

## TEST RESULTS

### Fiat Doblo



RATING	SCORE	Front: 10	Side: 13
ADULT OCCUPANT ★★☆☆☆	23		
CHILD OCCUPANT ★★★☆☆	34		
PEDESTRIAN ★☆☆☆☆	1		

#### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

GOOD	GREEN
ADEQUATE	YELLOW
MARGINAL	ORANGE
WEAK	BROWN
POOR	RED

#### Child restraints

18 month old Child	Kiddy Life, forward facing
3 year old Child	Kiddy Life, forward facing

#### Pedestrian protection

No image car front available

#### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

#### Car details

Hand of drive	LHD
Tested model	Fiat Doblo 1.9 JTD Panorama
Body type	SMALL MPV
Year of publication	2004
Kerb weight	1400
VIN from which rating applies	2004 model year cars

#### Comments

Protection provided by the Doblo was poor. It suffered major deformation of its body structure. Overall protection was mixed so that the outcome of the frontal test was much worse than that for the side impact. This was because of deformation of the body shell, displacement of the steering wheel and a rupture in the footwell. Protection provided by the child restraints was fairly good in both tests but protection for pedestrians proved to be extremely poor.

#### Front impact

The restraint system for the driver and front passenger incorporates single-stage non-tethered airbags, seat belt pre-tensioners and load limiters. Nonetheless the chest loads on the driver and to a slightly lesser degree the passenger were high. Deformation at fascia level and intrusion into the footwell area was excessive. Testers concluded that Fiat had made little design effort to protect the driver's and passenger's knees and upper legs from the risk of serious injury.

#### Side impact

The side impact performance was compromised because excessive forces were transferred in an unrealistic manner to the dummy's spine, so reducing the forces measured and recorded by instrumentation in its chest. Forces acting on the dummy's abdomen also produced high instrument readings.

#### Child occupant

There is a manual switch located in the glove box for the passenger frontal airbag fitted to this car. The presence of the switch was indicated by a permanent text label fitted on the stowed side of the passenger's sun visor. There was no label fitted to warn of the danger of placing a child in a rear facing restraint opposite a passenger airbag. Both children used Kiddy Life forward facing restraints. The children were well protected in the side impact but, in the frontal test, chest loads on the younger child were on the high side.

## **Pedestrian**

The protection offered proved to be extremely poor and the Doblo scored just one point for a 'soft' area found high on the bonnet. Euro NCAP urges Fiat to take pedestrian protection much more seriously than this.