



Lancia Ypsilon  
Supermini

2015



Adult Occupant



44%

Child Occupant



79%

Pedestrian



64%

Safety Assist



38%

## SPECIFICATION

Tested Model	Lancia New Ypsilon 1.2 Gold, LHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	965kg
VIN From Which Rating Applies	- all Ypsilons of the specification tested
Class	Supermini

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	✗
Belt loadlimiter	●	●	✗
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
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 17.0 Pts / 44%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.2 Pts

Passenger                      Driver

**Frontal Full Width** 0 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 1.8 Pts

Front seat                      Rear seat

**Lateral Impact** 8 Pts

Car                      Pole

**AEB City** 0

Performance:

 ADULT OCCUPANT

Total 17.0 Pts / 44%

## Comments

The passenger compartment of the Ypsilon remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Lancia 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, no points were scored. For the driver, parameters relating to head injury and neck bending indicated poor protection for both of these parts of the body, and marginal protection of the chest. Protection of the rear passenger dummy was poor for all critical body areas except the neck, protection of which was rated as weak. However, in the side impact barrier test, protection of all critical body areas was good, and maximum points were scored. A side pole test was not performed in this assessment. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection for the occupants of those seating positions. The Ypsilon does not have an autonomous emergency braking system to provide additional whiplash protection.

Note: Moments after the offset frontal barrier test, a fire started in the engine compartment, a consequence of the battery positive terminal shorting out and setting fire to brake fluid leaking from the reservoir. This is a rare occurrence: Lancia had not seen this phenomenon in any of their development tests and are not aware of any real-world cases. Nevertheless, the company has investigated the issue and are introducing a countermeasure into production in early December.

**CHILD OCCUPANT**

Total 39 Pts / 79%

■ 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

■ Good

**Safety Features**

3 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 39 Pts / 79%

■ **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 39 Pts / 79%

	Seat Position		
	Front	2nd row	
	PASSENGER	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

The Ypsilon scored maximum points for its protection of the 1½ and 3 year dummies in the full-scale crash tests. Both child dummies were sat in rearward-facing restraints. In the side barrier impact, both 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 child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear and the system was not rewarded. All of the restraint types for which the Ypsilon is designed could be correctly installed and accommodated in the car.

PEDESTRIAN PROTECTION

Total 23.3 Pts / 64%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	23.3 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;">14.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.4 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	14.9 Pts	Pelvis Impact	2.4 Pts	Leg Impact	6 Pts
Head Impact	14.9 Pts						
Pelvis Impact	2.4 Pts						
Leg Impact	6 Pts						

Comments

The bumper scored maximum points for the protection provided to pedestrians' legs, with good results at all test locations. Protection of the pelvic region was more mixed, results ranging from poor to good. Test results on the bonnet surface showed predominantly adequate or marginal protection for the head of a struck pedestrian, with poor results recorded both along the base of the windscreen and along the stiff windscreen pillars.



 SAFETY ASSIST

Total 5 Pts / 38%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Electronic Stability Control

3 Pts

PERFORMANCE

Seat Belt Reminder

2 Pts

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

Pass
  Fail
  Not available



## SAFETY ASSIST

Total 5 Pts / 38%

## Comments

The Ypsilon has electronic stability control as standard, together with a seatbelt reminder for the front seats. A reminder system for the rear seats is available as an option, so it did not qualify for assessment. The Ypsilon does not have autonomous emergency braking, speed assistance or a lane assistance system.

## RATING VALIDITY

## Annual Reviews and Facelifts

Date	Event	Outcome
December 2015	Rating Published	2015  