



FIAT 500e
Standard Safety Equipment

2021



Adult Occupant



76%

Child Occupant



80%

Vulnerable Road Users



67%

Safety Assist



67%

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.

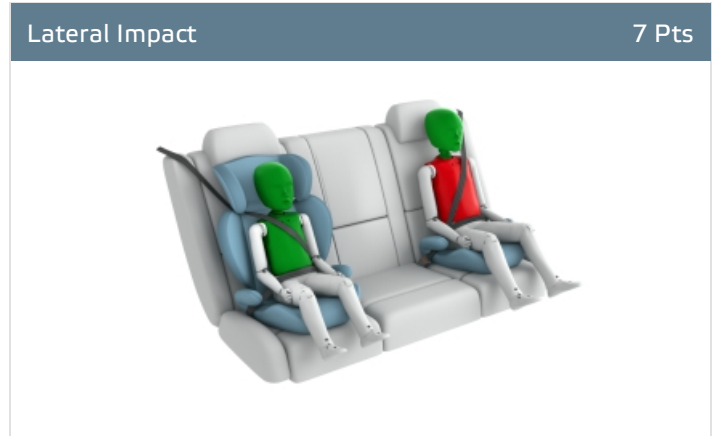
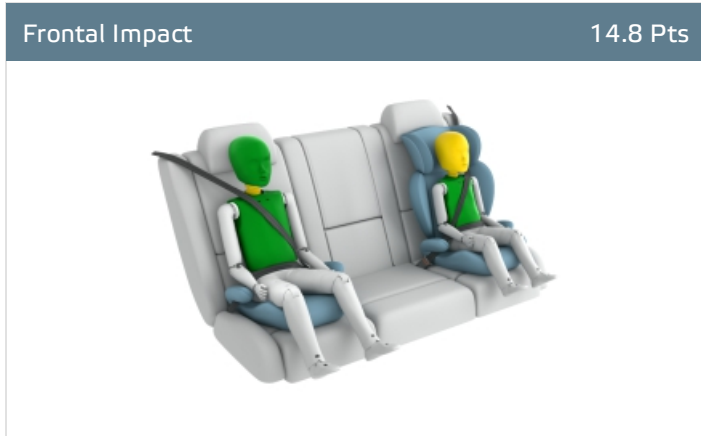
CHILD OCCUPANT

Total 39.5 Pts / 80%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

21.8 / 24 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 & 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)




■ 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

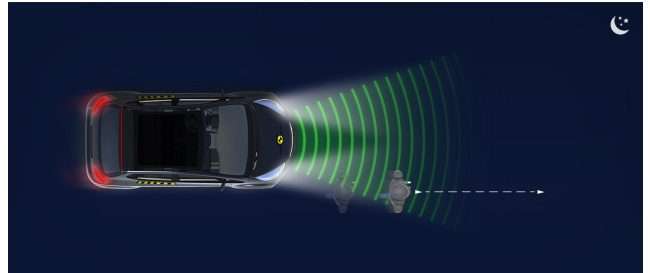


■ Night time

Adult crossing the road



Adult along the roadside

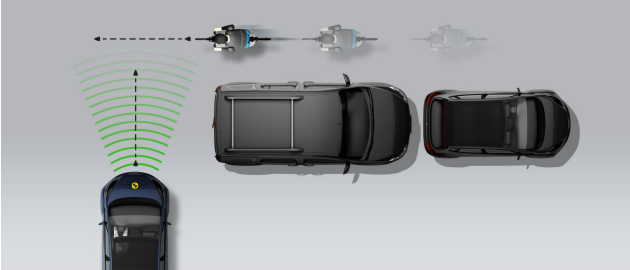


VULNERABLE ROAD USERS

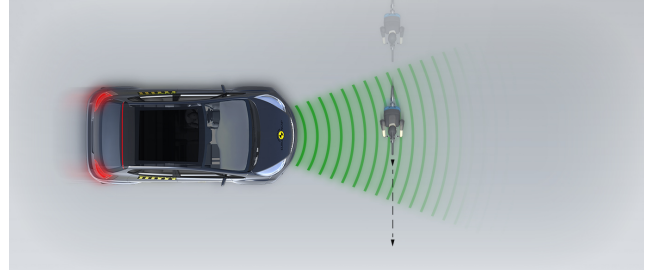
Total 36.4 Pts / 67%

AEB Cyclist
8.6 / 9 Pts

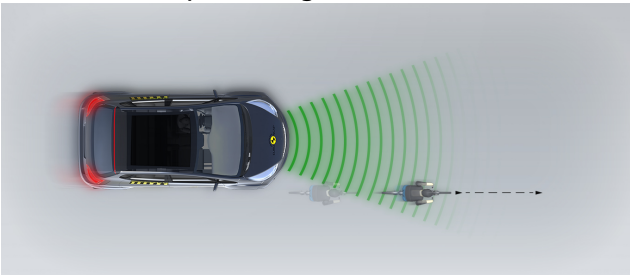
Cyclist from nearside, obstructed view



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

> Seatbelt Reminder

■ 1.0 / 2 Pts

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

● Pass
 ● Fail
 — Not available

> 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		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

3.0 / 6 Pts

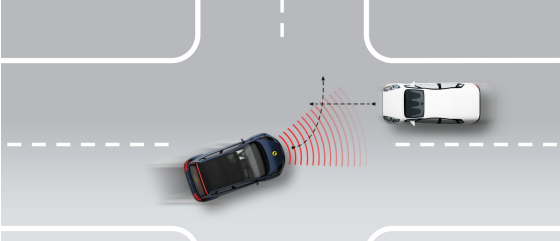
System Name	Autonomous Emergency Brake Control	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera only	

 SAFETY ASSIST

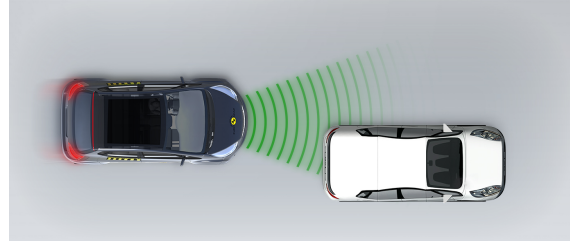
Total 10.8 Pts / 67%

■ Autobrake function only

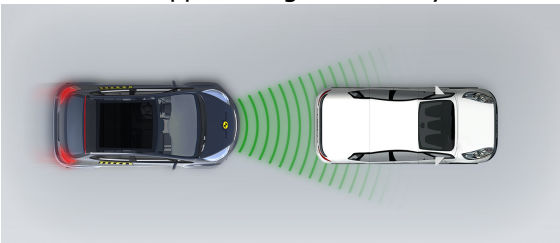
Test car turns across the path of an approaching car



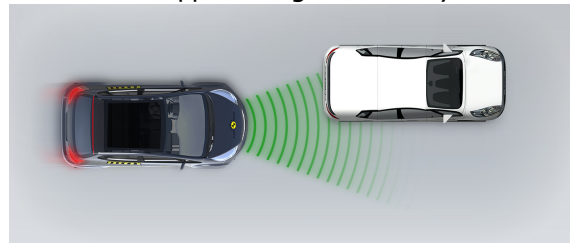
Approaching a stationary car



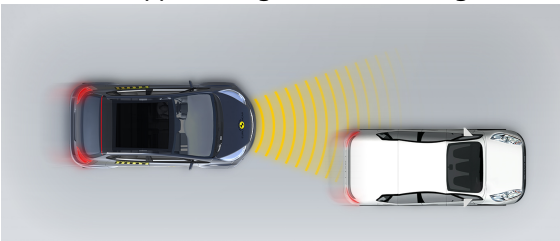
Approaching a stationary car



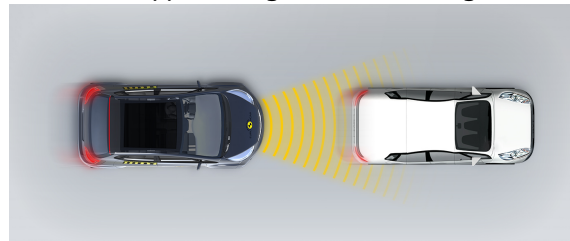
Approaching a stationary car



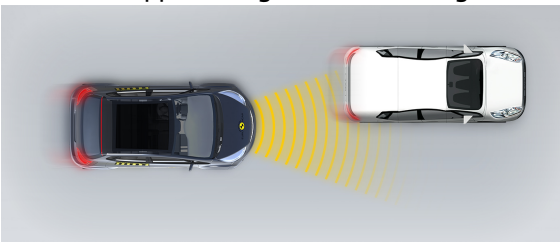
Approaching a slower moving car



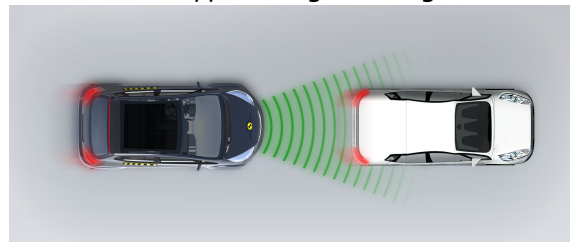
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 10.8 Pts / 67%

■ Driver reacts to warning

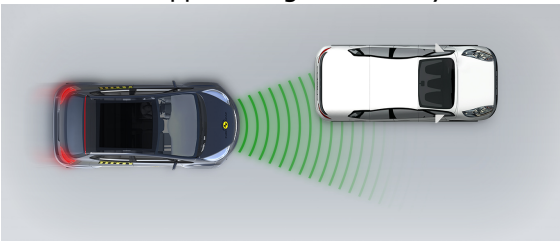
Approaching a stationary car



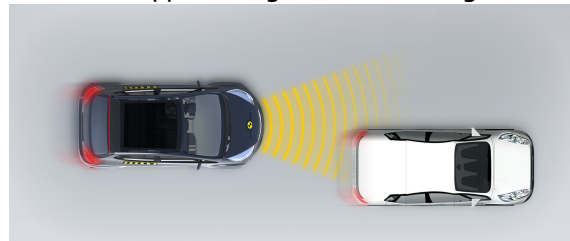
Approaching a stationary car



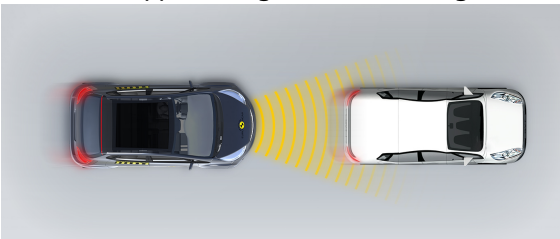
Approaching a stationary car



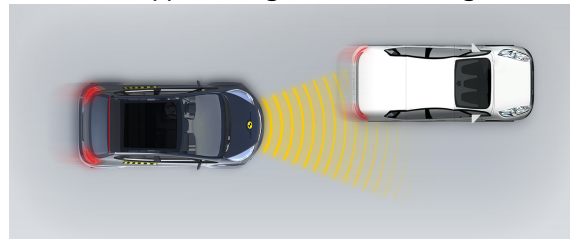
Approaching a slower moving car



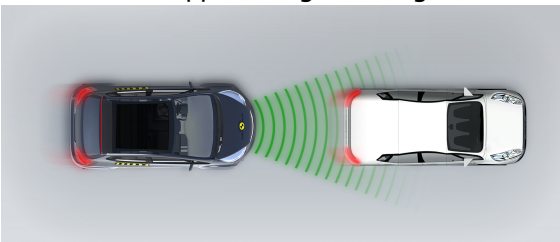
Approaching a slower moving car



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 ★★☆☆☆ ✓