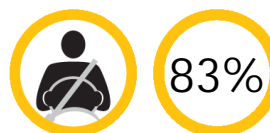


Fiat Freemont

Fiat Freemont 2.0 diesel SXT, LHD

2011



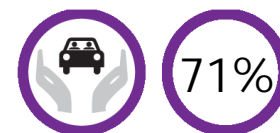
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 30 pts | 83%

FRONTAL IMPACT

12,2 pts



Driver



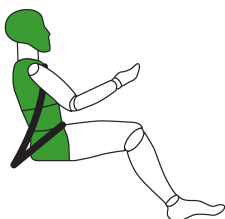
Passenger

SIDE IMPACT CAR

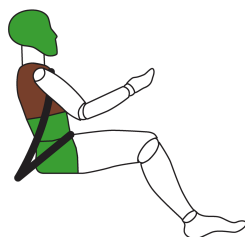
8 pts

SIDE IMPACT POLE

6,6 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,2 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	3mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column
Concentrated loads on knees	Steering column

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 97mm
Upward pedal movement	brake - 16mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard leather 6 way electric
Head restraint type	Active
Geometric assessment	0,9 pts

TESTS

- High severity	2,3 pts
- Medium severity	2,2 pts
- Low severity	2,4 pts

TEST RESULTS

CHILD OCCUPANT

Total 40 pts | 82%

18 MONTH OLD CHILD

Restraint Britax Babysafe ISOFIX Plus
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint FAIR G0/1S
Group 0+, 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 12 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

4 pts

Airbag warning Label

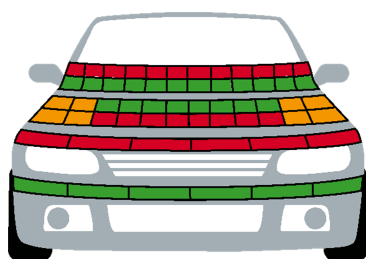
Two language label on one side of the passenger sun visor

PEDESTRIAN

Total 18 pts | 50%

SAFETY ASSIST

Total 5 pts | 71%



GOOD
MARGINAL
POOR

HEAD 12 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass
 Yaw rate ratio (1.00s) -9,95 %
 Yaw rate ratio (1.75s) 1,52 %
 Lateral displacement (1.07s) 2,91 m

SEATBELT REMINDER

2 pts

- driver Pass
 - passenger Pass
 - rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Fiat Freemont 2.0 diesel SXT, LHD
Body type	5 door MPV
Year of publication	2011
Kerb weight	1907kg
VIN from which rating applies	applies to all Freemonts of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	dual stage
Front passenger frontal airbag	dual stage
Side body airbags	
Side head airbags	
Electronic Stability Control	
Seatbelt Reminder	driver and front passenger

COMMENTS

Adult occupant

The passenger cell of the Freemont remained stable in the frontal impact. Although dummy readings indicated good protection of the knees and femurs of the driver and passenger, the steering column presented a hazard for occupants of different sizes and those sat in different positions, and protection for this body area was rated as marginal. Maximum points were scored for protection of the front passenger, with good protection of all body areas. In Freemont scored maximum points in the side barrier test. In the more severe side pole impact, dummy readings of rib compression indicated weak protection of the chest. The Freemont has an 'active' head restraint, which moves forward in the event of a rear-end collision to provide greater support for the neck. In Euro NCAP's tests, the system worked well and protection against whiplash injuries in a rear-end collision was rated as good.

Child occupant

Based on dummy readings from the impact tests, the Freemont scored maximum points for protection of both the 18 month and 3 year old. In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side barrier test, both child dummies were properly contained within the shells of their restraints, minimising the likelihood of dangerous head contacts. The front passenger airbag cannot be disabled, so a rearward facing child restraint cannot be used in that seating position. The dangers of using a rearward facing seat in that position are not labelled in all the required languages.

Pedestrian

The Freemont has an 'active' bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures underneath. FIAT showed that the system detected pedestrians of different statures and operated over a range speeds, so the Freemont was tested with the system deployed. In those areas likely to be struck by the head of a child, the car provided protection which was predominantly poor or marginal. For the head of an adult, protection was good in some areas but poor in others. The bumper scored maximum points for the protection it offered pedestrians' legs. However, the front edge of the bonnet gave poor protection and scored no points.

Safety assist

Electronic stability control is standard and met Euro NCAP's test requirements. A seatbelt reminder is standard for the driver and front passenger seats. A speed limitation device is not available on the Freemont.