











SPECIFICATION

TESTED MODEL	lveco Daily — 2.3L e-VGT		
BODY TYPE / CATEGORY	Body on Frame / N1		
KERB / PAYLOAD / TEST WEIGHT	2331 kg / 1169 kg / 2915 kg		
APPLIES TO	2019 to present		

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger	
Seat Belt reminder		×	

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)			
AEB Car-to-Car	0		
AEB Pedestrian	×		
AEB Cyclist	×		
Lane Support Systems	0		
Speed Assist Systems	0		
Attention Assist	×		

S

STANDARD



FITTED AS OPTION



NOT AVAILABLE

Verdict

Overall, the lveco offers a decent level of safety equipment, albeit mostly as an option, and performance is acceptable. The vehicle lacks the more advanced functionalities such as pedestrian and cyclist detection for the AEB system but emerges with a creditable bronze award from Euro NCAP's 2021 scheme.

For detailed comments see below.



Total

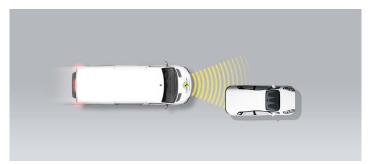
30%

AEB CAR-TO-CAR 13.2 / 30 Pts

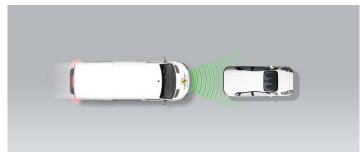
Туре	AEB & FCW
Operational From	5 km/h

Autobrake function only

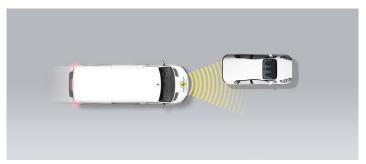
Approaching a stationary car



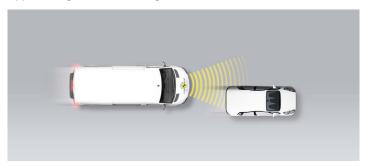
Approaching a stationary car



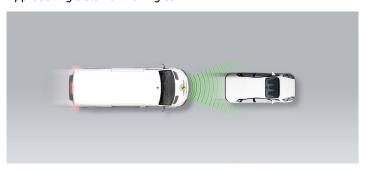
Approaching a stationary car



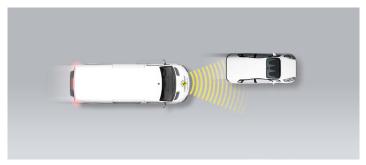
Approaching a slower moving car



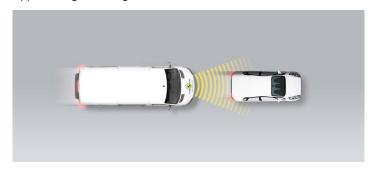
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD

MARGINAL

WEAK



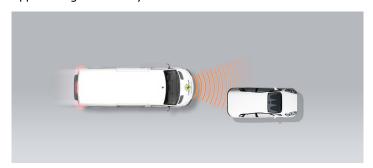


Total

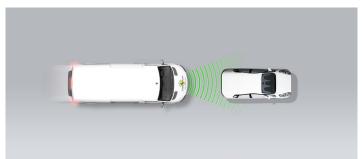
30%

Driver reacts to warning (Forward Collision Warning - FCW)

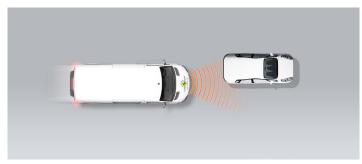
Approaching a stationary car



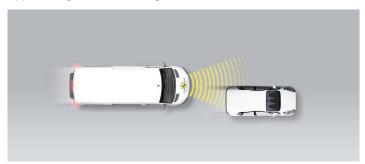
Approaching a stationary car



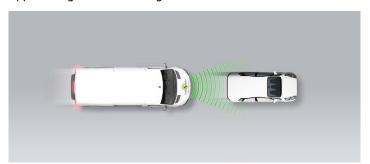
Approaching a stationary car



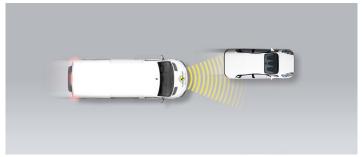
Approaching a slower moving car



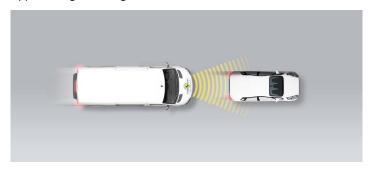
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





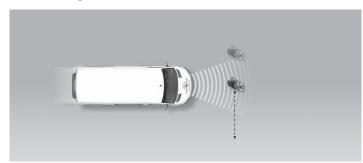
Total

30%

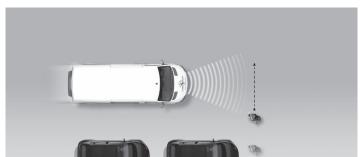
AEB PEDESTRIAN

N/A

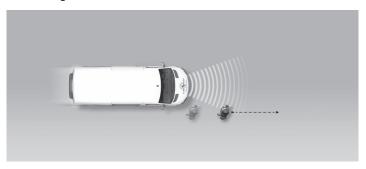
Adult crossing the road





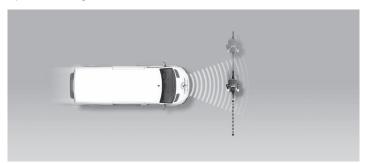


Adult along the roadside

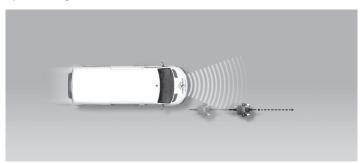


AEB CYCLIST N/A

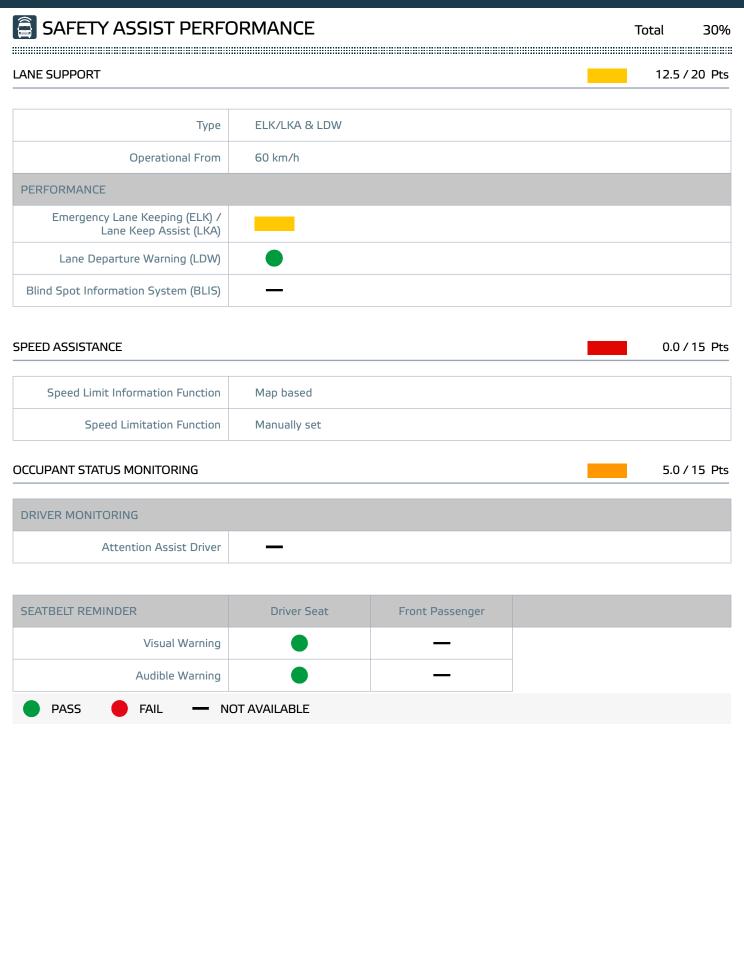
Cyclist crossing



Cyclist along the roadside







MARGINAL

WEAK

GOOD

ADEQUATE

POOR



Total

30%

Comment

The Iveco Daily tested by Euro NCAP was equipped with the optional autonomous emergency braking (AEB) system, which incorporates forward collision warning (FCW). In tests where a car is in front of the vehicle, performance of both functionalities was predominantly good in cases where the target vehicle was not significantly offset to the left or right. This was the case both for AEB and FCW, although FCW performance dropped at higher test speeds with a stationary target. However, when the target was offset significantly to either side, there was no system reaction and collisions were neither avoided nor mitigated. The system fitted to the vehicle did not recognise vulnerable road users like pedestrians and cyclists.

Lane support is provided by an optional system which incorporates lane departure warning (LDW) with lane keep assist (LKA). The former warns the driver when the vehicle is drifting out of lane; the latter gently steers the vehicle back into lane. LKA is switched on by default at the beginning of every journey, as required by Euro NCAP. Both LKA and LDW worked well although LKA operated only in a fully-marked lane i.e. one with lane markings on either side. A blind-spot information system is not available. The system also intervenes more aggressively in some emergency situations, to prevent the vehicle from leaving the road, for example.

A driver-set speed limiter is available as an option but did not maintain sufficiently accurate control of the speed to meet Euro NCAP's requirements. The Iveco has a speed limit information function linked to its navigation system, which informs the driver what the local limit is. However Euro NCAP was unable to assess its performance. A blind-spot information system is also unavailable.

A seatbelt reminder is standard for the driver seat. At the time of test, a passenger seatbelt reminder was not available. Euro NCAP is informed that for vans ordered from November 2020 a passenger SBR is standard. There is no system to monitor driver status, such as fatigue or impairment.

Version 10122

GOOD

ADEQUATE MARGINAL



FITMENT

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE	UNITED KINGDOM
AUTONOMOUS EMERGENCY BRAK	NG SYSTEM	ИS						
AEB Car-to-Car	0	0	0	0	0	0	0	0
AEB Pedestrian	×	×	×	×	×	×	×	×
AEB Cyclist	×	×	×	×	×	×	×	×
LANE SUPPORT SYSTEMS								
Emergency Lane Keeping / Lane Keep Assist	0	0	0	0	0	0	0	0
Lane Departure Warning	0	0	0	0	0	0	0	0
Blind Spot Information System	×	×	×	×	×	×	×	×
SPEED ASSIST SYSTEMS								
Speed Limit Information Function	0	0	0	0	0	0	0	0
Speed Limitation Function	0	0	0	0	0	0	0	0
OCCUPANT STATUS MONITORING S	SYSTEMS							
Seatbelt Reminder - Driver								
Seatbelt Reminder - Passenger	×	×	×	×	×	×	×	×
Attention Assist	×	×	×	×	×	×	×	×

MARGINAL

For latest fitment info for your market, check our website.

ADEQUATE

GOOD

WEAK

POOR