FIAT 500e

DECEMBER 2022 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2021 ★★★★☆

RATING YEAR	2021
VEHICLE TYPE	Light Car
ENGINE TYPE	Battery Electric Vehicle (BEV)
BUILT FROM	NZ: September 2022 AUS: February 2023
ON SALE FROM	NZ: December 2022 AUS: March 2023
SERIES	Series 2
AIRBAGS	Dual frontal, side chest, side head

The Fiat 500e was introduced in New Zealand in December 2022 and Australia in March 2023. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag to prevent occupant-to-occupant and occupant-to-vehicle interaction is not available.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) is standard, as is AEB Junction Assist for car-to-pedestrian scenarios. A lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants. Blind spot monitoring (BSM) is available on some variants. AEB Backover is not available.

78% ADULT OCCUPANT PROTECTION

79% CHILD OCCUPANT PROTECTION

67% VULNERABLE ROAD USER PROTECTION

67% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Fiat 500e La Prima	3 door hatch	Battery Electric	2WD	✓	✓
Fiat 500e	3 door hatch	Battery Electric	2WD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

78%
29.66 POINTS
OUT OF 38

The passenger compartment of the Fiat 500e remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest, and ADEQUATE protection for the upper and lower legs. Protection of the front passenger chest and lower legs was ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Fiat 500e presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.42 point penalty was applied.

In the full width frontal test, protection of the driver chest was MARGINAL, and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE while protection of the chest was MARGINAL. GOOD protection was offered for all other critical body regions of the rear passenger.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD and the Fiat 500e scored maximum points in these tests.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Fiat 500e. Tests to measure injury risk from occupant-to-occupant contact in side impacts were therefore not conducted. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as MARGINAL for the vehicle-to-vehicle impact scenario and POOR for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted.

FRONTAL OFFSET (MPDB)#	5.28	(out of 8)
FULL WIDTH FRONTAL#	7.13	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.61	(out of 4)
FAR SIDE IMPACT	0.64	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.09 pts
Upper legs:	3.00 pts
Lower legs:	2.89 pts
Deductions:	-1.00pts *(variable contact)*

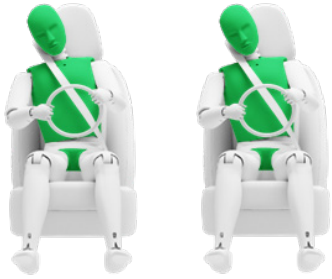
FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.97 pts
Upper legs:	4.00 pts
Lower legs:	3.79 pts
Deductions:	Nil

COMPATIBILITY

Deductions: -1.42 pts

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT

[NO COUNTERMEASURE FITTED]

SIDE IMPACT (MDB)

Head:	1.00 pts
Neck:	0.92 pts
Chest & Abdomen:	1.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	0.00 pts
Neck:	0.91 pts
Chest & Abdomen:	0.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.63 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.92 pts
Chest:	1.98 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not available
Advanced eCall	✕	1.00 pt default

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 2.61 pts
Rear passenger: 1.00 pts

CHILD OCCUPANT PROTECTION

79%
38.76 POINTS OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy and the head and neck of the 6 year dummy was ADEQUATE, while GOOD protection was offered to all other critical body regions.

In the side impact test, protection of the chest of the 10 year dummy was POOR, while that of other body areas of both the 6 year and 10 year dummies was GOOD.

Fiat 500e vehicles sold in New Zealand are fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. There is also a lower ISOFix anchorage and a top tether anchorage fitted to the front passenger seat.

Space in the second row of the Fiat 500e is limited, and installation of typical child restraints available in New Zealand showed that several of the selected child restraints - particularly those installed with soft ISOFix attachments - could not be safely installed in rear seating positions.

DYNAMIC TEST (FRONT)	14.79	(out of 16)
DYNAMIC TEST (SIDE)	7.00	(out of 8)
RESTRAINT INSTALLATION	8.97	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✕ / ●*	●	-	-	-
Integrated child restraints	✕	✕	-	-	-
Top tether anchorage	✕ / ●*	●	-	-	-
Airbag disabling	✕ / ●*	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - NOT APPLICABLE

* Fitted to New Zealand vehicles built prior to February 2023.

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

79%
38.76 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕ / ●#	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕ / ●#	●	–	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕ / ●#	●	–	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕ / ●#	●	–	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕ / ●#	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕ / ●#	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

Applies to New Zealand vehicles built prior to February 2023.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

67%
36.45 POINTS
OUT OF 54

The bonnet of the Fiat 500e provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface. WEAK and POOR results were recorded at the base of the windscreen, on the stiff windscreen pillars, and the side of the bonnet surface. The leading edge of the bonnet showed mixed results of GOOD to POOR for protection of the pelvis, while the bumper provided GOOD protection to pedestrians' legs.

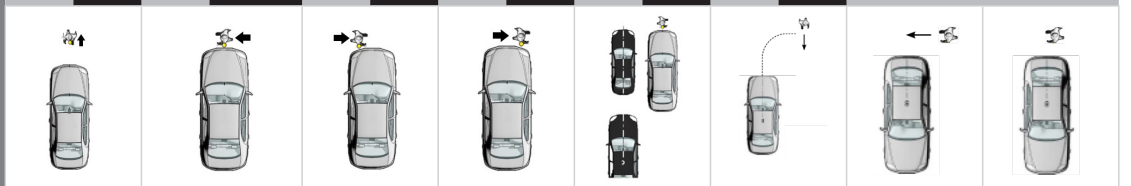
The Fiat 500e is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians. Testing of this system showed GOOD performance in forward test scenarios. The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted. In cyclist test scenarios, the AEB system offered GOOD performance.

HEAD IMPACTS	12.78	(out of 24)
UPPER LEG IMPACTS	2.06	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	7.00	(out of 7)
AEB - Pedestrian (backover)	NOT TESTED	(out of 2)
AEB - Cyclist	8.60	(out of 9)

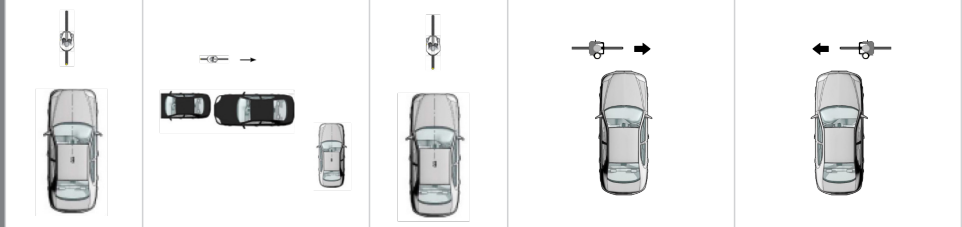
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Autonomous Emergency Brake Control
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW		FORWARD										BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle		Adult standing behind reversing vehicle	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY		DAY	
TEST SCENARIO																
PERFORMANCE				–						–		–				
	GOOD															

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY ASSIST

67%
10.83 POINTS
OUT OF 16

The Fiat 500e is fitted with an autonomous emergency braking system (AEB) capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed an overall performance level of MARGINAL with collisions avoided at the lower test speeds, and mitigated in the higher test speeds. The AEB system does not react when turning across the path of an oncoming vehicle, and hence AEB Junction Assist tests were not conducted.

Tests of lane support system functionality showed some GOOD performance, including in several of the more critical emergency lane keeping test scenarios,

A speed assistance system (SAS) is standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

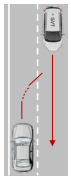
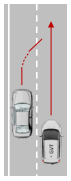
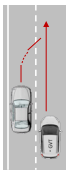
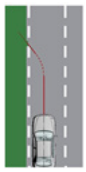
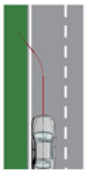
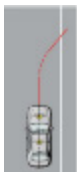
A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	1.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.38	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	2.96	(out of 4)
AEB - Junction Assist	NOT TESTED	(out of 2)

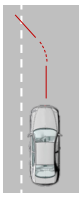
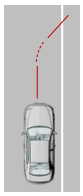
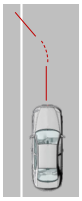
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Control
OPERATIONAL FROM: 60-150 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

67%
10.83 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Autonomous Emergency Braking Control
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-150 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
[NOT TESTED]			

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera-based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Fiat 500e Icon LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	3 door hatch
TESTED VEHICLE ENGINE	Battery Electric
RATING PUBLISHED	December 2022
RATING UPDATED	March 2023

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	–	–
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	✕	✕
Airbag - knee (driver)	✕	✕
Airbag - knee (front passenger)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕/●*
Head restraints for all seats	●	●
Active bonnet	✕	✕
Adaptive cruise control (ACC)	○	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✕	✕
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence alert	✕	✕
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✕	✕
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	✕	✕
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	✕	✕
Reversing collision avoidance (camera)	●	●
Roll stability system	✕	✕
Secondary / multi-collision brake	✕	✕
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Fitted to New Zealand vehicles built prior to February 2023.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS