

Ford **Ford Transit Custom**
2.0 EcoBlue D



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 th 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 makes it into the gold medal spot. Some refinement to its lane support system, and a default-on driver monitoring system would further consolidate its position amongst the gold medal winners.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 63%

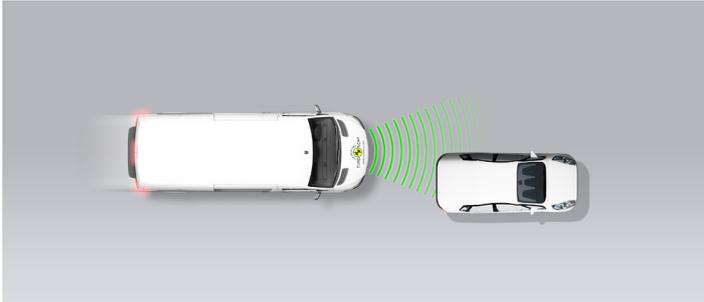
AEB CAR-TO-CAR

24.6 / 30 Pts

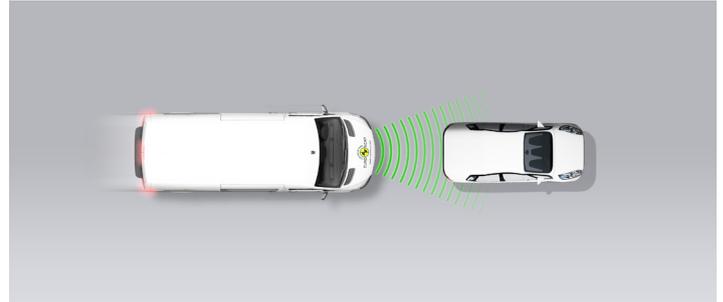
Type	AEB & FCW
Operational From	10 km/h

Autobrake function only

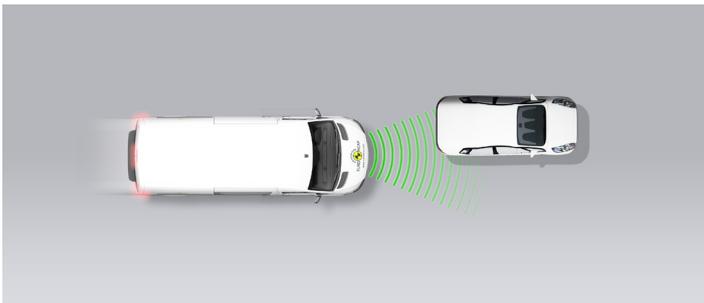
Approaching a stationary car



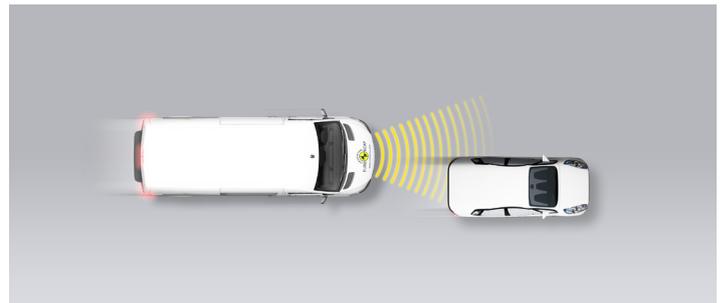
Approaching a stationary car



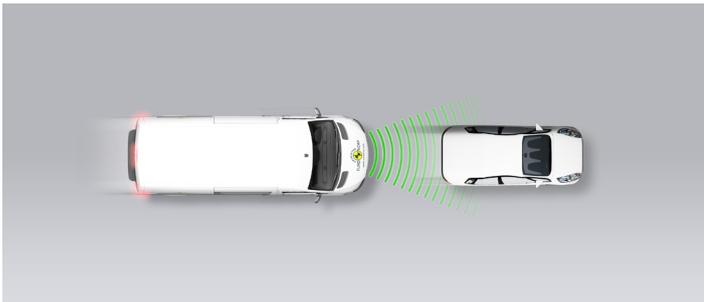
Approaching a stationary car



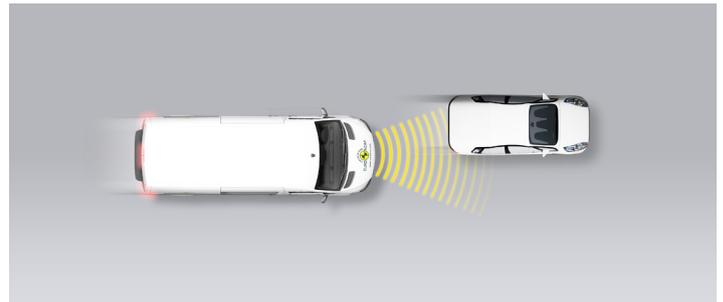
Approaching a slower moving car



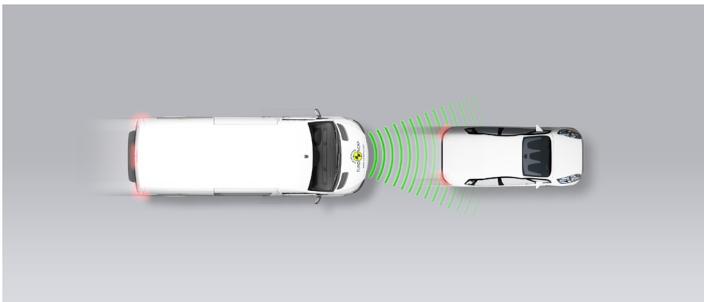
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



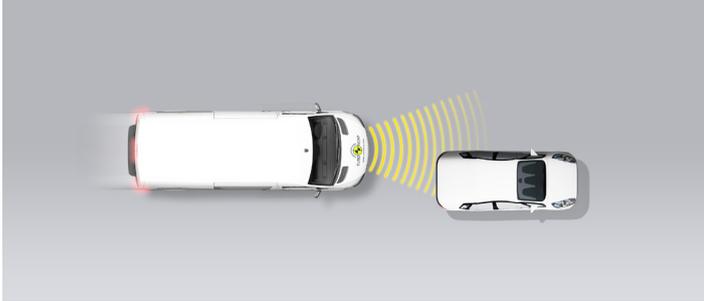
GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY ASSIST PERFORMANCE

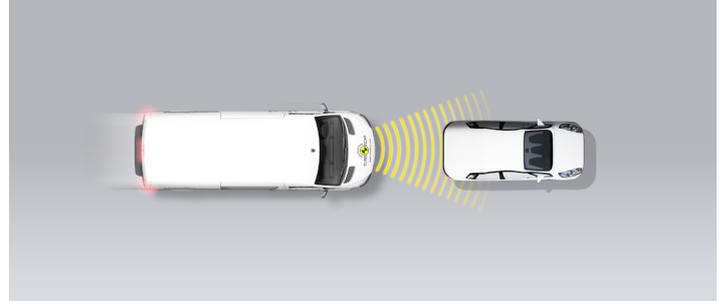
Total 63%

Driver reacts to warning (Forward Collision Warning - FCW)

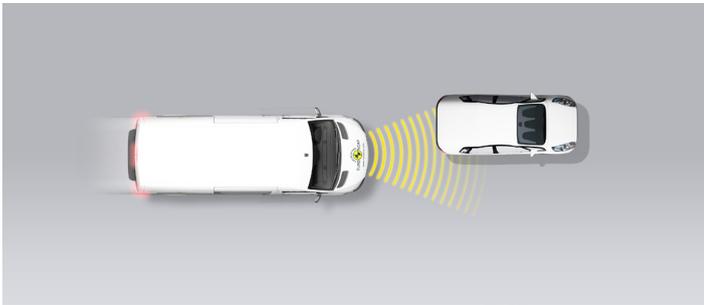
Approaching a stationary car



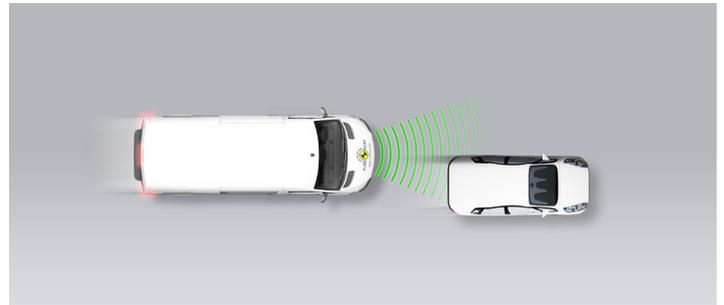
Approaching a stationary car



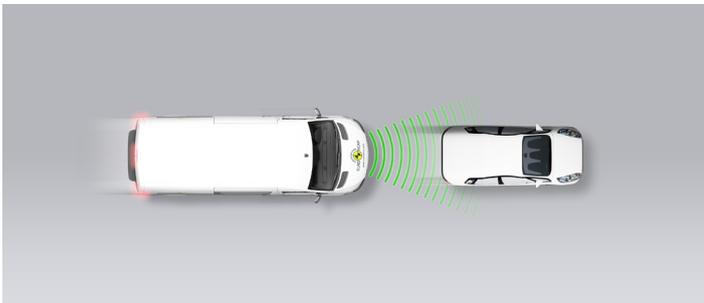
Approaching a stationary car



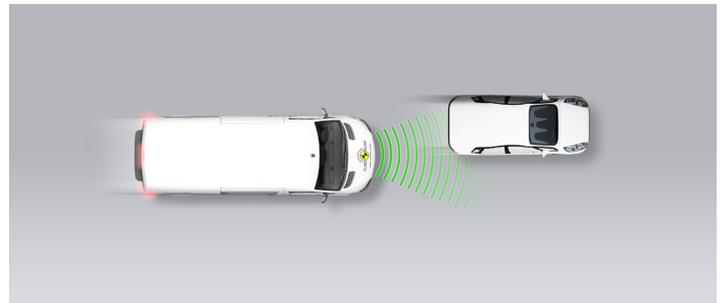
Approaching a slower moving car



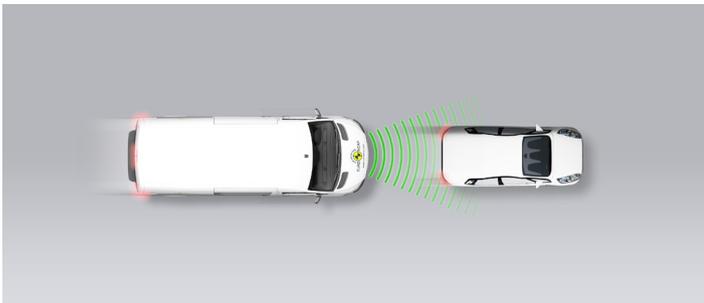
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD ADEQUATE MARGINAL WEAK POOR

 SAFETY ASSIST PERFORMANCE

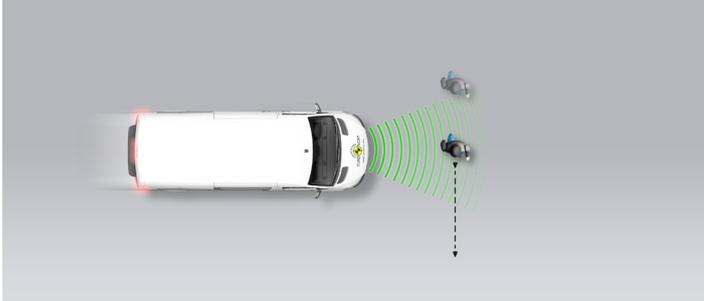
Total 63%

AEB PEDESTRIAN

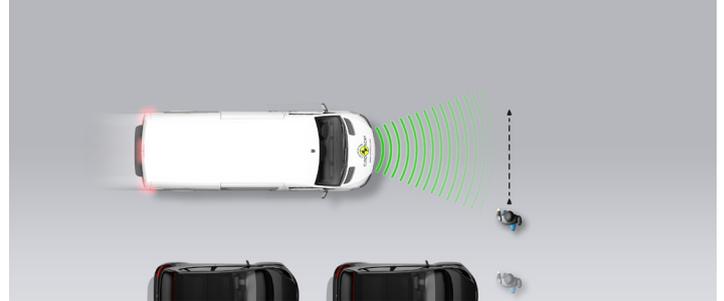


8.2 / 10 Pts

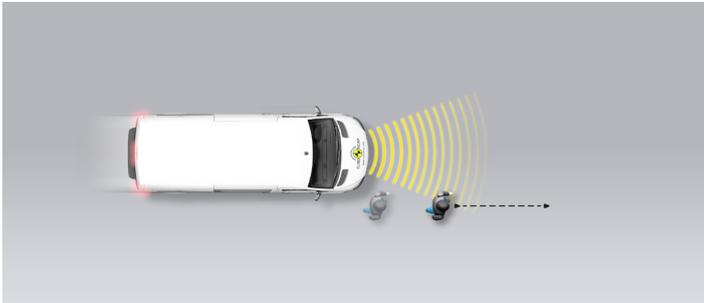
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

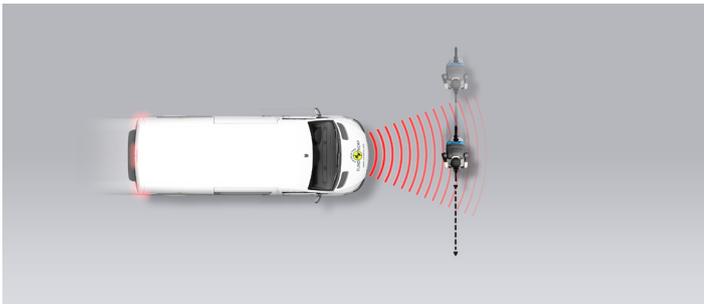


AEB CYCLIST

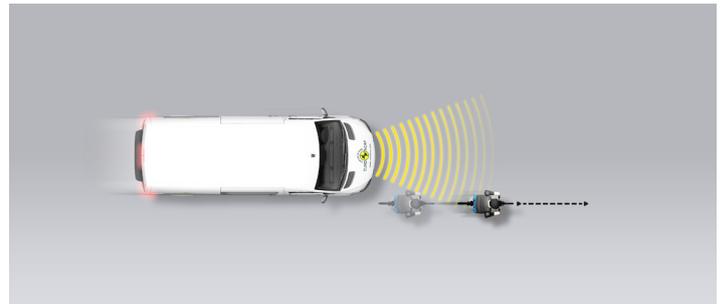


2.9 / 10 Pts

Cyclist crossing



Cyclist along the roadside



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

SAFETY ASSIST PERFORMANCE

Total 63%

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 10.0 / 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 63%

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 is standard for the driver's seat and, as of early autumn 2021, also for the passenger and centre seating positions. 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

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	○	○	○	○	○	○	○	●	●	○
Belgium	○	○	○	○	○	○	○	○	●	●	○
Bulgaria	○	○	○	○	○	○	○	○	●	●	○
Croatia	○	○	○	○	○	○	○	○	●	●	○
Cyprus	○	○	○	○	○	○	○	○	●	●	○
Czech Republic	○	○	○	○	○	○	○	○	●	●	○
Denmark	○	○	○	○	○	○	○	○	●	●	○
Estonia	○	○	○	○	○	○	○	○	●	●	○
Finland	○	○	○	○	○	○	○	○	●	●	○
France	○	○	○	○	○	○	○	○	●	●	○
Germany	○	○	○	○	○	○	○	○	●	●	○
Greece	○	○	○	○	○	○	○	○	●	●	○
Hungary	○	○	○	○	○	○	○	○	●	●	○
Ireland	○	○	○	○	○	○	○	○	●	●	○
Italy	○	○	○	○	○	○	○	○	●	●	○
Latvia	○	○	○	○	○	○	○	○	●	●	○
Lithuania	○	○	○	○	○	○	○	○	●	●	○
Luxembourg	○	○	○	○	○	○	○	○	●	●	○
Malta	○	○	○	○	○	○	○	○	●	●	○
The Netherlands	○	○	○	○	○	○	○	○	●	●	○
Poland	○	○	○	○	○	○	○	○	●	●	○
Portugal	○	○	○	○	○	○	○	○	●	●	○
Romania	○	○	○	○	○	○	○	○	●	●	○
Slovakia	○	○	○	○	○	○	○	○	●	●	○
Slovenia	○	○	○	○	○	○	○	○	●	●	○
Spain	○	○	○	○	○	○	○	○	●	●	○
Sweden	○	○	○	○	○	○	○	○	●	●	○
United Kingdom	○	○	○	○	○	○	○	○	●	●	○

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● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE — VEHICLE NOT SOLD