

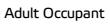


Fiat Panda Cross Supermini

2015









70%



Child Occupant

77%

Pedestrian Impact Protection



50%





46%

SPECIFICATION

Tested Model	FIAT Panda Cross 1.3 MJ 4X4
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1150kg
VIN From Which Rating Applies	- all Panda Cross of the specification tested
Class	Small Off-Road 4x4

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	×
Belt loadlimiter	•	•	×
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
AEB Inter-Urban	×
Speed Assistance System	×
Lane Assist System	×

O Not fitted to the test vehicle but available as option X Not Available — Not Applicable





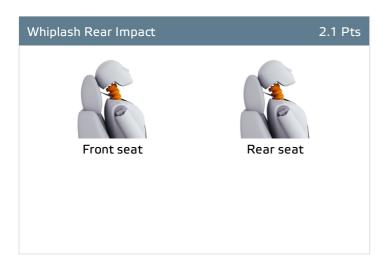
Total 26.7 Pts / 70%

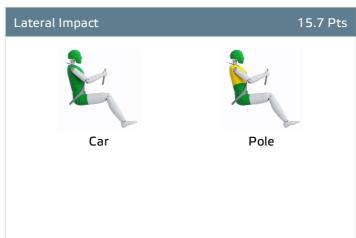
POOR

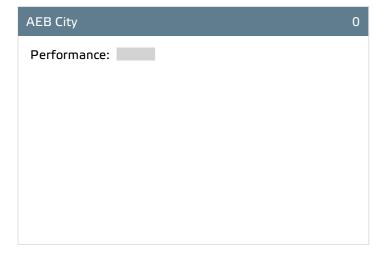




WEAK











Total 26.7 Pts / 70%

GOOD ADEQUATE MARGINAL WEAK POOR



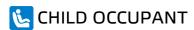


Total 26.7 Pts / 70%

Comments

The passenger compartment remained stable in the frontal offset test. Examination of the dummy readings and the high-speed films revealed that the head had made contact, through the deflating airbag, with the steering wheel. A penalty was applied and the driver's head protection was rated as adequate. At around the same time during the impact, with insufficient gas in the airbag, the chest contacted the rim of the steering wheel and, combined with dummy readings for chest compression, its protection was rated as weak. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Fiat showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver's chest was marginal, despite the standard-fit seatbelt pretensioners and load-limiters. Without these, protection of the rear seat occupant was rated as poor for the head and the chest, and weak for the neck. In the side impact barrier test, the Panda Cross scored maximum points with good protection of all body areas. In the more severe side pole test, protection of all body areas was good except the chest, protection of which was adequate. Dynamic tests and geometric assessments indicated marginal protection against whiplash injuries for the front and rear seat occupants.





Total 38 Pts / 77%



Crash Test Performance 24 Pts





Safety Features 2 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	×	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check 12 Pts

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

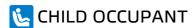
Infants up to 13 kg











Total 38 Pts / 77%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 38 Pts / 77%

	Seat Position			
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	×	•
Römer King Plus (Belt)	•	•	×	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	×	×	×
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

The Panda Cross scored maximum points in the dynamic impact tests for its protection of the $1\frac{1}{2}$ year and 3 year dummies, both of which were sat in rearward-facing restraints. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, the switch to deactivate the airbag is not clearly labelled and the system was not rewarded by Euro NCAP. All of the restraint types for which the car is designed could be properly installed and accommodated in the car.

Pedestrian Impact Protection





Total 18.3 Pts / 50%

18.3 Pts

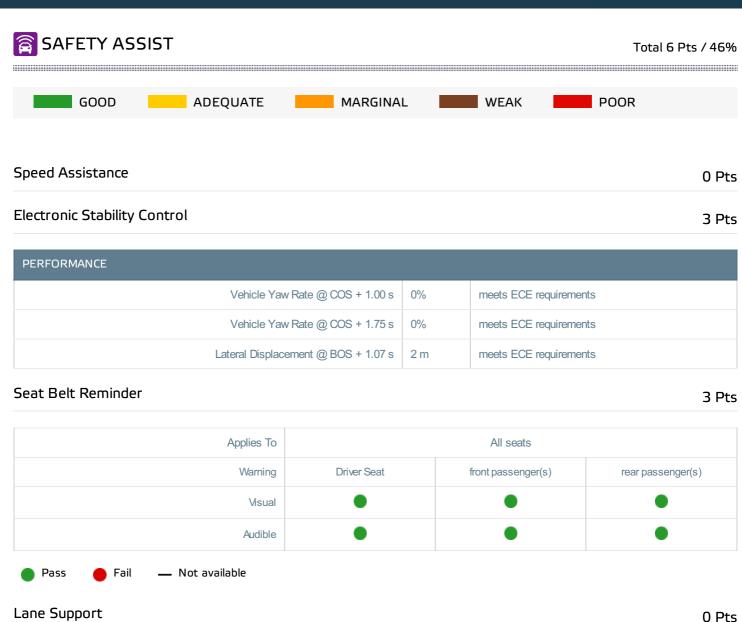


Head Impact	12.4 Pts
Pelvis Impact	5.1 Pts
Leg Impact	0.8 Pts

Comments

The bumper offered predominantly poor protection to pedestrians' legs, while the protection offered to the pelvis region was mostly good. Tests on the bonnet surface showed predominantly adequate or marginal protection for the head of a struck pedestrian, with poor results recorded along the base of the windscreen and along the stiff windscreen pillars.





AEB Interurban

0 Pts





Total 6 Pts / 46%

Comments

The Panda Cross has electronic stability control as standard equipment, together with a seatbelt reminder for the front and rear seating positions. Neither a speed limitation system nor a lane assist system are available and the Panda Cross does not have autonomous emergency braking.



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
June 2015	Rating Published	2015 ★ ★ ☆ ☆ ☆	✓
April 2016	Annual Review	2015	
June 2017	Annual Review	2015	
June 2018	Annual Review	2015	