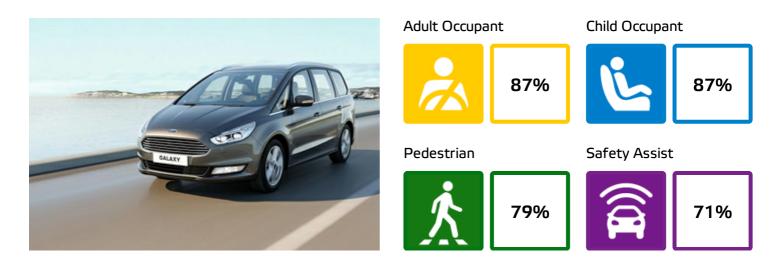




Ford Galaxy Large MPV





SPECIFICATION

Tested Model	Ford Galaxy 2.0 diesel 'Titanium', LHD
Body Type	5 door wagon
Year Of Publication	2015
Kerb Weight	1779kg
VIN From Which Rating Applies	applies to all Galaxy's of the specification tested
Class	Large MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	٠	•	—
Belt pretensioner	٠	•	٠
Belt loadlimiter	٠	•	٠
Knee airbag	٠	×	_
SIDE CRASH PROTECTION			
Side head airbag	٠	•	•
Side chest airbag	٠	•	٠
Side pelvis airbag	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch		•	
SAFETY ASSIST			
Seat Belt Reminder	•		٠

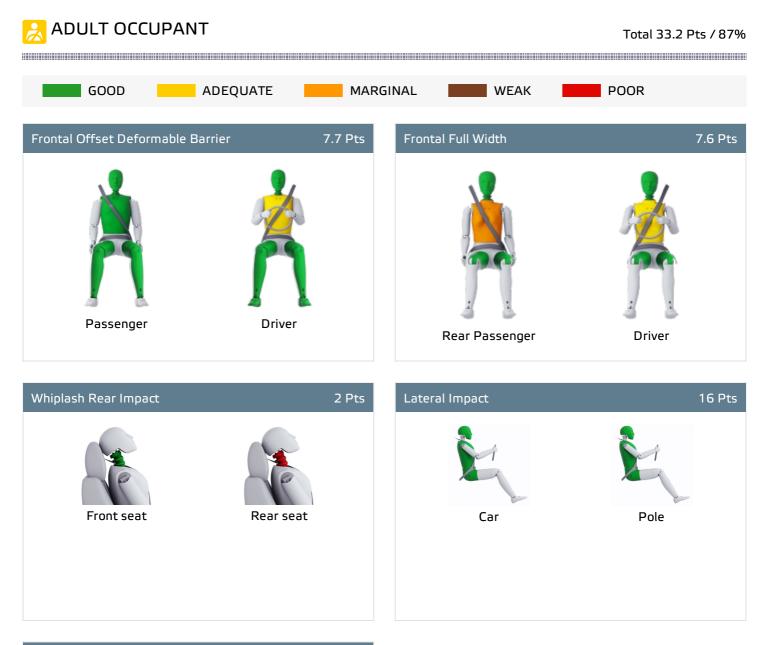
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
Speed Assistance System	0
Lane Assist System	0

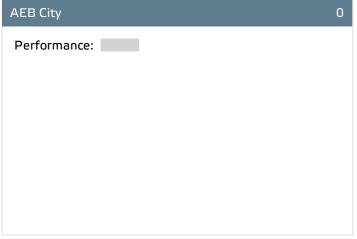
The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 O Fitted to test car as option
 Not applicable
- 🗙 Not available

O Not fitted to test car but available as option







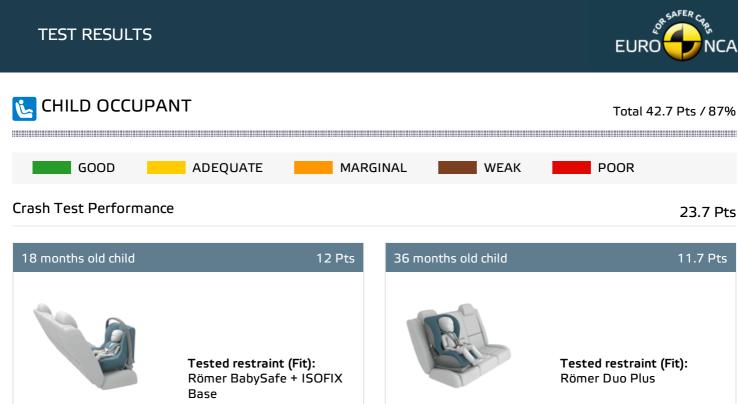




Total 33.2 Pts / 87%

Comments on Adult Occupant

The passenger compartment of the Galaxy remained stable in the frontal impact. All critical body areas of the passenger dummy were well protected. Dummy readings showed good protection for the knees and femurs of both the driver and passenger dummies. Ford showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full width rigid barrier test, protection of all body areas was good for except for the chest. Dummy readings indicated adequate chest protection for the driver dummy and marginal chest protection for the rear passenger. The Galaxy scored maximum points in both the side barrier impact and the more severe side pole test, with good protection of all body areas. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats, including the optional third row, indicated poor whiplash protection for those seating positions. An autonomous emergency braking system is available as an option but does not qualify for assessment as it is not standard equipment.





SAFER

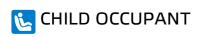
11.7 Pts Tested restraint (Fit): Römer Duo Plus Good

Safety Features

7 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isofix	×	•	•	×	
i-Size	×	•	×	×	
Integrated CRS	×	×	×	×	
Fitted to test car as standard O Not on test car b	out available as o	option 🗙 I	Not available		
CRS Installation Check					12 Pts
Install without problem	ı 😑 Install	with care	🕻 Installation r	not allowed	
Infants up to 13 kg					
Maxi Cosi Cabriofix (Belt) Maxi Cosi Ca	abriofix & EasyF	ix (Belt)	Maxi Cosi (Cabriofix & Easy	Fix (ISOFIX)
	X	A State	X	XX	





Total 42.7 Pts / 87%

EURO

NCAP

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Römer Duo Plus (ISOFIX)





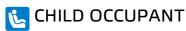


Toddlers over 18 kg









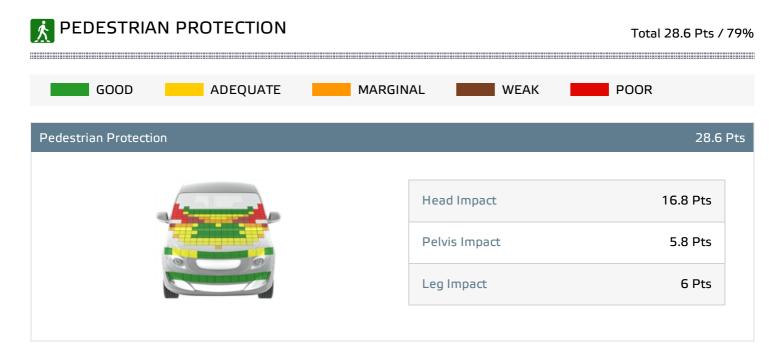
Total 42.7 Pts / 87%

			Seat Positi	on		
	Front		2nd row		Зro	l row
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGH
Maxi Cosi Cabriofix (Belt)	•	•	•	•	•	٠
Römer King Plus (Belt)	•	•	•	•		•
Römer Duo Plus (ISOFIX)	×	•	•	•	×	×
Römer KidFix (Belt)	•	•	•	•		
Maxi Cosi Cabriofix & EasyFix (Belt)	×	•	•	•	×	×
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	•	•	×	×
BeSafe iZ Kid X3 ISOfix (ISOFIX)	×		•	•	×	×
Maxi Cosi Pearl & Familyfix (ISOFIX)	×		•	•	×	×
Römer KidFix (ISOFIX)	×				×	×

Comments on Child Occupant

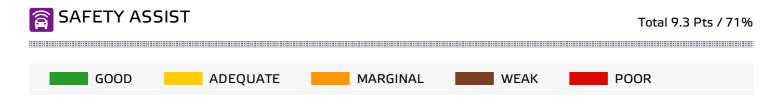
The Galaxy scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive in the frontal impact, although neck tensile forces were marginally high. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 Galaxy is designed could be properly installed and accommodated in the vehicle, including those in the optional third row seats.





Comments on Pedestrian

The bumper scored maximum points, showing good protection to pedestrians' legs in all areas tested. The pelvic area was well or adequately protected. The bonnet offered predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded only on the stiff windscreen pillars. The Galaxy's optional-fit autonomous emergency braking system recognises pedestrians as well as other cars. Euro NCAP will start to assess the performance of such functionality in 2016 so the system cannot be rewarded here.



Speed Assistance

System Name	Speed Limiter
Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	Manually or automatically set

Electronic Stability Control

System Name	ESP	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	3.1%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.7%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.4 m	meets ECE requirements

Seat Belt Reminder

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Lane Support

1	Dtc
	1 L3

System Name	Lane Keeping Alert and Lane Keeping Aid
Туре	Lane Departure Warning and Lane Keep Assist
Warning	Visual & Haptic
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements



2.3 Pts

3 Pts

3 Pts



🛜 SAFETY ASSIST

Total 9.3 Pts / 71%

Comments on Safety Assist

Electronic stability control is standard equipment, as is a seatbelt reminder system for the front and rear seats. A lane assistance system is an option that is expected to be widely fitted. The system combines lane departure warning with lane keeping assistance i.e. it will warn the driver if the car is drifting to the edge of the lane and will automatically steer the car gently back into its lane if needed. A speed assistance system is also an option. It uses a camera to detect the local speed limit and provides this information to the driver, who can then set the speed limiter appropriately or allow the system to do so automatically. An autonomous emergency braking system is available as an option but is not expected to be sold in sufficient numbers to qualify for assessment here.