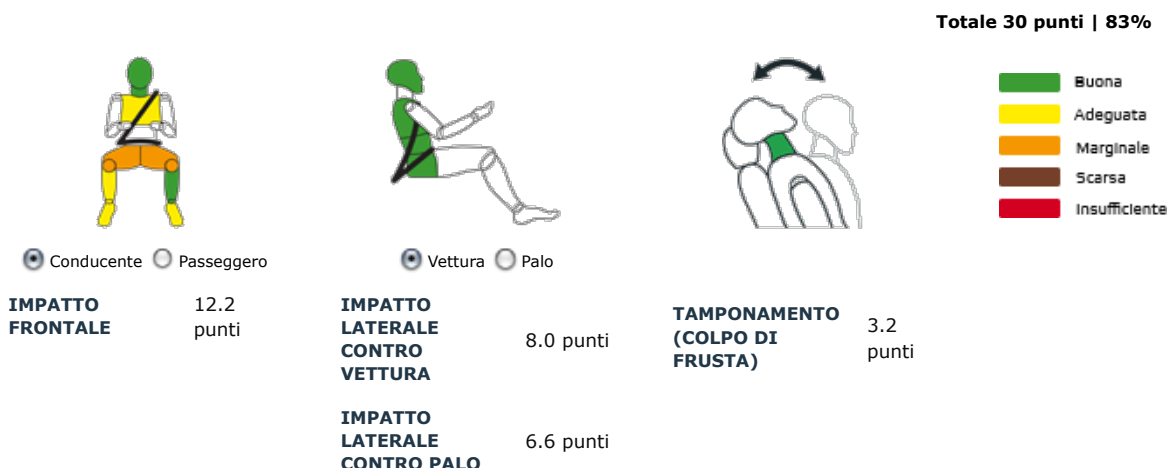


Comparabile



Totale 40 punti | 82%



RESTAZIONI	12.0 punti
ISTRUZIONI	4.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 18 mesi

Seggiolino	Britax Babysafe ISOFIX Plus
Gruppo	0, 0+
Posizione	All'indietro
Installazione	Ancoraggi ISOFIX e punto d'aggancio



RESTAZIONI	12.0 punti
ISTRUZIONI	4.0 punti
INSTALLAZIONE	2.0 punti

Bambino di 3 anni

Seggiolino	FAIR G0/1S
Gruppo	0+, 1
Posizione	In avanti
Installazione	Ancoraggi ISOFIX e punto d'aggancio

VALUTAZIONE BASATA SUL VEICOLO 4.0 punti

[Vedi commenti](#)

Totale 18 punti | 50%

Totale 5 punti | 71%



TESTA	12.0 punti
BACINO	0.0 punti
GAMBA	6.0 punti

Buona (Verde) | Adeguata (Giallo) | Marginale (Rosso)

DISPOSITIVI DI LIMITAZIONE VELOCITÀ	0.0 punti
CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)	3.0 punti
ESP	Approvato
SISTEMA SBR	2.0 punti
conducente	Approvato
passeggero	Approvato
sedile posteriore	Non valutato

Dettagli della vettura testata

Specifiche

Modello testato	Fiat Freemont 2.0 diesel 'Urban', LHD
Tipo carrozzeria	5 porte MPV
Anno di pubblicazione	2011
Peso	1907kg

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Applicabile a tutte le applies Freemonts testate

Classe

Large MPV.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente

dual stge

Airbag anteriore passeggero

a due fasi

Airbag laterali

Airbag laterale per la testa

Controllo elettronico della stabilità

Segnalazione di cintura di sicurezza non allacciata

driver and front passenger

Commenti

Protezione dei adulti

The passenger cell of the Freemont remained stable in the frontal impact. Although dummy readings indicated good protection of the knees and femurs of the driver and passenger, the steering column presented a hazard for occupants of different sizes and those sat in different positions, and protection for this body area was rated as marginal. Maximum points were scored for protection of the front passenger, with good protection of all body areas. In Freemont scored maximum points in the side barrier test. In the more severe side pole impact, dummy readings of rib compression indicated weak protection of the chest. The Freemont has an 'active' head restraint, which moves forward in the event of a rear-end collision to provide greater support for the neck. In Euro NCAP's tests, the system worked well and protection against whiplash injuries in a rear-end collision was rated as good.

Bambini

Based on dummy readings from the impact tests, the Freemont scored maximum points for protection of both the 18 month and 3 year old. In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side barrier test, both child dummies were properly contained within the shells of their restraints, minimising the likelihood of dangerous head contacts. The front passenger airbag cannot be disabled, so a rearward facing child restraint cannot be used in that seating position. The dangers of using a rearward facing seat in that position are not labelled in all the required languages.

Pedoni

The Freemont has an 'active' bonnet. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures underneath. FIAT showed that the system detected pedestrians of different statures and operated over a range speeds, so the Freemont was tested with the system deployed. In those areas likely to be struck by the head of a child, the car provided protection which was predominantly poor or marginal. For the head of an adult, protection was good in some areas but poor in others. The bumper scored maximum points for the protection it offered pedestrians' legs. However, the front edge of the bonnet gave poor protection and scored no points.

Dispositivi di sicurezza

Electronic stability control is standard and met Euro NCAP's test requirements. A seatbelt reminder is standard for the driver and front passenger seats. A speed limitation device is not available on the Freemont.