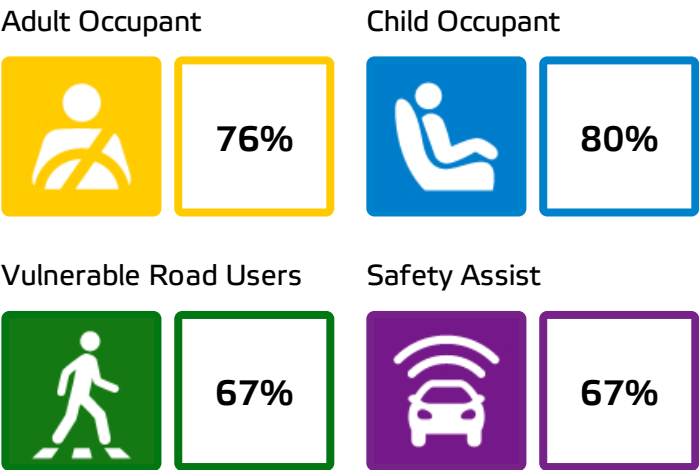




**FIAT 500e**  
Standard Safety Equipment

2021 ★★★★★



SPECIFICATION

|                               |                       |
|-------------------------------|-----------------------|
| Tested Model                  | FIAT 500e 'ICON', LHD |
| Body Type                     | - 3 door hatchback    |
| Year Of Publication           | 2021                  |
| Kerb Weight                   | 1328kg                |
| VIN From Which Rating Applies | - all 500e            |
| Class                         | Supermini             |

SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | ●      | ●         | ✗    |
| Belt pretensioner        | ●      | ●         | ●    |
| Belt loadlimiter         | ●      | ●         | ●    |
| Knee airbag              | ✗      | ✗         | ✗    |
| LATERAL CRASH PROTECTION |        |           |      |
| Side head airbag         | ●      | ●         | ●    |
| Side chest airbag        | ●      | ●         | ✗    |
| Side pelvis airbag       | ✗      | ✗         | ✗    |
| Centre Airbag            | ✗      | ✗         | —    |

Version 251121

## SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isofix                | —      | ●         | ●    |
| Integrated CRS        | —      | ✗         | ✗    |
| Airbag cut-off switch | —      | ●         | —    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    | ●      | ●         | ●    |

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ✗ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ✗ |
| AEB Car-to-Car            | ● |
| Speed Assistance          | ● |
| Lane Assist System        | ● |

**Note:** Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard    ○ Fitted to the vehicle as part of the safety pack  
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack    ✗ Not available    — Not applicable



ADULT OCCUPANT

Total 28.9 Pts / 76%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

12.6 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

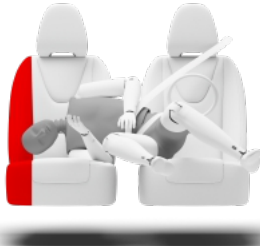
12.6 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 28.9 Pts / 76%

 GOOD ADEQUATE MARGINAL WEAK POOR

## Rescue and Extrication

0.0 / 2 Pts

Rescue Sheet Available, ISO compliant



Advanced eCall Not available

Multi Collision Brake Not available

## Comments

The passenger compartment of the 500e remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. On the driver's side, some structures in the dashboard were considered to be potentially more aggressive if the occupants knees were to strike at a slightly different location and protection was rated as adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the 500e would be a moderately benign impact partner in a frontal collision. In the full width rigid barrier test, protection of the chest of both the driver and rear passenger was rated as marginal, based on readings of chest compression. All other critical body areas were rated as good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and the 500e scored maximum points. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as poor. The 500e is not equipped with a counter-measure to protect against occupant to occupant injuries in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The 500e does not have an advanced eCall system to alert the emergency services in the event of a collision, nor a system to prevent secondary impacts.


**CHILD OCCUPANT**

Total 39.5 Pts / 80%

 GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 &amp; 10 year old children

21.8 / 24 Pts

Frontal Impact

14.8 Pts



Lateral Impact

7 Pts

Restraint for 6 year old child: *Peg Perego Viaggio 2-3 shuttle plus Collezione*Restraint for 10 year old child: *Peg Perego Viaggio 2-3 shuttle plus Collezione***Safety Features**

6.0 / 13 Pts

|                | Front Passenger | 2nd row outboard |
|----------------|-----------------|------------------|
| Isofix         | ●               | ●                |
| i-Size         | ●               | ●                |
| Integrated CRS | ✗               | ✗                |

 Fitted to test car as standard
  Not on test car but available as option
  Not available

## CRS Installation Check

11.7 / 12 Pts

● Install without problem    
 ● Install with care    
 ● Safety critical problem    
 ✗ Installation not allowed

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Römer KidFix XP (ISOFIX)





CHILD OCCUPANT

Total 39.5 Pts / 80%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Römer KidFix XP (Belt)







## CHILD OCCUPANT

Total 39.5 Pts / 80%

|                                         | Seat Position |         |       |
|-----------------------------------------|---------------|---------|-------|
|                                         | Front         | 2nd row |       |
|                                         | PASSENGER     | LEFT    | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | ●             | —       | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | ●             | —       | ●     |
| BeSafe iZi Kid X2 i-Size (i-Size)       | ●             | —       | ●     |
| Britax Römer TriFix2 i-Size (i-Size)    | ●             | —       | ●     |
| BeSafe iZi Flex FIX i-Size (i-Size)     | ●             | —       | ●     |
| BeSafe iZi Combi X4 ISOfix (ISOFIX)     | ●             | ●       | ●     |
| Römer KidFix XP (ISOFIX)                | ●             | ●       | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●     |
| Römer KidFix XP (Belt)                  | ●             | ●       | ●     |

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✗ Installation not allowed  
 — Not available

## Comments

In the frontal offset test, protection of all critical body areas was good or adequate for both the 6 and 10 year dummies. In the side barrier test, protection of the chest of the 10 year child was rated as poor, based on dummy readings of decelerations. The front passenger airbag can be switched off to allow a rearward facing child restraint to be used in that seating position. There was insufficient space to install one of the ISOFIX child restraints in the seat behind the driver's seat. Otherwise, the 500e could accommodate the restraints for which it is designed.



VULNERABLE ROAD USERS

Total 36.4 Pts / 67%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

20.9 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 12.8 Pts |
| Pelvis Impact | 2.1 Pts  |
| Leg Impact    | 6.0 Pts  |

Vulnerable Road Users

15.6 / 18 Pts

|                  |                                           |
|------------------|-------------------------------------------|
| System Name      | Autonomous Emergency Brake Control        |
| Type             | Auto-Brake with Forward Collision Warning |
| Operational From | 5 km/h                                    |



## VULNERABLE ROAD USERS

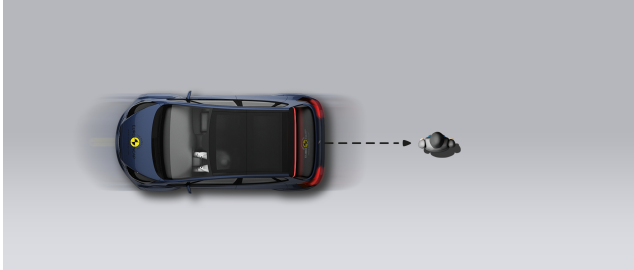
Total 36.4 Pts / 67%

## AEB Pedestrian

7.0 / 9 Pts

## ■ Day time

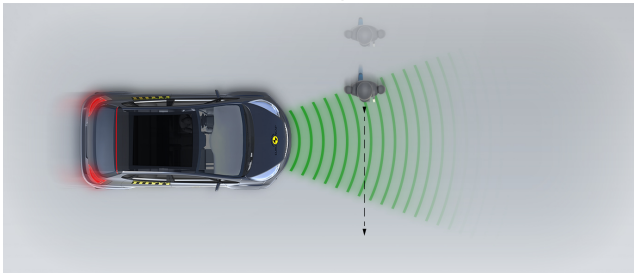
Vehicle reversing into standing pedestrian



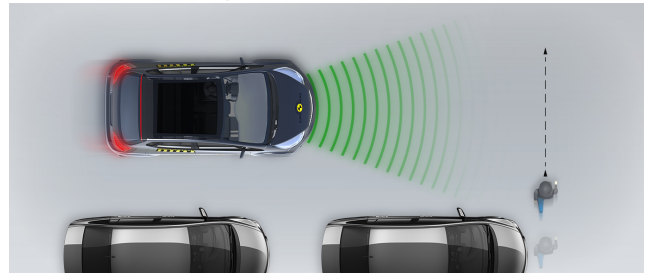
Pedestrian crossing a road into which a car is turning



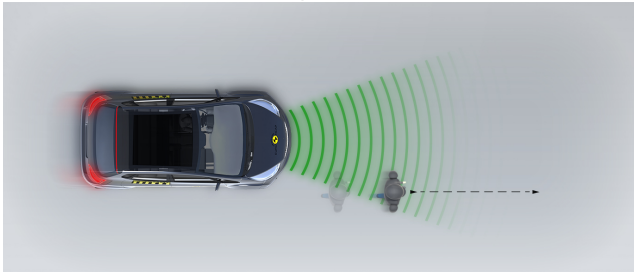
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

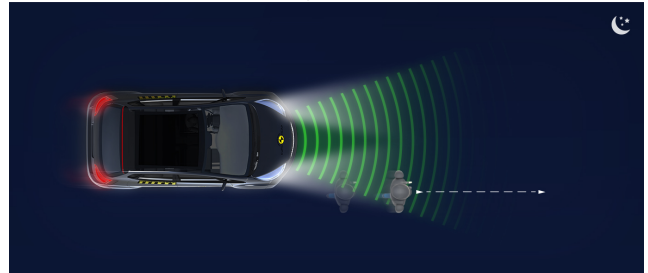


## ■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 36.4 Pts / 67%

## AEB Cyclist

8.6 / 9 Pts

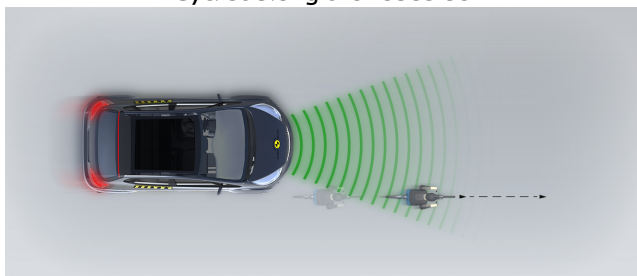
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The protection offered by the bonnet to the head of a struck pedestrian was mixed, some test points demonstrating good protection and others poor. The bumper provided good protection to pedestrian's legs at all test positions. However, protection of the pelvis was mixed, with areas of good and poor protection. The 500e's autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to such road-users, performance was rated as good, with collisions avoided or mitigated in most test cases.



## SAFETY ASSIST

Total 10.8 Pts / 67%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Speed Assistance

2.3 / 3 Pts

|                                  |                                    |
|----------------------------------|------------------------------------|
| System Name                      | Intelligent Speed Limiter          |
| Speed Limit Information Function | Camera based, subsigns supported   |
| Speed Limitation Function        | System advised (accurate to 5km/h) |

## Occupant Status Monitoring

2.0 / 3 Pts

## &gt; Seatbelt Reminder

1.0 / 2 Pts

| Applies To         | Front and rear seats |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
| Warning            | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Visual             |                      |                    |                   |
| Audible            |                      |                    |                   |
| Occupant Detection | —                    |                    | —                 |

Pass
 Fail
 — Not available

## &gt; Driver Monitoring

1.0 / 1 Pts

|                  |                                        |
|------------------|----------------------------------------|
| System Name      | Attention Assist / Drowsy Driver Alert |
| Type             | Vehicle path in lane                   |
| Operational From | 60 km/h                                |



SAFETY ASSIST

Total 10.8 Pts / 67%



Lane Support 3.5 / 4 Pts

|                         |                    |
|-------------------------|--------------------|
| System Name             | Lane Control       |
| Type                    | LKA and ELK        |
| Operational From        | 5 km/h             |
| PERFORMANCE             |                    |
| Emergency Lane Keeping  | <span></span> GOOD |
| Lane Keep Assist        | <span></span> GOOD |
| Human Machine Interface | <span></span> GOOD |

AEB Car-to-Car 3.0 / 6 Pts

|                  |                                                            |
|------------------|------------------------------------------------------------|
| System Name      | Autonomous Emergency Brake Control                         |
| Type             | Autonomous emergency braking and forward collision warning |
| Operational From | 5 km/h                                                     |
| Sensor Used      | camera only                                                |

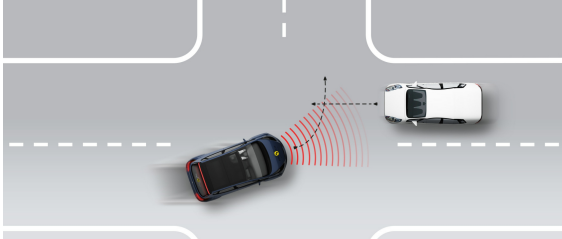


## SAFETY ASSIST

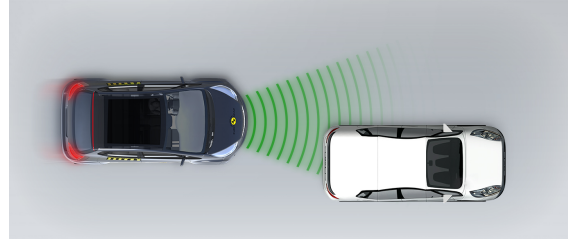
Total 10.8 Pts / 67%

## ■ Autobrake function only

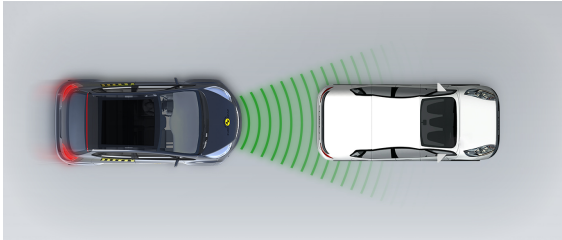
Test car turns across the path of an approaching car



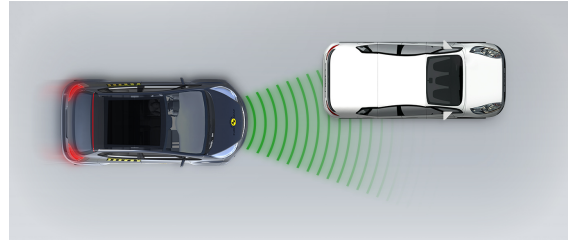
Approaching a stationary car



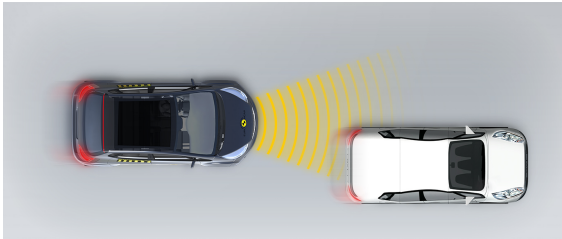
Approaching a stationary car



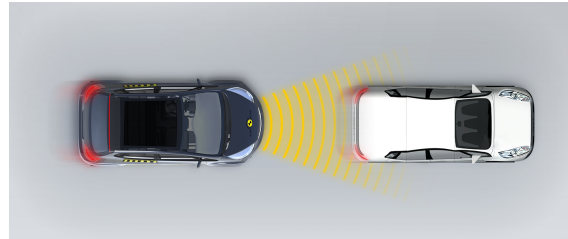
Approaching a stationary car



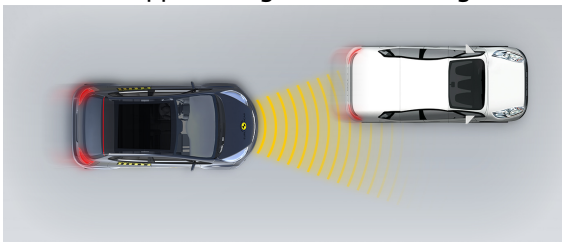
Approaching a slower moving car



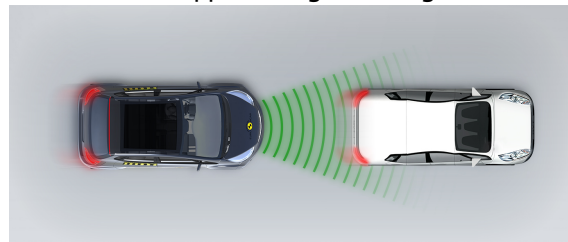
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



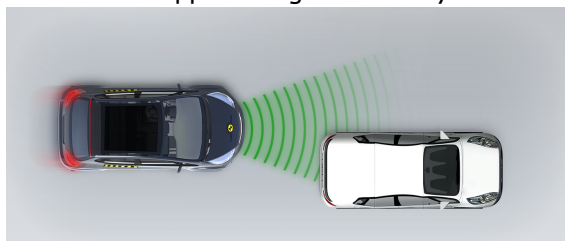


## SAFETY ASSIST

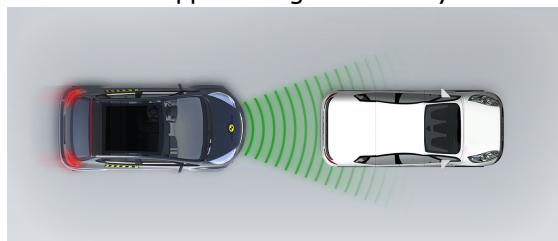
Total 10.8 Pts / 67%

## ■ Driver reacts to warning

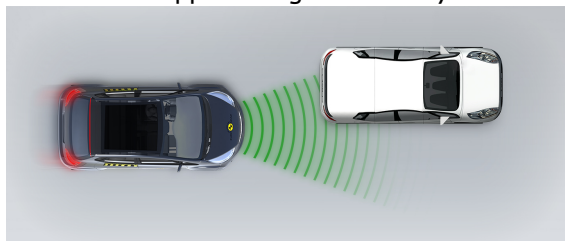
Approaching a stationary car



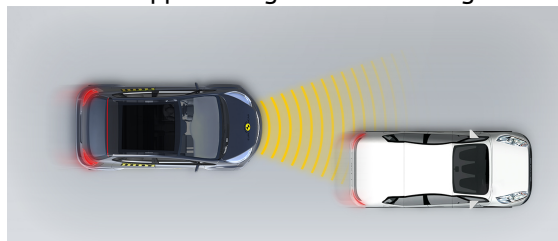
Approaching a stationary car



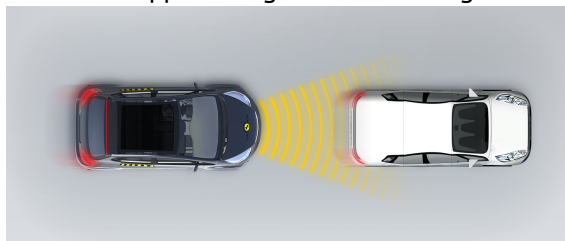
Approaching a stationary car



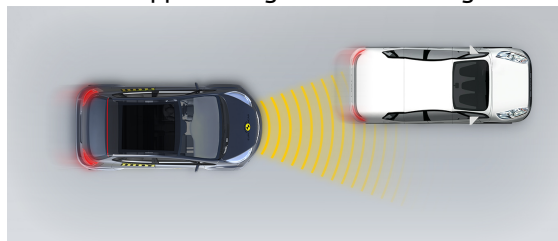
Approaching a slower moving car



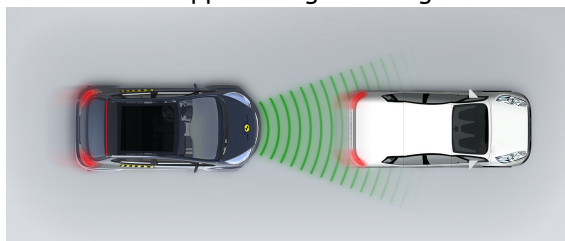
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 10.8 Pts / 67%

## Comments

The 500e's autonomous emergency braking (AEB) system performed marginally in tests of its reaction to other vehicles. A seatbelt reminder system is standard for all seats and the 500e is also equipped with 'Drowsy Driver Alert', which monitors the car's path within a lane for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance is provided by 'Lane Control', a system which corrects the car's path if it is drifting out of lane and which also intervenes in some more critical situations. The speed assistance system detects the local speed limit, and allows the limiter to be set appropriately.

## RATING VALIDITY

### Variants of Model Range

| Body Type        | Engine               | Model Name | Drivetrain | Rating Applies |     |
|------------------|----------------------|------------|------------|----------------|-----|
|                  |                      |            |            | LHD            | RHD |
| 3 door hatchback | 87 kW electric motor | Hatchback* | 4 x 2      | ✓              | ✓   |
| 4 door saloon    | 87 kW electric motor | 3+1        | 4 x 2      | ✓              | ✓   |
| 2 door roadster  | 87 kW electric motor | Cabrio     | 4 x 2      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event            | Outcome        |   |
|---------------|------------------|----------------|---|
| December 2021 | Rating Published | 2021 ★ ★ ★ ★ ☆ | ✓ |