



Fiat 500X + 6 Airbags



★★★★★  
32.55 max. 34.00 - Adult Occupant



★★★★★  
43.13 max. 49.00 - Child Occupant



FRONTAL 14.55 Points (max. 16.00)

SIDE 16.00 Points (max. 16.00)

CAR DETAILS

Tested model: Fiat 500X  
Body type: 5 door SUV

Year of publication: 2018  
Crash test weight: 1572 kg

Made in: Italy  
Test valid for: Latin NCAP market

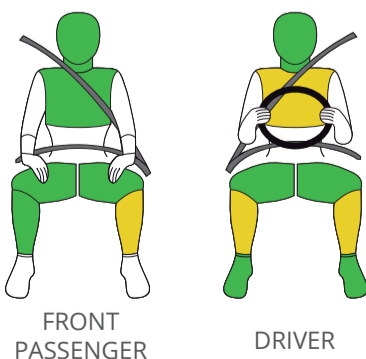
SAFETY EQUIPMENT

Driver frontal airbag	YES	Driver knee airbag	NO
Front passenger frontal airbag	YES	Front seatbelt pretensioners	YES
Side head airbags DRIVER	YES	Front seatbelt pretensioners pass	YES
Side head airbags PASSENGER	YES	SBR	YES
Side body airbags DRIVER	Chest-Pelvis	ISOFIX anchorages	YES
Side body airbags PASSENGER	Chest-Pelvis	ABS (4 channel)	YES
Side Curtain airbags	YES	ESC (UN13 or GTR8)	YES

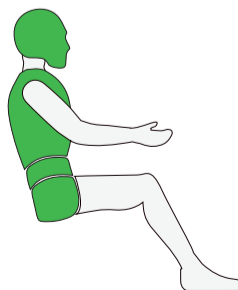


ADULT OCCUPANT PROTECTION

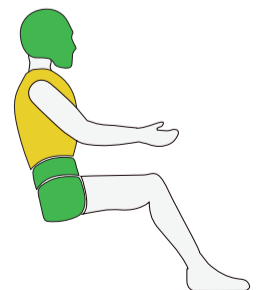
ODB FRONTAL



MBD SIDE



POLE SIDE



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY ■ STABLE

SIDE IMPACT PROTECTION (STRUCTURAL) ■ YES

## COMMENTS

**Adult occupant:** Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest received adequate protection and passenger chest received good protection from the restraint systems. Driver and Passengers knees showed good protection. Driver tibias showed adequate protection, and Passenger's tibias showed good and adequate protection. Foot well area were rated as stable and showed insignificant deformation. Feet protection is good. The body shell was rated as stable. Side impact: The car offered good protection to head, thorax, abdomen and pelvis. Side Pole Impact: The side and curtain airbags offered good protection to the head, chest and pelvis, and adequate protection to the thorax. ESC: The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 2 frontal SBR and rear row SBR. The car also offers standard rear pretensioners. All of the above explain the 5 stars for adult occupant protection.



## CHILD OCCUPANT PROTECTION

Dynamic score:  
22.60 (max 24)

Installation score:  
11.52 (max 12)

Vehicle assessment score:  
9.00 (max 13)

### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 6.60 (8 max) Side 4.00 (4 max)	1	ISOFIX/TT	FWF

### CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Pass	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Fail	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Pass	Pass	Exempt	Pass
Q3	Römer Duo Plus	Pass	Pass	Exempt	Pass

## COMMENTS

**Child occupant:** - The child seat for the 3 year old child was able to prevent forward movement during the frontal impact beyond the excursion limits while it offered good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and its protection was good during the frontal impact. Side impact: both child dummies were well protected in the side impact. Almost all CRSs that were assessed for installation pass, only one position failed. The marking and instructions in the car in relation to CRS use met Latin NCAP requirements. ISOFIX marking also met Latin NCAP requirements. The passenger airbag disabling is possible using the touchscreen system on-board. The 500X offers 3 point belts in all seating positions as standard, and all of them meeting technical international standards. It also offers ISOFIX anchorages with top tether in both rear outboard seating positions as standard. All the above explains the 5 stars for Child Occupant protection.



## Latin NCAP

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