TEST RESULTS



Fiat Panda Cross Supermini



	Adult Occupa	nt	Child Occupa	nt	
		70%	Ľ	77%	
	Pedestrian		Safety Assist	:	
	X	50%	((0 1	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	٠		_
Belt pretensioner	٠		×
Belt loadlimiter	•		×
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	٠	•	•
Side chest airbag	•		×
Side pelvis airbag	×	×	×

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SAFETY EQUIPMENT (NEXT)

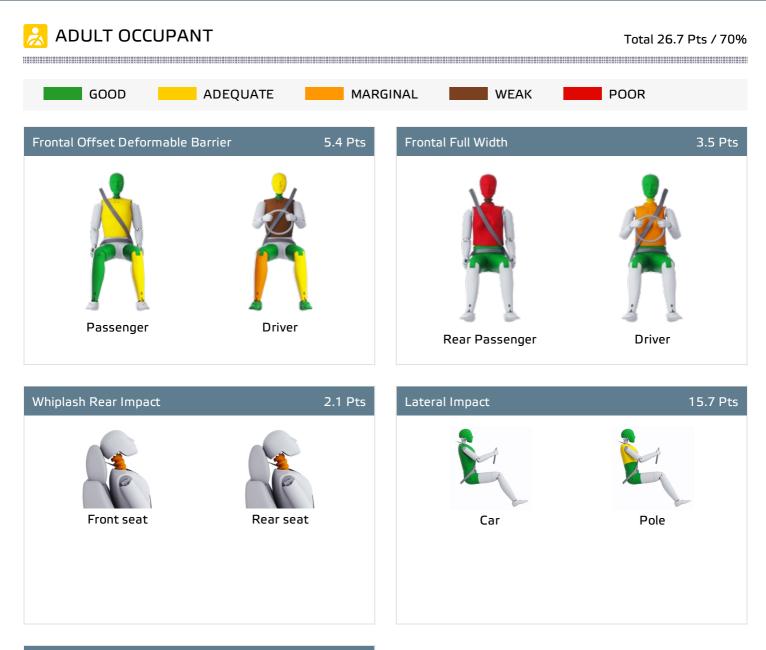
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS		×	×
Airbag cut-off switch			_
SAFETY ASSIST			
Seat Belt Reminder	•		

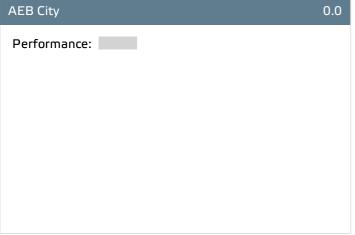
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
AEB Inter-Urban	×
Speed Assistance System	×
Lane Assist System	×

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- 🚫 Not fitted to the test vehicle but available as option 🛛 🗙 Not Available 🛛 Not Applicable







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😞 ADULT OCCUPANT

Total 26.7 Pts / 70%

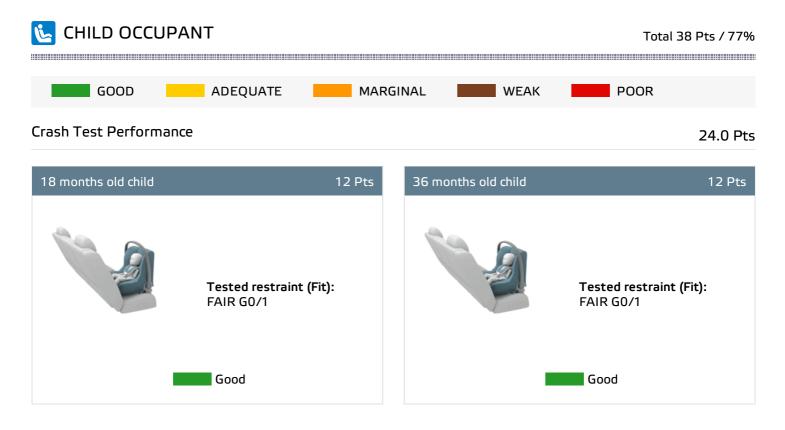
Comments

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.

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Safety Features

2.0 Pts

			Front Passenger	2nd row outboard	2nd row center
		Isofix	×		×
		i-Size	×	×	×
		Integrated CRS	×	×	×
Fitted to test car as standard	O Not on test ca	r but available as option 🛛 🗙	Not available		
CRS Installation Check					12.0 Pt
Install without problem	Install with care	Safety critical problem	🗙 Installation r	not allowed	
Infants up to 13 kg					
Maxi Cosi Cabriofix (Belt)	Maxi Cosi	i Cabriofix & EasyFix (Belt)	Maxi Cosi C	Cabriofix & Easy	Fix (ISOFIX)
				X	and the second s





Total 38 Pts / 77%

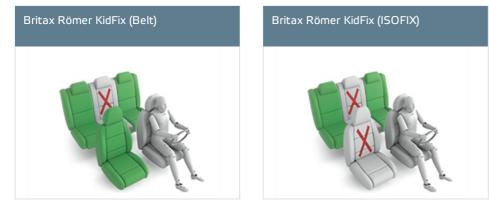
Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Toddlers over 18 kg







Total 38 Pts / 77%

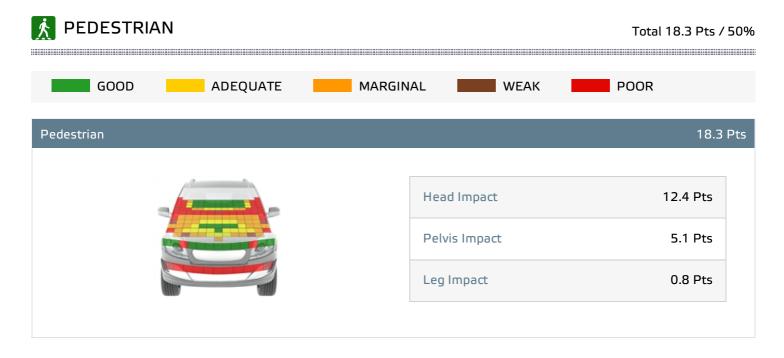
		Seat Position			
	Front	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi Cabriofix (Belt)	•	•	×		
Britax Römer King Plus (Belt)	•		*		
Britax Römer Duo Plus (ISOFIX)	*		*		
Britax Römer KidFix (Belt)	•		*		
Maxi Cosi Cabriofix & EasyFix (Belt)	•		*		
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	*		*		
BeSafe iZi Kid X3 ISOfix (ISOFIX)	*	*	*	×	
Maxi Cosi Pearl & Familyfix (ISOFIX)	*		*		
Britax Römer KidFix (ISOFIX)	×		×		

Not available

Comments

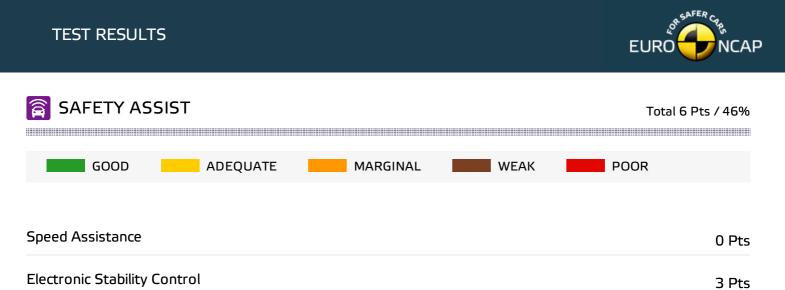
The Panda Cross scored maximum points in the dynamic impact tests for its protection of the 11/2 year and 3 year dummies, both of which were sat in rearward-facing restraints. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the 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.





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.



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

Seatbelt Reminder

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•

🔵 Pass 🛛 🛑 Fail 🛛 — Not available

Lane Support	0 Pts
AEB Inter-Urban	0 Pts

3.0 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

Variants of Model Range

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 🌟 🚖 🚖 🏠 🏠	~
June 2019	Annual Review	2015 🌟 🚖 🚖 🏠 🏠	~

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