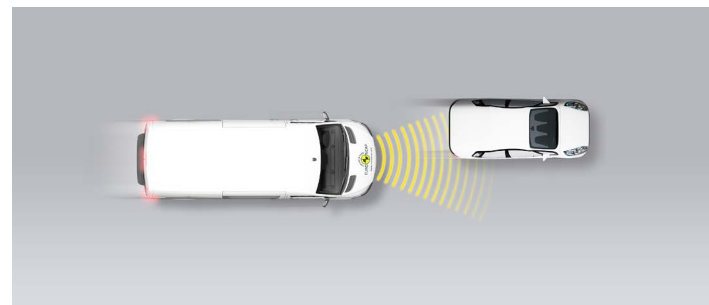
Approaching a slower moving car



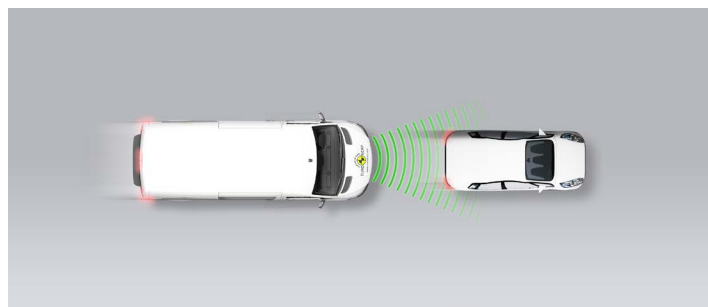
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



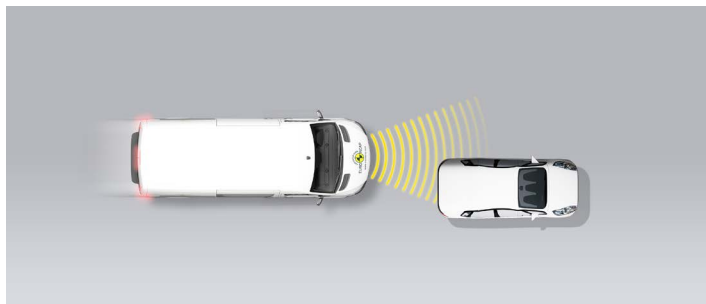
GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

# SAFETY ASSIST PERFORMANCE

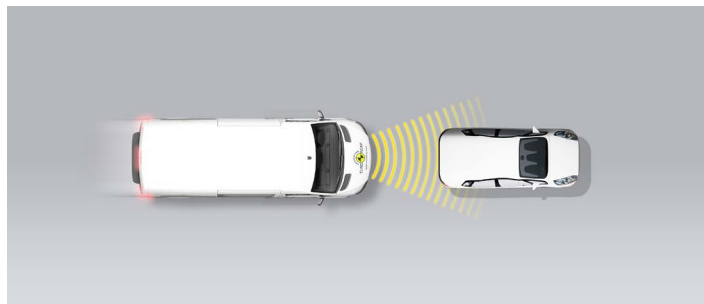
Total 58%

## Driver reacts to warning (Forward Collision Warning - FCW)

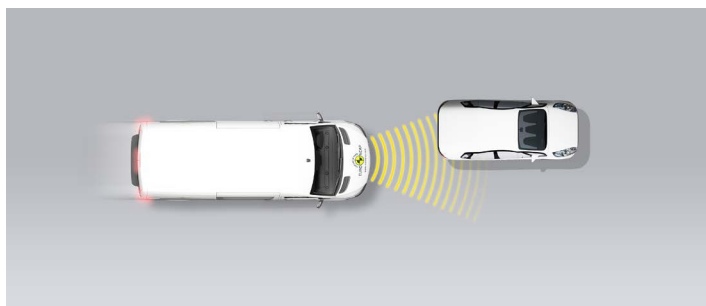
Approaching a stationary car



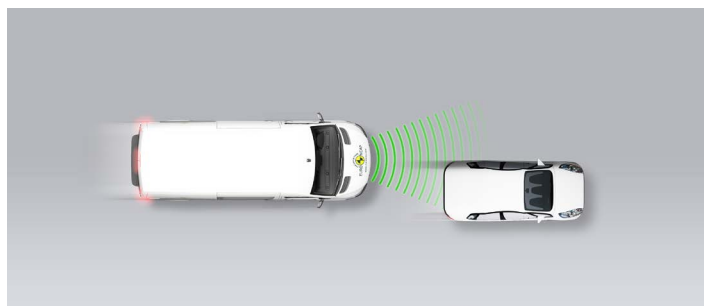
Approaching a stationary car



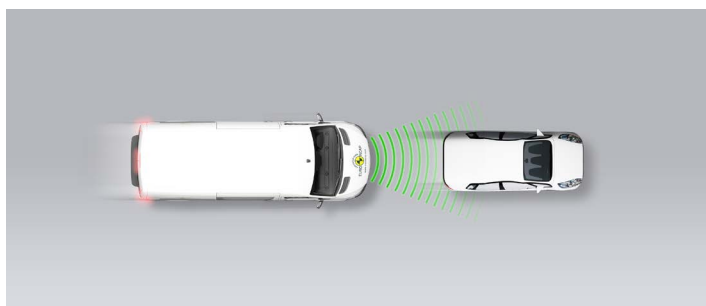
Approaching a stationary car



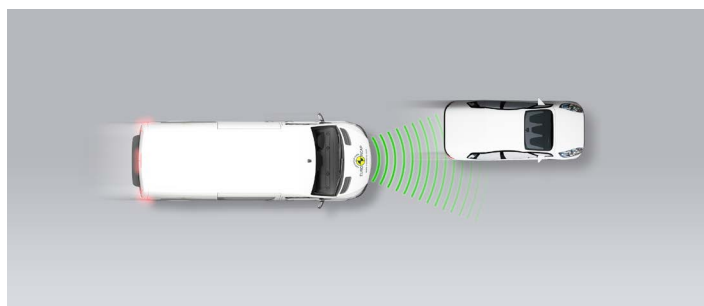
Approaching a slower moving car



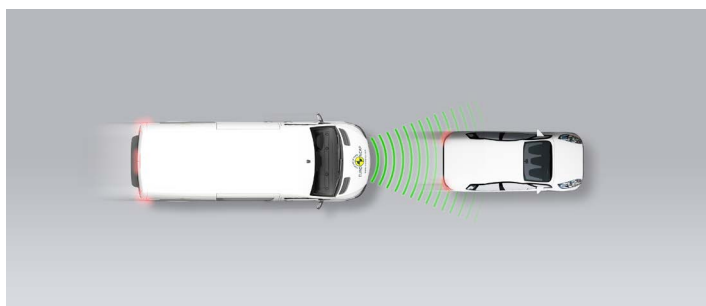
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD ADEQUATE MARGINAL WEAK POOR

 SAFETY ASSIST PERFORMANCE

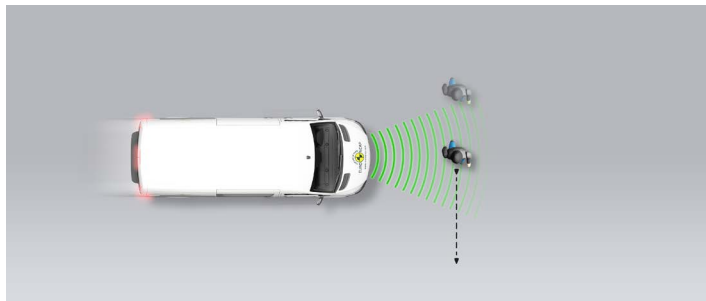
Total 58%

AEB PEDESTRIAN

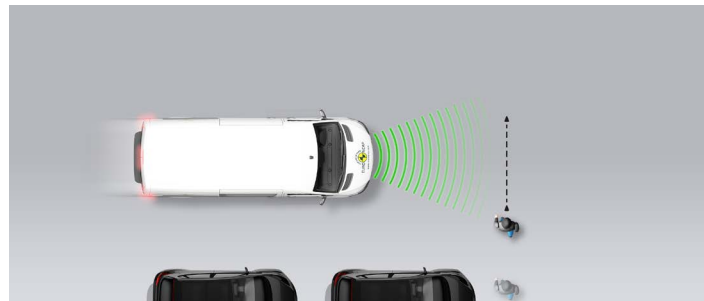


8.2 / 10 Pts

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

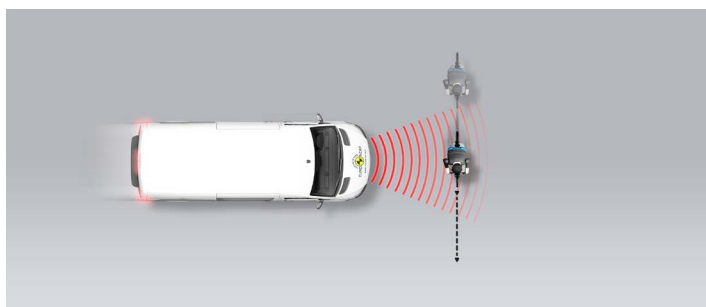


AEB CYCLIST

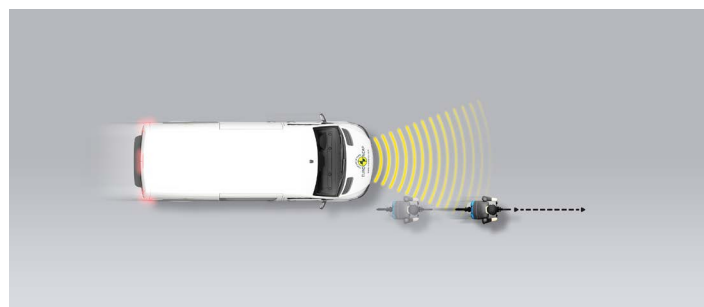


2.9 / 10 Pts


Cyclist crossing



Cyclist along the roadside



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR




 SAFETY ASSIST PERFORMANCE

Total 58%

## LANE SUPPORT



3.8 / 20 Pts

Type	ELK/LKA, LDW & BLIS
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

## SPEED ASSISTANCE



14.1 / 15 Pts





Speed Limit Information Function	Camera based
Speed Limitation Function	System advised



## OCCUPANT STATUS MONITORING



5.0 / 15 Pts

DRIVER MONITORING	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

 PASS
  FAIL
  NOT AVAILABLE

 GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR



## SAFETY ASSIST PERFORMANCE

Total 58%

## Comment

Euro NCAP's test vehicle came with all available safety features although they are offered only as options. One such system is autonomous emergency braking (AEB), which incorporates forward collision warning (FCW). The system was tested for its reaction to a target vehicle ahead. Where that target was stationary, the system responded well, with collisions avoided or mitigated in most tests. However, as the speed of the tests increased, performance deteriorated and there was no reaction at the higher test speeds. When approaching a braking car, performance was again good and, for FCW, remained so even up to the higher test speeds. For AEB, performance was marginal at best for the higher speeds. In tests of the system's response to vulnerable road users, tests showed good performance overall for pedestrians. The system did not respond to a cyclist crossing the vehicle's path but did react when the cyclist was travelling in the same direction as the vehicle.

The lane support system, also an option, comprises lane departure warning (LDW), which warns the driver when the vehicle is drifting out of lane and lane keep assist (LKA) which gently steers the vehicle back into lane. LDW met Euro NCAP's requirements but the LKA system, although it recognised various road edges (marked, unmarked etc), did not react sufficiently quickly and allowed the vehicle to travel too far over the lane edge. A blind-spot information system is available as an option.

Speed assistance is provided in the form of a camera-based traffic-sign recognition system which provides information to the driver about the local limit and a driver-set speed limiter. Both met Euro NCAP's requirements and were rewarded.

A seatbelt reminder for the driver's seat is standard but no such system is offered for the passenger seat. A driver-state monitoring system warns the driver if steering behaviour typical of fatigued or impaired driving is detected. However, the system did not score points as it is not switched on by default at the start of each journey.

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR


**FITMENT**

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
AUTONOMOUS EMERGENCY BRAKING SYSTEMS								
AEB Car-to-Car	○	○	○	○	○	○	○	○
AEB Pedestrian	○	○	○	○	○	○	○	○
AEB Cyclist	○	○	○	○	○	○	○	○
LANE SUPPORT SYSTEMS								
Emergency Lane Keeping / Lane Keep Assist	○	○	○	○	○	○	○	○
Lane Departure Warning	○	○	○	○	○	○	○	○
Blind Spot Information System	○	○	○	○	○	○	○	○
SPEED ASSIST SYSTEMS								
Speed Limit Information Function	○	○	○	○	○	○	○	○
Speed Limitation Function	○	○	○	○	○	○	○	○
OCCUPANT STATUS MONITORING SYSTEMS								
Seatbelt Reminder - Driver	●	●	●	●	●	●	●	●
Seatbelt Reminder - Passenger	✗	✗	✗	✗	✗	✗	✗	✗
Attention Assist	○	○	○	○	○	○	○	○
<span>● STANDARD</span> <span>○ FITTED AS OPTION</span> <span>✗ NOT AVAILABLE</span>								

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