

Comparabile

Lancia Voyager

2.8i Diesel, Automatic, Platinum

TEST 2011



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 29 punti | 79%



Conducente Passeggero

IMPATTO FRONTALE 10.0 punti



Vettura Palo

IMPATTO LA TERALE CONTRO VETTURA 8.0 punti

IMPATTO LA TERALE CONTRO PALO 7.9 punti



TAMPONAMENTO (COLPO DI FRUSTA) 2.6 punti



Totale 33 punti | 67%



RESTAZIONI 9.6 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 0.0 punti

Bambino di 18 mesi

Seggiolino FAIR G-01 ISOFIX, ISOFIX RWF Platform Frame type E
Gruppo G-01
Posizione All'indietro
Installazione Ancoraggi ISOFIX e intelaiatura supporto



RESTAZIONI 12.0 punti

ISTRUZIONI 4.0 punti

INSTALLAZIONE 0.0 punti

Bambino di 3 anni

Seggiolino FAIR G-01 ISOFIX, ISOFIX FWF Platform Frame type A
Gruppo G-01
Posizione In avanti
Installazione Ancoraggi ISOFIX e intelaiatura supporto

VALUTAZIONE BASATA SUL VEICOLO 3.0 punti

Totale 17 punti | 47%

Totale 5 punti | 71%



TESTA 11.0 punti

BACINO 0.0 punti

GAMBA 6.0 punti

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

[Vedi commenti](#)



sedile posteriore

Non valutato

Dettagli della vettura testata

Specifiche

Modello testato	2.8l Diesel, Automatic, Platinum
Tipo carrozzeria	5 porte MPV
Anno di pubblicazione	2011
Peso	2183kg
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	Applicabile a tutte le applies Lancia Voagers testate
Classe	Large MPV.

Safety equipment

Rear load limiters

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente a due fasi

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 passenger

Commenti

Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Dummy readings indicated poor protection for the knees and femurs of the passenger occupant. The steering column and fascia also provided hazards to the driver occupant. The Voyager scored maximum points for the protection it provided in the side barrier test. In the more severe side pole impact, protection was good in most body areas and adequate for the chest. The front seat and active head restraints provided marginal protection against whiplash injuries in a rear-end collision.

Bambini

Based on dummy readings in the frontal and side impact tests, the Voyager scored full points for protection of the 3 year old child. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and both the 3 year and 18 month dummies were properly contained by their restraints in the side impact, minimising the risk of dangerous head contact. However, the ISOFIX child restraints are mounted on support stands, the legs of which rest on storage compartments in the floor of the rear seating positions. For the 18 month dummy, the cover of this storage compartment partially collapsed during the frontal impact and Euro NCAP awarded no points for compatibility of the restraints with the vehicle. Lancia has stated that they will implement improvements to eliminate this concern. The passenger airbag cannot be disabled, preventing the fitment of

a rearward-facing child restraint in that seating position. The sun-visor label warning of the dangers of using a rearward facing child seat in that position were presented in the relevant EU languages and did not meet the Euro NCAP requirements.

Pedoni

The Voyager is equipped with an 'active' bonnet. Sensors in the bumper determine when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures underneath. Lancia showed that the system worked for a wide range of pedestrian statures and over a range of speeds, so the car was tested with the system deployed. Although some areas were good, most areas likely to be struck by a pedestrian's head offered poor protection. The area likely to be struck by a pedestrian's hip and pelvis was poor in all areas tested and scored no points. The bumper offered good protection to a pedestrian's legs.

Dispositivi di sicurezza

Electronic stability control is standard and met Euro NCAP's requirements. Speed limitation devices are not available. There is a seatbelt reminder system for the driver and passenger seats only.