



Fiat 500X
Small MPV

2015



Adult Occupant



86%

Child Occupant



85%

Pedestrian



74%

Safety Assist



64%

SPECIFICATION

| | |
|-------------------------------|---|
| Tested Model | Fiat 500X 1.6 diesel 'Pop Star', LHD |
| Body Type | - 5 door hatchback |
| Year Of Publication | 2015 |
| Kerb Weight | 1386kg |
| VIN From Which Rating Applies | - all Fiat 500X's of the specification tested |
| Class | Small MPV |

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 | ✗ | ✗ | ✗ |

Version 120318

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ✗ |
| ESC | ● |
| AEB City | ○ |
| AEB Inter-Urban | ○ |
| Speed Assistance System | ● |
| 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 option
○ Not fitted to the test vehicle but available as option
 ✗ Not Available
 — Not Applicable

ADULT OCCUPANT

Total 33.0 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.8 Pts

Passenger Driver

Frontal Full Width 7.8 Pts

Rear Passenger Driver

Whiplash Rear Impact 2 Pts

Front seat Rear seat

Lateral Impact 15.5 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 33.0 Pts / 86%

Comments

The passenger compartment of the 500X remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Fiat 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 the driver dummy was good for all critical body areas and, for the rear passenger dummy, it was good apart from the chest, protection of which was adequate. In the side barrier impact, the 500X scored maximum points with good protection of all body regions. In the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Tests done on the front seats indicated a good level of protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. An autonomous emergency braking system is available as an option. As it is not standard equipment, its performance at the low speeds typical of city driving was not assessed.

CHILD OCCUPANT

Total 42.0 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts

Tested restraint (Fit):
FAIR G0/1

■ Good

36 months old child 12 Pts

Tested restraint (Fit):
FAIR G0/1

■ Adequate

Safety Features

6 Pts

| | Front Passenger | 2nd row outboard |
|----------------|-----------------|------------------|
| Isofix | ✗ | ● |
| 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
 ● Install with care
 ● Safety critical problem
 ✗ 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 42.0 Pts / 85%

■ **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 42.0 Pts / 85%

| | Seat Position | | | |
|--|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | 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

The 500X scored maximum points for its protection of the 1½ year dummy in the dynamic tests and lost only a fraction of a point for the 3 year dummy, for chest acceleration slightly over the good performance limit. Both dummies were sat in rearward-facing restraints. In the side impact, both were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. The front passenger airbag can be disabled to allow a rearward-facing child 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 child restraint types for which the car is designed could be properly installed and accommodated in the vehicle.

 PEDESTRIAN PROTECTION

Total 26.8 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---|---|-------------|--------|---------------|-------|------------|---------|
| Pedestrian Protection | 26.8 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;">15 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.8 Pts</td> </tr> </table> | Head Impact | 15 Pts | Pelvis Impact | 6 Pts | Leg Impact | 5.8 Pts |
| Head Impact | 15 Pts | | | | | | |
| Pelvis Impact | 6 Pts | | | | | | |
| Leg Impact | 5.8 Pts | | | | | | |

Comments

The bumper provided predominantly good protection to pedestrians' legs. Protection of the pelvis area was good and the car scored maximum points in these tests. The bonnet surface provided predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded along the edge of the windscreen and on the stiff windscreen pillars.

SAFETY ASSIST

Total 8.3 Pts / 64%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|--------------|
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set |

Electronic Stability Control

3 Pts

| System Name | ESC | |
|-------------------------------------|-------|------------------------|
| PERFORMANCE | | |
| Vehicle Yaw Rate @ COS + 1.00 s | 2% | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s | 3% | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 3.2 m | meets ECE requirements |

Seat Belt Reminder

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

| | |
|-----------------------|------------------|
| System Name | Lane assist |
| Type | Lane Keep Assist |
| Operational From | 60 km/h |
| Warning | Visual & Haptic |
| PERFORMANCE | |
| LDW Confirmation Test | Pass |

 SAFETY ASSIST



Total 8.3 Pts / 64%

Comments

Electronic stability control is standard equipment, as is a seatbelt reminder for the front and rear seats. The optional autonomous emergency braking system operates from low speeds, typical of city driving, to the higher speeds normal for driving on the open road. However, Fiat do not expect most cars to be equipped with the system so its higher-speed functionality was not included in the assessment. A driver-set speed limitation device is standard equipment and met Euro NCAP's requirements for systems of this type. A lane departure warning system is available as an option. As it is expected to be fitted to most cars sold, it was included in the assessment.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------|---|
| April 2015 | Rating Published | 2015   |
| February 2016 | Annual Review | 2015 |