

Fiat 500L

Fiat 500L 1.4 petrol 'Easy' 4x2, LHD

2012



94%

ADULT OCCUPANT



78%

CHILD OCCUPANT



65%

PEDESTRIAN



71%

SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 94%

FRONTAL IMPACT

15,6 pts



Driver



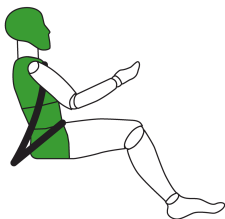
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,7 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,3 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 1mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement none

Upward pedal movement none

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard cloth, 6 way manual

Head restraint type Passive

Geometric assessment 0,9 pts

TESTS

- High severity 1,5 pts

- Medium severity 1,4 pts

- Low severity 1,6 pts

CHILD OCCUPANT

Total 38 pts | 78%

18 MONTH OLD CHILD

Restraint Fair G0/1S
Group 0, 1
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE **11,9 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 rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE **9,1 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

5 pts

Airbag warning Label

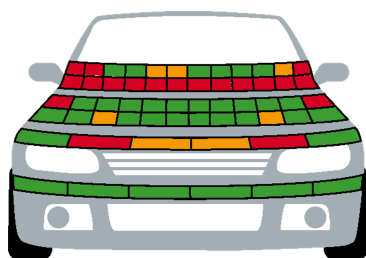
Text and pictogram on both sides of passenger sun visor

PEDESTRIAN

Total 23 pts | 65%

SAFETY ASSIST

Total 5 pts | 71%



GOOD
 MARGINAL
 POOR

HEAD 15 pts
 PELVIS 2,5 pts
 LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESC Pass

Yaw rate ratio (1.00s) 2,68 %

Yaw rate ratio (1.75s) 1,97 %

Lateral displacement (1.07s) 2,97 m

SEATBELT REMINDER

2 pts

- driver Pass

- passenger Pass

- rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Fiat 500L 1.4 petrol 'Easy' 4x2, LHD
Body type	5 door hatchback
Year of publication	2012
Kerb weight	1245kg
VIN from which rating applies	applies to all 500L's of the specification tested

SAFETY EQUIPMENT

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

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Protection of the passenger dummy was good for all body regions. Dummy readings indicated good protection of the knees and femurs of both 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 side barrier test, the 500L scored maximum points, with good protection of all body areas. Even in the more severe side pole test, protection of the chest was adequate while that of other body regions was good. The seat and head restraint provided marginal protection against whiplash injuries in the event of a rear-end impact.

Child occupant

Both the 3 year and 1½ year dummies were sat in rearward-facing restraints and, in the frontal impact, the heads of both dummies were well contained by the protective shells. The rearward-facing restraint of the 1½ year infant moved forward and damaged the seat back of the front passenger seat. However, this had no influence on dummy results and was not penalised. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The 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. The dangers of using a rearward-facing restraint without disabling the airbag were clearly explained on labels in the car.

Pedestrian

The bumper scored maximum points in Euro NCAP's tests, providing good protection to pedestrians' legs in all areas. In most areas likely to be struck by the head of a child, the bonnet provided good protection but provided predominantly poor protection in those areas likely to be struck by the head of an adult.

Safety assist

The 500L has electronic stability control as standard equipment and passed Euro NCAP's test requirements. A driver-set speed limitation device is standard equipment on some variants but not all, and the system was not assessed. Seatbelt reminders for the two front seats are fitted to all variants.