

Fiat 500X
Small MPV

2015



Adult Occupant



86%

Child Occupant



85%

Pedestrian



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
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

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	○

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

 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



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%

Comments on Adult Occupant

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

■

Safety Features

6 Pts

	Front Passenger	2nd row outboard	2nd row center
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
 ● Safety critical problem
 ● Install with care
 ✗ 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

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)




■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



 CHILD OCCUPANT

Total 42.0 Pts / 85%

	Seat Position							
	Front		2nd row			3rd row		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

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 PROTECTION

Total 26.8 Pts / 74%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian Protection

26.8 Pts



Head Impact	15 Pts
Pelvis Impact	6 Pts
Leg Impact	5.8 Pts

Comments on Pedestrian

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%

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	Pass	Pass	Pass
Audible	Pass	Pass	Pass

Lane Support

1 Pts

System Name	Lane assist
Type	Lane Keep Assist
Operational From	60
Warning	Visual & Haptic
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

SAFETY ASSIST

Total 8.3 Pts / 64%

AEB Interurban

0 Pts

Operational From	0 Km/h			
Additional Information	FALSE			
PERFORMANCE				
	Autobrake Function Only		Driver reacts to warning	
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION
Approaching a stationary car			<= 80 Km/h	
Approaching a slower moving car	<= 70 Km/h	70-70 Km/h	<= 80 Km/h	
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	

Comments on Safety Assist

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.