



2015















79%

Pedestrian







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



Rating Expired

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	0	0	×
Side pelvis airbag	×	×	×

Euro NCAP © Lancia Ypsilon Dec 2015 2/13



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch			_
SAFETY ASSIST			
Seat Belt Reminder	•	•	0

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

O Not fitted to the test vehicle but available as option × Not Available — Not Applicable





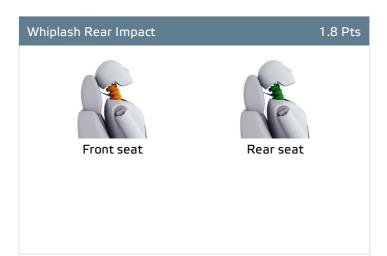
Total 17.0 Pts / 44%

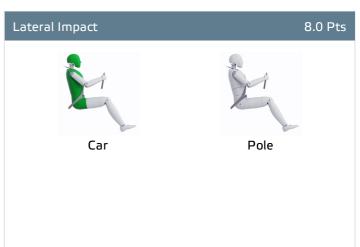
POOR

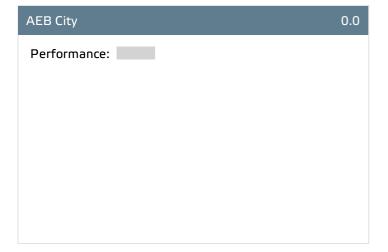




WEAK















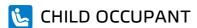
Total 17.0 Pts / 44%

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.





Total 39 Pts / 79%



Crash Test Performance 24.0 Pts





Safety Features 3.0 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 12.0 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

Infants up to 13 kg











Total 39 Pts / 79%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







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

— Not available

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 lieklihood 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.





Total 23.3 Pts / 64%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 23.3 Pts

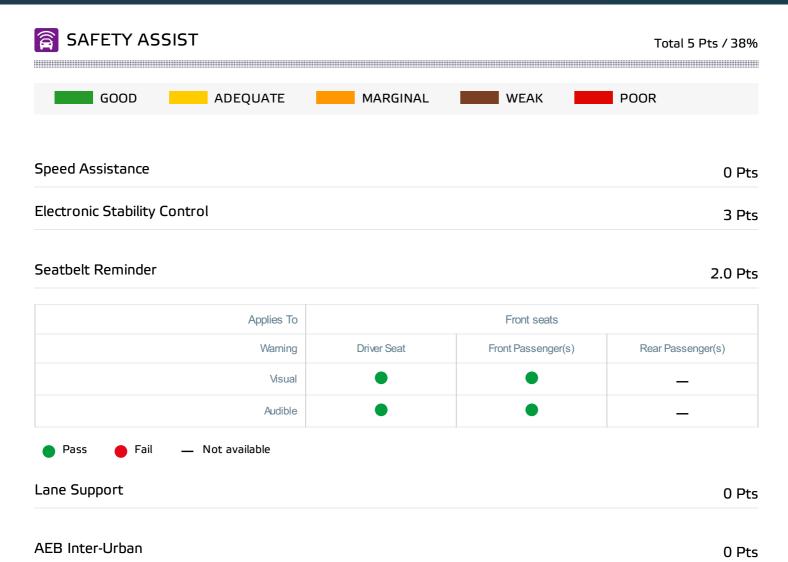


Head Impact	14.9 Pts
Pelvis Impact	2.4 Pts
Leg Impact	6.0 Pts

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.









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 autonomos emergency braking, speed assistance or a lane assistance system.



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2015	Rating Published	2015 🛨 🛨 🏠 🏠 🏠	✓
December 2016	Annual Review	2015 🖈 🖈 🛱 🕏	✓
December 2017	Annual Review	2015 🛨 🛨 🟠 🏠 🟠	✓
December 2018	Annual Review	2015 🛨 🛨 🟠 🏠 🟠	✓
December 2019	Annual Review	2015 🛨 🛨 🟠 🏠 🟠	✓
January 2022	Rating Expired	2015 🖈 🖈 🛱 🛣	×