



**Fiat 500X**  
Small MPV

2015



Adult Occupant



86%

Child Occupant



85%

Pedestrian Impact Protection



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
<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 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 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%



 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**

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 42.0 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	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 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 IMPACT PROTECTION

Total 26.8 Pts / 74%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Impact 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		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
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

AEB Interurban

0 Pts

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 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
June 2017	Annual Review	2015
June 2018	Annual Review	2015