



Ford S-MAX
Large MPV

2015



Adult Occupant



87%

Child Occupant



87%

Pedestrian



79%

Safety Assist



71%

SPECIFICATION

Tested Model	Ford Galaxy 2.0 diesel 'Titanium', LHD
Body Type	5 door wagon
Year Of Publication	2015
Kerb Weight	1725kg
VIN From Which Rating Applies	applies to all S-MAX's of the specification tested
Class	Large MPV

General comments

Euro NCAP examined the new Ford S-MAX and confirmed that it would perform equally or marginally better than the Ford Galaxy. Accordingly, the Galaxy was tested but the results of that assessment, and the star rating achieved, are valid also for the S-MAX.

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	✘	✘	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●
OTHER SYSTEMS			
Active Bonnet (Hood)	✘		
ESC	●		
AEB City	○		
Speed Assistance System	○		
Lane Assist System	○		

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

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✘ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 33.2 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.7 Pts

Passenger Driver

Frontal Full Width 7.6 Pts

Rear Passenger Driver

Whiplash Rear Impact 2 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 33.2 Pts / 87%

Comments on Adult Occupant

The passenger compartment 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. Maximum points were scored 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.

CHILD OCCUPANT


Total 42.7 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.7 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11.7 Pts



Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

7 Pts

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

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

CRS Installation Check

12 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi CabrioFix (Belt)




Maxi Cosi CabrioFix & EasyFix (Belt)



Maxi Cosi CabrioFix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 42.7 Pts / 87%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 42.7 Pts / 87%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Römer King Plus (Belt)	●	●	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	●	●	✘	✘
Römer KidFix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	●	●	✘	✘
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	●	●	✘	✘
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	●	●	✘	✘
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	●	●	✘	✘
Römer KidFix (ISOFIX)	✘	●	●	●	✘	✘

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


Comments on Child Occupant

The car 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 vehicle is designed could be properly installed and accommodated in the vehicle, including those in the optional third row seats.

 PEDESTRIAN PROTECTION

Total 28.6 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	28.6 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.8 Pts	Pelvis Impact	5.8 Pts	Leg Impact	6 Pts
Head Impact	16.8 Pts						
Pelvis Impact	5.8 Pts						
Leg Impact	6 Pts						

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 S-MAX'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.

SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.3 Pts

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

Electronic Stability Control

3 Pts

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

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

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



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.