



Ford Tourneo Connect

Standard Safety Equipment

2021



Adult Occupant



84%

Child Occupant



82%

Vulnerable Road Users



69%

Safety Assist



79%

SPECIFICATION

Tested Model	Volkswagen Caddy 2.0 diesel Kombi 'Life' 4x2, LHD
Body Type	- 5 door MPV
Year Of Publication	2021
Kerb Weight	1767kg
VIN From Which Rating Applies	- all Tourneo Connects
Class	Small MPV

General comments

The Ford Tourneo Connect is a twin to the Volkswagen Caddy, tested by Euro NCAP in 2021. Where minor differences exist, data has been reviewed to confirm that the Tourneo Connect performs at least as well as the Caddy and, accordingly, the rating is carried over here.

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	✗	✗	✗
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 32.3 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

12.5 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.1 / 16 Pts



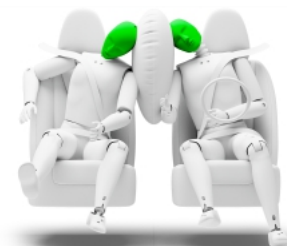
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 32.3 Pts / 84%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Volkswagen showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive impact partner in a frontal collision. In the full width rigid barrier test, protection of the chest of the passenger was rated as marginal, based on readings of chest compression. All other critical body areas were rated as good or adequate. In the side barrier test, protection of all critical body regions was good and maximum points were scored. In the more severe side pole impact, protection of the chest was marginal but that of other critical body areas was good. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as marginal. A centre airbag protects against occupant to occupant injuries in side impacts. The airbag performed well in Euro NCAP's tests, with good protection of the dummies' heads. 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. An advanced eCall system automatically alerts the emergency services in the event of a collision, and multi-collision braking to prevent secondary impacts.

CHILD OCCUPANT

Total 40.6 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts

Frontal Impact

15.3 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Volkswagen Original G 2/3*Restraint for 10 year old child: *Volkswagen Original G 2/3*

Safety Features

7.0 / 13 Pts

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

* Third row seats available as option

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

CRS Installation Check

10.3 / 12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 40.6 Pts / 82%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 40.6 Pts / 82%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	●	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	●	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●	●	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●	●	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●	●	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●	●	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed
 — Not available

Comments

In the frontal offset test and the side barrier impact, protection of all critical body areas was good for both the 6 and 10 year dummies, apart from the neck of the 10 year dummy, protection of which was adequate. The front passenger airbag can be switched off to allow a rearward facing child restraint to be used in that seating position. There was insufficient space in the optional third-row seats to install some child restraints. Otherwise, the car could accommodate the restraints for which it is designed.



VULNERABLE ROAD USERS

Total 37.6 Pts / 69%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

26.4 / 36 Pts



Head Impact	15.7 Pts
Pelvis Impact	4.7 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

11.2 / 18 Pts

System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h



VULNERABLE ROAD USERS

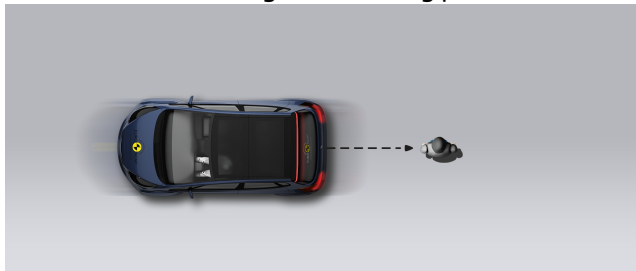
Total 37.6 Pts / 69%

AEB Pedestrian

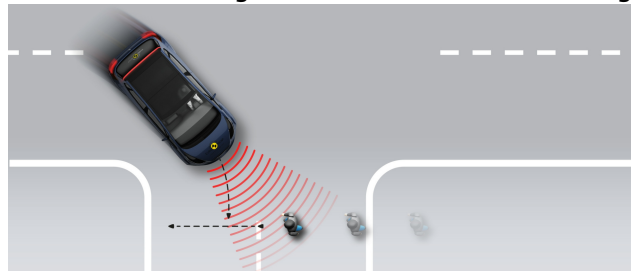
5.4 / 9 Pts

■ Day time

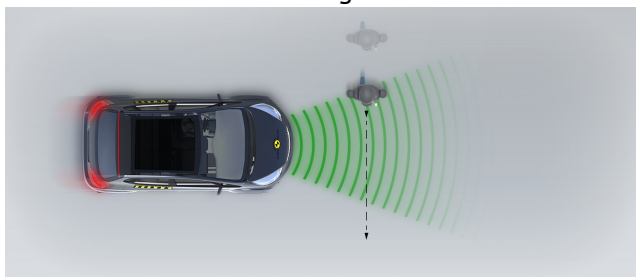
Vehicle reversing into standing pedestrian



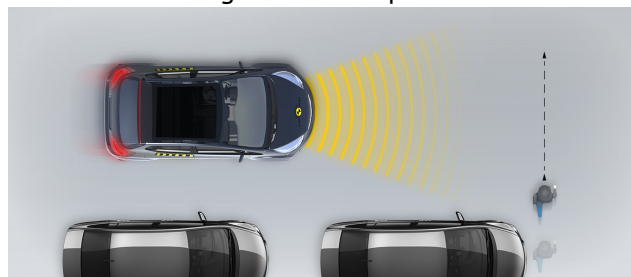
Pedestrian crossing a road into which a car is turning



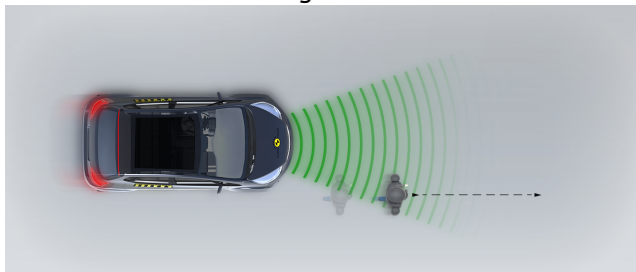
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

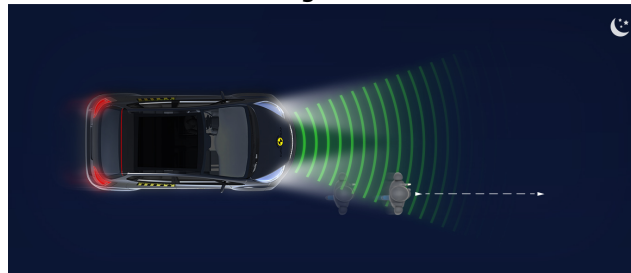


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 37.6 Pts / 69%

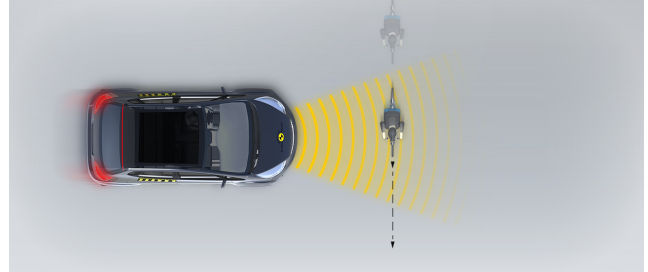
AEB Cyclist

5.8 / 9 Pts

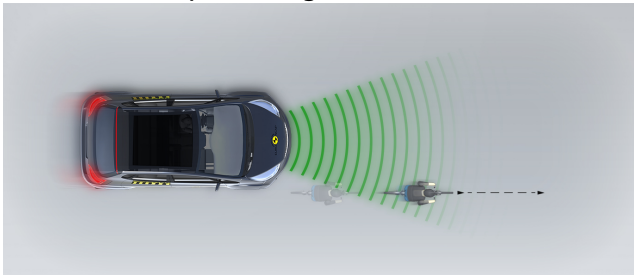
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate. The bumper provided good protection to pedestrian's legs at most test positions. However, protection of the pelvis was mixed, with areas of good and poor protection. The autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to such road-users, performance was rated as adequate.



SAFETY ASSIST

Total 12.7 Pts / 79%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 1.3 / 3 Pts









System Name	Speed Limiter
Speed Limitation Function	Manually set (accurate to 5km/h)




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Alert System
Type	Steering input
Operational From	60 km/h



SAFETY ASSIST

Total 12.7 Pts / 79%



Lane Support 3.5 / 4 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 5.0 / 6 Pts

System Name	Front assist
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

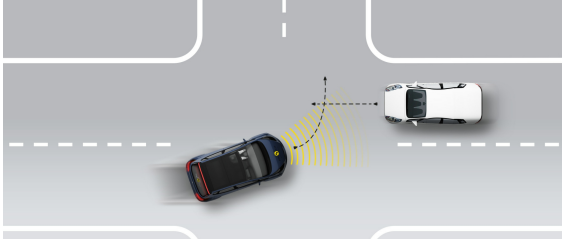


SAFETY ASSIST

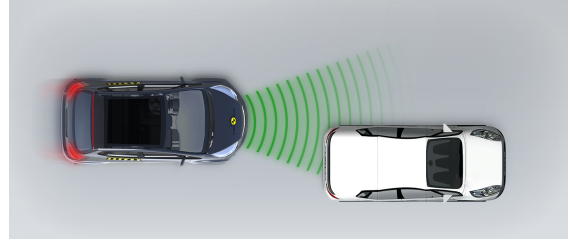
Total 12.7 Pts / 79%

■ Autobrake function only

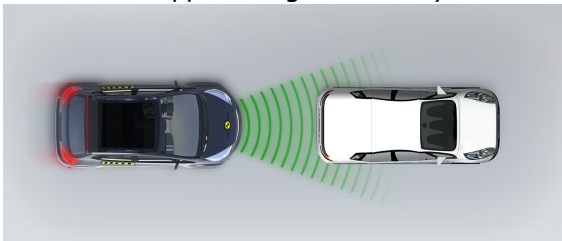
Test car turns across the path of an approaching car



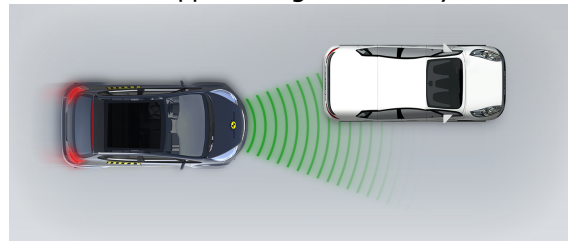
Approaching a stationary car



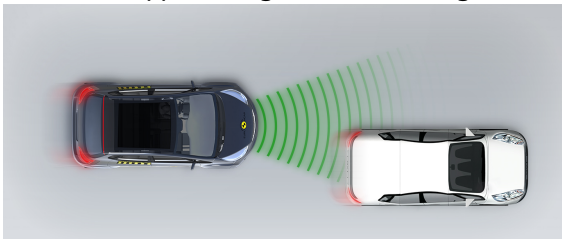
Approaching a stationary car



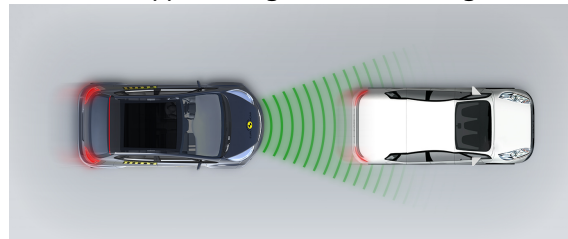
Approaching a stationary car



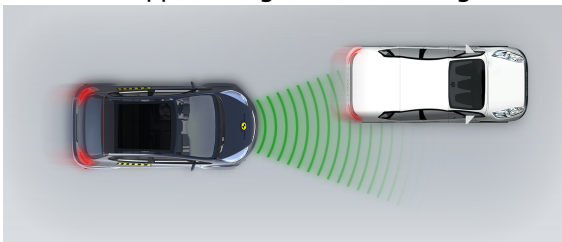
Approaching a slower moving car



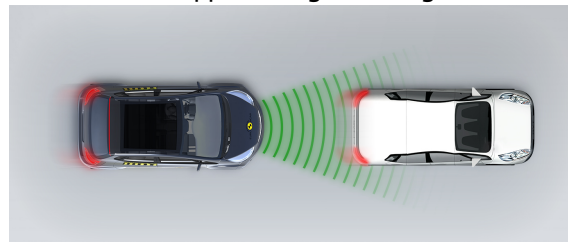
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



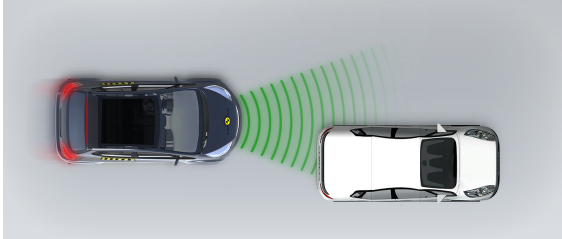


SAFETY ASSIST

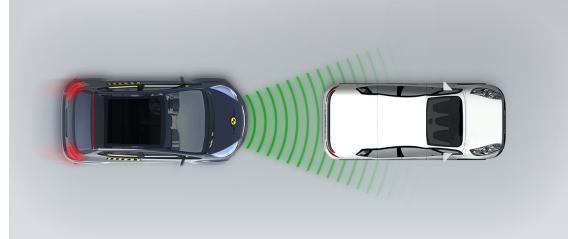
Total 12.7 Pts / 79%

■ Driver reacts to warning

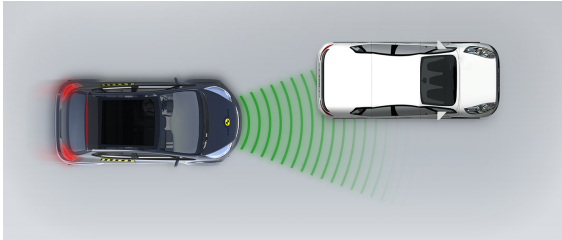
Approaching a stationary car



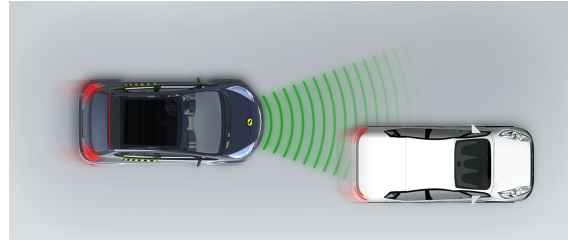
Approaching a stationary car



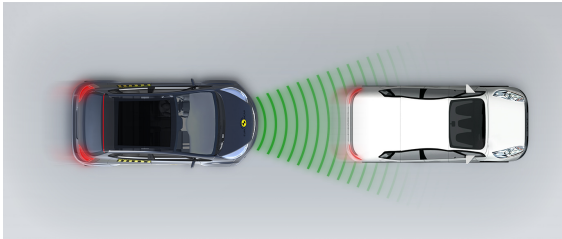
Approaching a stationary car



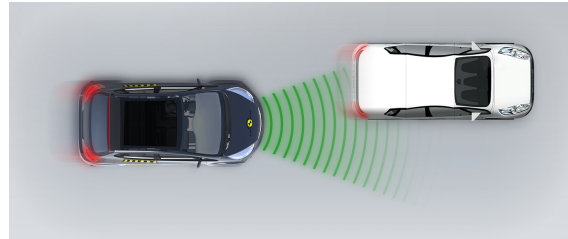
Approaching a slower moving car



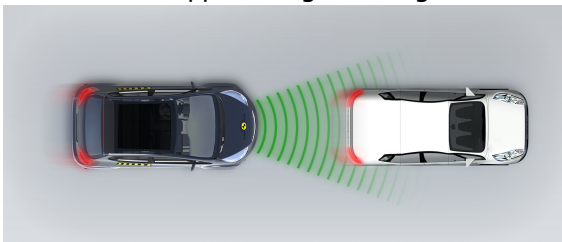
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.7 Pts / 79%

Comments

The autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles, with impacts avoided in almost all cases. A seatbelt reminder system is standard for all seats and the car is also equipped with 'Driver Alert System', which monitors steering inputs for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance is provided by 'Lane Keep Assist' which corrects the car's path if it is drifting out of lane and which also intervenes in some more critical situations. A driver-set speed limit is standard equipment.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	2.0 diesel	Tourneo Connect 90kW	4 x 2	✓	✓
5 door MPV	2.0 diesel	Tourneo Connect 75kW	4 x 2	✓	✓
5 door MPV	1.5 petrol	Tourneo Connect 84kW	4 x 2	✓	✓

Tested variant: VW Caddy

Annual Reviews and Facelifts

Date	Event	Outcome	
March 2022	Rating Published	2021 ★ ★ ★ ★ ★	✓