

FIAT - Novo Uno EVO - Without Airbag



TECHNICAL SHEET



2.00 max. 17.00 - Adult Occupant



20.73 max. 49.00 - Child Occupant



ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR



CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Britax First Class	Protected / Good	0/0+/1	Belted	Rearward facing
3 year old child	Britax First Class	Vulnerable / Adequate	0/0+/1	Belted	Forward facing



CAR DETAILS

Tested model: Fiat Novo uno Evo, LHD

Year of publication: 2011

Made in: Brasil

Body type: 4 door Hatchback

Crash test weight: 1195 kg

SAFETY EQUIPMENT

Front seatbelt pretensioners	NO	Driver knee airbag	NO
Driver frontal airbag	NO		
Front passenger frontal airbag	NO		
Side body airbags	NO		
Side head airbags	NO		



COMMENTS

Adult occupant: The rating for the Uno was limited to 1 star due to the unacceptably high risk of life threatening injury to the driver's head presented by the steering wheel. The protection offered to the driver's chest was weak and there were hazardous structures in the area of the fascia that could be impacted by an occupants knees. The loading of the drivers knee and femur due to stiff structures in the dashboard were high. The intruding pedals and the severely deformed foot well area cause extreme risk on the drivers feet. The bodyshell was not capable of withstanding further loading and ruptures to the footwell threatened the driver's feet.

Child Occupant: The installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended child seat was found to be incompatible with the belt system on the vehicle. Although the passenger airbag could be deactivated with a switch, there was insufficient instruction as to how the switch should be used. Never place a rearward facing child seat on the front passenger seat vehicle with and active airbag!

(*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

