



Fiat Panda Cross
Supermini

2015



Adult Occupant



70%

Child Occupant



77%

Pedestrian Impact Protection



50%

Safety Assist



46%

SPECIFICATION

Tested Model	FIAT Panda Cross 1.3 MJ 4X4
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1150kg
VIN From Which Rating Applies	- all Panda Cross of the specification tested
Class	Small Off-Road 4x4

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 060618

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 26.7 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 5.4 Pts

Passenger Driver

Frontal Full Width 3.5 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.1 Pts

Front seat Rear seat

Lateral Impact 15.7 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 26.7 Pts / 70%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 26.7 Pts / 70%

Comments

The passenger compartment remained stable in the frontal offset test. Examination of the dummy readings and the high-speed films revealed that the head had made contact, through the deflating airbag, with the steering wheel. A penalty was applied and the driver's head protection was rated as adequate. At around the same time during the impact, with insufficient gas in the airbag, the chest contacted the rim of the steering wheel and, combined with dummy readings for chest compression, its protection was rated as weak. Dummy readings indicated good protection of the knees and femurs of the driver and front 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's chest was marginal, despite the standard-fit seatbelt pretensioners and load-limiters. Without these, protection of the rear seat occupant was rated as poor for the head and the chest, and weak for the neck. In the side impact barrier test, the Panda Cross scored maximum points with good protection of all body areas. In the more severe side pole test, protection of all body areas was good except the chest, protection of which was adequate. Dynamic tests and geometric assessments indicated marginal protection against whiplash injuries for the front and rear seat occupants.

CHILD OCCUPANT

Total 38 Pts / 77%

■ 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

2 Pts

	Front Passenger	2nd row outboard	2nd row center
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 38 Pts / 77%

■ **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 38 Pts / 77%

	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 Panda Cross scored maximum points in the dynamic impact tests for its protection of the 1½ year and 3 year dummies, both of which were sat in rearward-facing restraints. In the side barrier test, 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 child restraint to be used in that seating position. However, the switch to deactivate the airbag is not clearly labelled and the system was not rewarded by Euro NCAP. All of the restraint types for which the car is designed could be properly installed and accommodated in the car.

PEDESTRIAN IMPACT PROTECTION

Total 18.3 Pts / 50%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Impact Protection	18.3 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;">12.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">0.8 Pts</td> </tr> </table>	Head Impact	12.4 Pts	Pelvis Impact	5.1 Pts	Leg Impact	0.8 Pts
Head Impact	12.4 Pts						
Pelvis Impact	5.1 Pts						
Leg Impact	0.8 Pts						

Comments

The bumper offered predominantly poor protection to pedestrians' legs, while the protection offered to the pelvis region was mostly good. Tests on the bonnet surface showed predominantly adequate or marginal protection for the head of a struck pedestrian, with poor results recorded along the base of the windscreen and along the stiff windscreen pillars.

 SAFETY ASSIST

Total 6 Pts / 46%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance 0 Pts

Electronic Stability Control 3 Pts

PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	0%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	0%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	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 0 Pts

AEB Interurban 0 Pts

 SAFETY ASSIST

Total 6 Pts / 46%

Comments

The Panda Cross has electronic stability control as standard equipment, together with a seatbelt reminder for the front and rear seating positions. Neither a speed limitation system nor a lane assist system are available and the Panda Cross does not have autonomous emergency braking.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
June 2015	Rating Published	2015  
April 2016	Annual Review	2015
June 2017	Annual Review	2015
June 2018	Annual Review	2015