



Lancia Ypsilon
Supermini

2015



Adult Occupant



44%

Child Occupant



79%

Pedestrian Impact Protection



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 |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ✗ |
| Belt loadlimiter | ● | ● | ✗ |
| Knee airbag | ✗ | ✗ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ✗ |
| Side chest airbag | ○ | ○ | ✗ |
| Side pelvis airbag | ✗ | ✗ | ✗ |

Version 300419

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

Detailed description: This panel shows the results for the Frontal Offset Deformable Barrier test. It features two side-view images of crash test dummies. The Passenger dummy is green, indicating a 'GOOD' result. The Driver dummy is yellow, indicating an 'ADEQUATE' result.

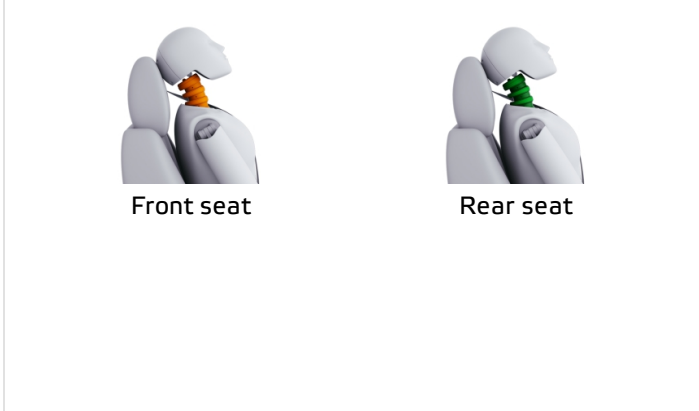
Frontal Full Width 0 Pts



Rear Passenger Driver

Detailed description: This panel shows the results for the Frontal Full Width test. It features two side-view images of crash test dummies. The Rear Passenger dummy is red, indicating a 'POOR' result. The Driver dummy is orange, indicating a 'MARGINAL' result.

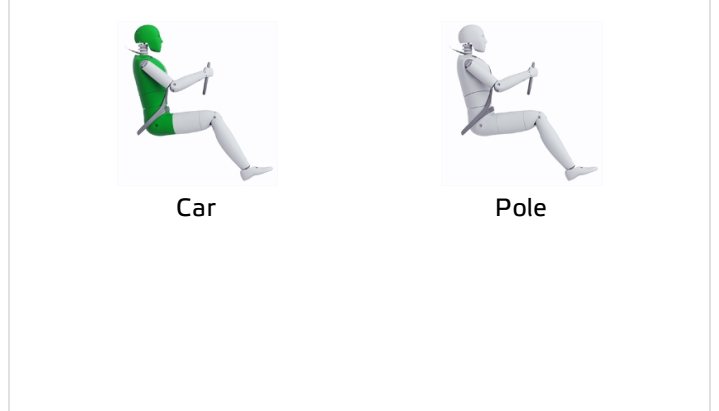
Whiplash Rear Impact 1.8 Pts



Front seat Rear seat

Detailed description: This panel shows the results for the Whiplash Rear Impact test. It features two side-view images of a car seat headrest. The Front seat headrest is orange, indicating a 'MARGINAL' result. The Rear seat headrest is green, indicating a 'GOOD' result.


Lateral Impact 8 Pts



Car Pole

Detailed description: This panel shows the results for the Lateral Impact test. It features two side-view images of a crash test dummy. The Car dummy is green, indicating a 'GOOD' result. The Pole dummy is white, indicating a 'WEAK' result.

AEB City 0

Performance: 

Detailed description: This panel shows the results for the AEB City test. The score is 0 points. The performance bar is grey, indicating a 'WEAK' result.

 ADULT OCCUPANT

Total 17.0 Pts / 44%



 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**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 39 Pts / 79%

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

Total 23.3 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---|---|-------------|----------|---------------|---------|------------|-------|
| Pedestrian Impact 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

Speed Assistance 0 Pts

Electronic Stability Control 3 Pts

Seat Belt Reminder 2 Pts

| Applies To | Front 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 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   |