



2015





Adult Occupant



44%





Safety Assist

79%

Pedestrian



64%



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

SAFETY EQUIPMENT

FRONTAL CRASH PROTECTION

Frontal airbag
Belt pretensioner
Belt loadlimiter
Belt loadlimiter
Knee airbag
Side head airbag
Side pelvis airbag
Side pelvis airbag



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	×

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
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O Not fitted to test car but available as option





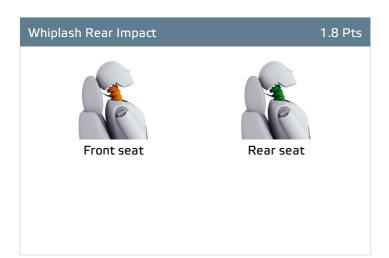
Total 17.0 Pts / 44%

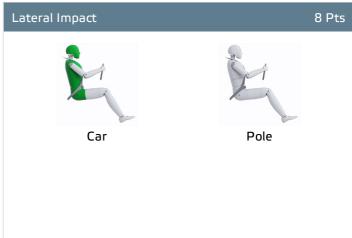
POOR

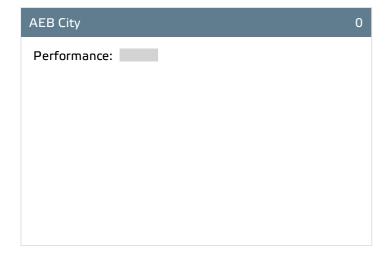




WEAK











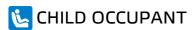
Total 17.0 Pts / 44%

Comments on Adult Occupant

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 Pts





Safety Features 3 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	
i-Size	×	×	
Integrated CRS	×	×	

- Fitted to test car as standard
- O Not on test car but available as option
- 🗶 Not available

CRS Installation Check 12 Pts

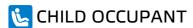
- Install without problem
 Safety critical problem
 Install with care
 Installation not allowed
- Infants up to 13 kg











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%

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

onstall without problem on install with care safety critical problem 🗶 Installation not allowed

Comments on Child Occupant

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 Protection 23.3 Pts

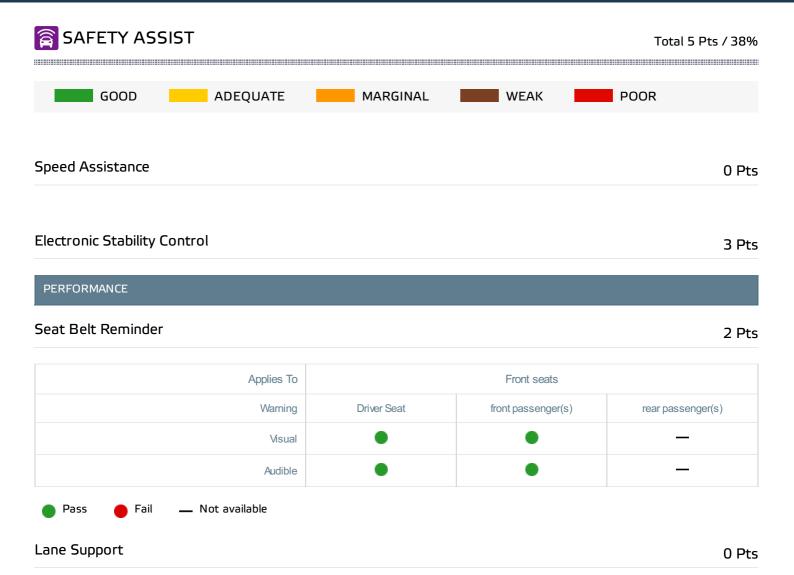


Head Impact	14.9 Pts
Pelvis Impact	2.4 Pts
Leg Impact	6 Pts

Comments on Pedestrian

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 on Safety Assist

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.